



2017 Pavement Management Program Update Final Report

NCE Project No. 270.08.55

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Richmond, CA

501 Canal Blvd., Suite I
Richmond, CA 94804



City of Fort Bragg

Public Works Department
416 North Franklin Street
Fort Bragg, CA 95437

270.08.55

City of Fort Bragg

2017 Pavement Management Program Update

Final Report

Submitted to:

**City of Fort Bragg
Public Works Department
416 North Franklin Street
Fort Bragg, CA 95437**

August 2017

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Background

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the City of Fort Bragg's (City) Pavement Management Program (PMP) using the StreetSaver software. As part of the scope, NCE performed condition surveys on the City's entire pavement network, which included 2.96 centerline miles (12 sections) of arterials, 7.73 centerline miles (39 sections) of collectors, and 14.78 centerline miles (118 sections) of residential streets. Once field surveys were completed, all survey data was entered into the StreetSaver database.

Maintenance and rehabilitation strategies and recent unit costs were also updated in StreetSaver. Finally, the pavement funding needs were determined, and two budgetary scenarios were analyzed for the pavement network.

Purpose

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

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

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



Network Description

The City of Fort Bragg is responsible for the repair and maintenance of approximately 25.47 centerline miles of pavement, or 169 pavement sections. Table 1 below summarizes the entire network by functional class. Note, however, that the alleys **not** included in the database and therefore are not considered in the analysis. Since they form a large portion of the pavement network, it is expected that they may have a significant impact on the results presented herein.

Table 1: Network Summary Statistics for City-Maintained Sections

Functional Class	Sections	Centerline Miles	Lane Miles	% of the Entire Network (by Pavement Area)
Arterials	12	2.96	6.02	13.3
Collectors	39	7.73	15.09	34.5
Residentials	118	14.78	29.17	52.2
Total	169	25.47	50.28	100

Note: Alleys are not included.

The network replacement cost of the maintained sections is approximately \$34.1 million. This can be viewed as the value of the pavement network. It is the amount needed to fund the full reconstruction of the City's pavement network and does not include related infrastructure assets, such as sidewalks, signals, markings, signs, etc.

A list of all sections in the network and their corresponding PCI at the time of inspection and other attribute data is included in Appendix A. For convenience, there are two listings – one sorted by street name and the other sorted by descending PCI.



Pavement Current Condition

The pavement condition index, or PCI, is a measurement of the pavement condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a failed street will have a PCI of 25 or less. **The average 2017 PCI of the City’s street network is 76 (does not include alleys).** Note that these values are projected and area-weighted calculations from StreetSaver. The average remaining service life (RSL) is estimated to be approximately 21 years for the streets (this is the time required for pavement to reach a “Very Poor/Failed” condition if no maintenance occurs).

The overall PCI and RSL discussed above does not include the condition of the City’s alleys. The City has a substantial amount of alleys, therefore the PCI, RSL, budget needs, and results of budget scenarios would be impacted significantly if they were included.

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

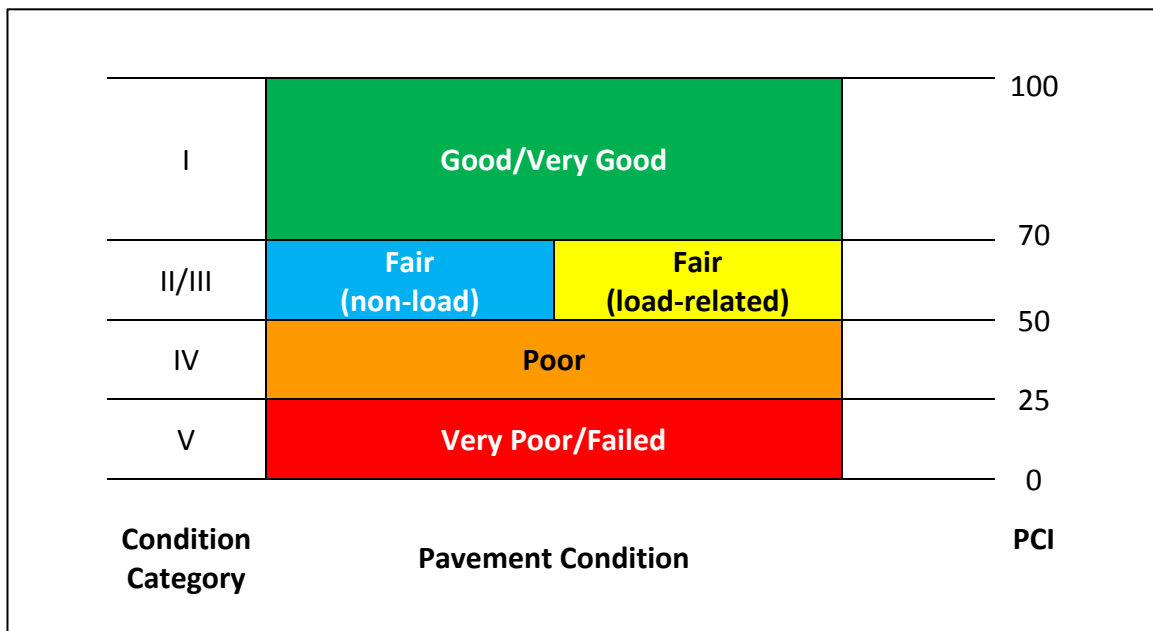


Figure 1: Pavement Condition Categories by PCI



Figure 1 below shows the network PCI trend since 2001. The PCI values are field inspected values from the StreetSaver Program. The average network PCI for the City has increased by 40 points since 2001, which is a testament to the commitment made to repair and maintain the street network!

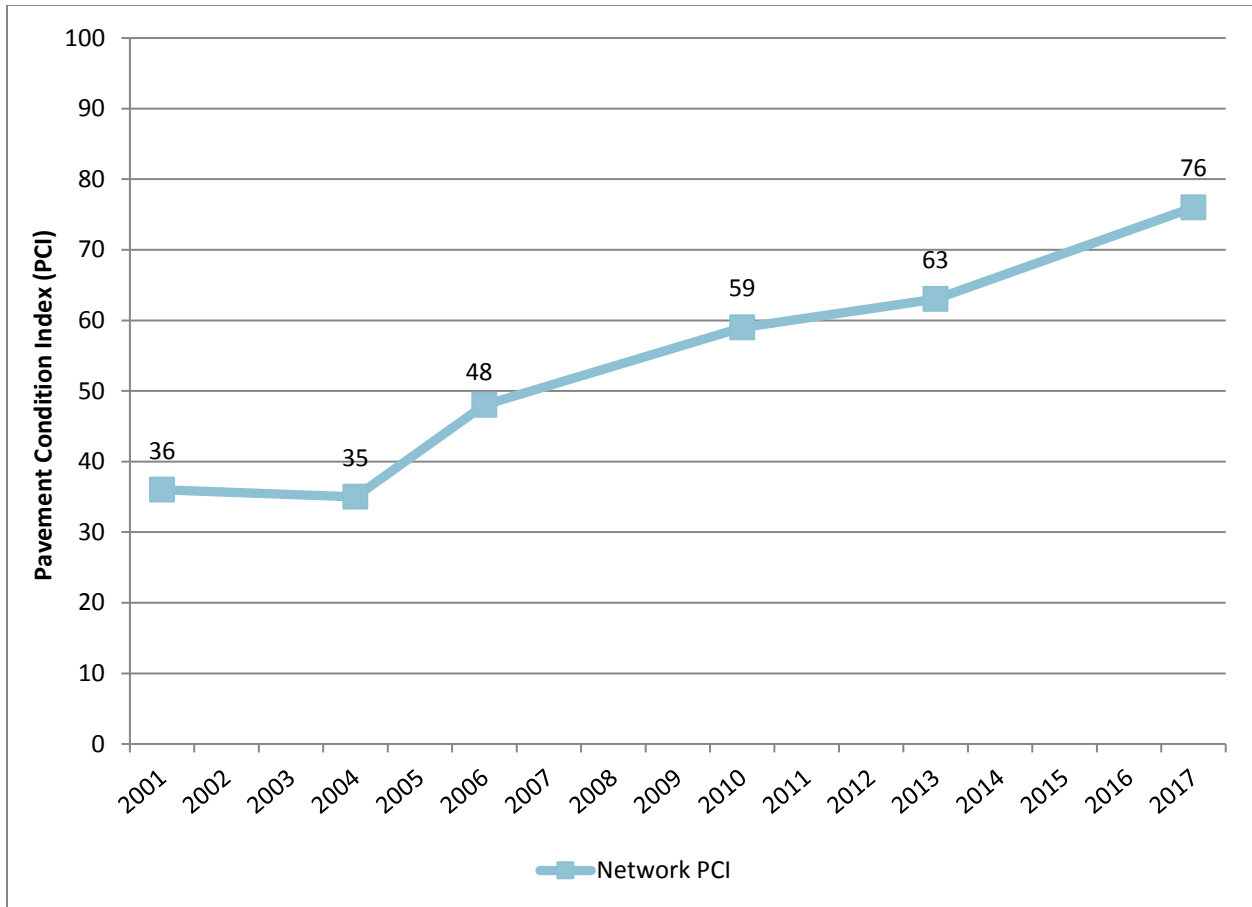


Figure 2: Historical Network PCI from 2001 to 2017



Table 2 and Figures 3 and 4 detail the network by PCI ranges or condition category. Approximately 86.1% of the City’s streets are in the “Good/Very Good” or “Fair” condition category, with 7.3% of in the “Very Poor/Failed” condition category.

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

Condition Category	PCI Range	Arterials (%)	Collectors (%)	Residentials (%)	Entire Network (%)
Good/Very Good (I)	70-100	8.1	29.0	38.6	75.7
Fair (II/III)	50-69	4.8	3.3	2.3	10.4
Poor (IV)	25-49	0.0	1.3	5.3	6.6
Very Poor/Failed (V)	<25	0.4	0.9	6.0	7.3
Total		13.3	34.5	52.2	100.0

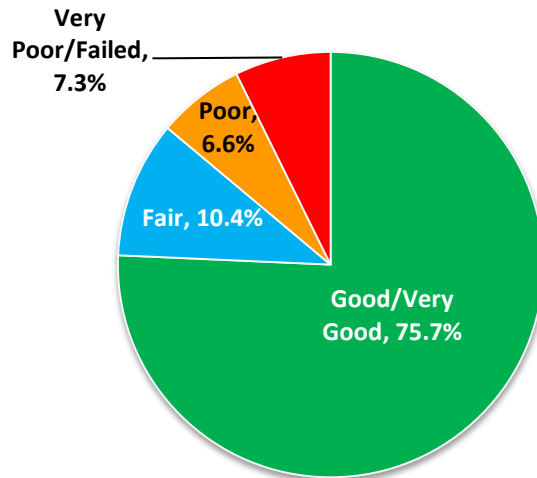
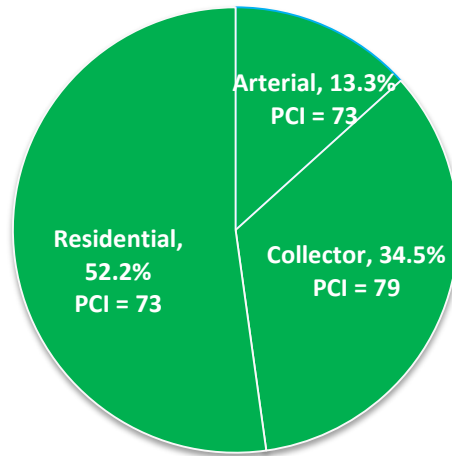


Figure 3: Pavement Condition Summary by Condition Categories (Entire Network by Area, 2017)



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



Maintenance and Rehabilitation Strategies

Historically, the City utilizes a program of Hot Mix Asphalt (HMA) overlays, slurry seals, chip seals, and microsurfacing as maintenance and rehabilitation strategies. Slurry seals have usually been utilized as a preventive maintenance technique when the pavements are in “Good/Very Good” condition or above. As the pavement condition deteriorates, HMA overlays are applied. Digouts are typically used as preparation prior to overlays and slurry seals as necessary. These pavement treatments are formalized in the maintenance and rehabilitation decision tree shown in Appendix B.

Figure 5 below demonstrates that pavement maintenance follows the old colloquial saying of “pay me now, or pay me more later”. History has shown that it costs much less to maintain streets in “Good/Very Good” condition than to repair streets that have failed. Allowing pavements to deteriorate, streets that once cost \$3.00 per square yard (SY) to slurry seal may soon cost \$30.00/SY to overlay and \$89.00/SY to reconstruct. In other words, delays in repairs can result in construction costs increasing as much as 30 times. Appendix B shows the detailed decision tree and the unit costs associated with each type of treatment.

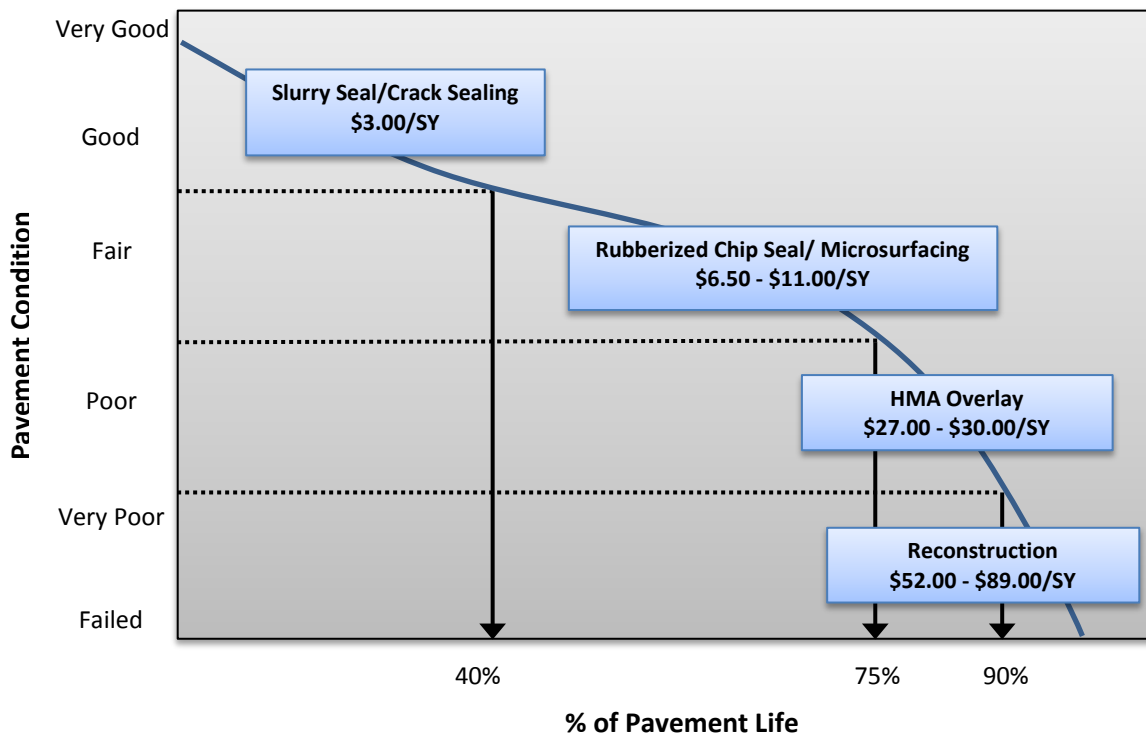


Figure 5: Costs of Maintaining Pavements over Time



Budget Needs

Based on the principle that it costs less to maintain streets in good condition than those in bad condition, the PMP strives to develop a maintenance strategy that will improve the overall condition of the network to an optimal PCI and then sustain it at that level. By not addressing the maintenance needs, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost effective funding and maintenance strategy must be implemented.

The first step in developing a cost effective maintenance and rehabilitation strategy is to determine the maintenance "needs" of the pavement network. Using the StreetSaver budget needs module with an inflation rate of 5%, the maintenance needs over the next five years were estimated at approximately \$5.6 million for the entire network. If the City follows the strategy recommended by the program, the average network PCI will increase to 83 by 2021. If, however, no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 68 by 2021. The results of the budget needs analysis are summarized in Table 3 below.

Table 3: Summary Results from Needs Analysis

Year	2017	2018	2019	2020	2021	Total
PCI Treated	88	86	84	85	83	--
PCI Untreated	76	74	72	70	68	--
Needs (\$Thousands)	3,885	603	260	835	4	5,587

The results of the budget needs analysis represent the ideal funding strategy recommended by the StreetSaver PMP. Of the total \$5.6 million in maintenance needs shown, approximately \$1.2 million (21.5%) is earmarked for preventive maintenance, while the majority, \$4.4 million (78.5%) is allocated for the more costly rehabilitation and reconstruction treatments.

It should be noted that the prediction models in StreetSaver may result in a more conservative performance because the impacts of newer and more cost-effective technologies, may not be accounted before. For example, if improved materials are utilized, e.g. asphalt-binder with rubber or polymers, the actual performance of these treatments may be under-stated. This results in a higher expected funding requirement. Therefore, the conservative prediction models, the PCI has improved more than predicted in the 2013 PMP report. However, if the City continues to assess the conditions regularly, the models will continue to improve.



Budget Scenarios

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

Scenario 1: City’s Funding Level – Based on the existing funding level of \$2.0 million per year for the next five years, the deferred maintenance is predicted to decrease to \$0 by 2020 and the overall PCI will increase to 83. The City’s budget is greater than the pavement needs; therefore, the entire budget is not required for all analysis years. The results of this scenario are essentially identical to an unconstrained budget scenario, thus making an unconstrained budget scenario is redundant.

Scenario 2: Maintain PCI at 76 – This scenario aims to ensure that the overall pavement network PCI does not drop below 76 over the next five years. A total of \$3.2 million is required to maintain the PCI. In addition, the deferred maintenance will decrease to \$3.1 million by 2021.

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

Appendix E contains maps which illustrate the results of each scenario. The maps highlight the color-coded condition category of each pavement section in 2021 for Scenarios 1 and 2. A map illustrating the current condition is also provided for comparison.



Scenario 1: City’s Funding Level (\$2.0 Million Annually)

This scenario determines the impacts of the existing funding level of \$2.0 million per year for the next five years. The City’s funding level exceeds the needs of the pavement network, therefore from 2019 to 2021 only a small portion of the budget will be required since the deferred maintenance has essentially been eliminated. The deferred maintenance does not reach \$0 and the entire network is not in the “Good/Very Good” condition category by 2021 due to the cyclical nature of preventative maintenance treatments. With a total of \$5.7 million over the next five years, the network PCI will increase to 83 by 2021. Approximately 88.7% of the network will be in the “Good/Very Good” condition and the deferred maintenance will decrease to \$0. The projected remaining service life (RSL) of the overall network is projected to be 25 years in 2021. Appendix D provides a list of candidate sections selected for treatment in this scenario.

Table 4: Summary Results for Scenario 1

Year	2017	2018	2019	2020	2021	Total
Budget (\$ Thousands)	1,985	2,000	521	1,178	3	5,687
Deferred Maint. (\$ Thousands)	1,726	371	123	0	0	--
PCI	83	85	84	85	83	--
RSL (Years)	24	26	25	26	25	--

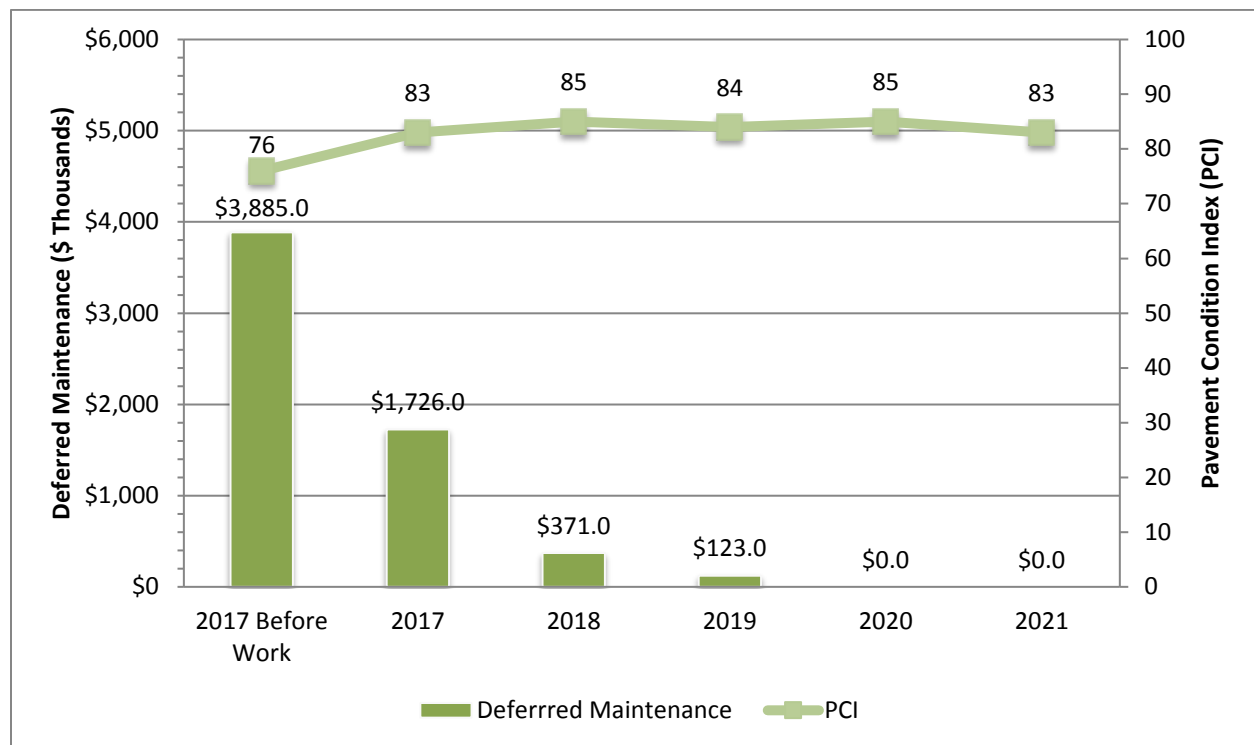


Figure 6: PCI vs Deferred Maintenance for Scenario 1



Scenario 2: Maintain PCI at 76 (\$3.2 Million Total)

This scenario indicates that a total of \$3.2 million is required to maintain the current network PCI at 76 over the next five years. Approximately 82.1% of the pavement network will be in “Good/Very Good” and 8.5% will be in the “Poor” or “Very Poor/Failed” condition. The deferred maintenance will decrease to \$3.1 million by 2021 and the remaining service life (RSL) is projected to be 21 years. Appendix D provides a list of candidate sections selected for treatment in this scenario.

Table 5: Summary Results for Scenario 2

Year	2017	2018	2019	2020	2021	Total
Budget (\$ Thousands)	0	494	897	894	899	3,184
Deferred Maint. (\$ Thousands)	3,711	3,960	3,514	3,844	3,415	--
PCI	76	76	76	76	76	--
RSL (Years)	21	21	21	21	21	--



Figure 7: PCI vs Deferred Maintenance for Scenario 2



Scenario Comparisons

The following two figures graphically illustrate the annual changes in PCI and deferred maintenance for each scenario. Figure 8 below illustrates the changes in PCI over time for Scenario 1 (City Funding Level) and Scenario 2 (Maintain PCI at 76). It can be seen, Scenario 1 will increase the PCI to 83 and Scenario 2 will maintain the PCI at 76.

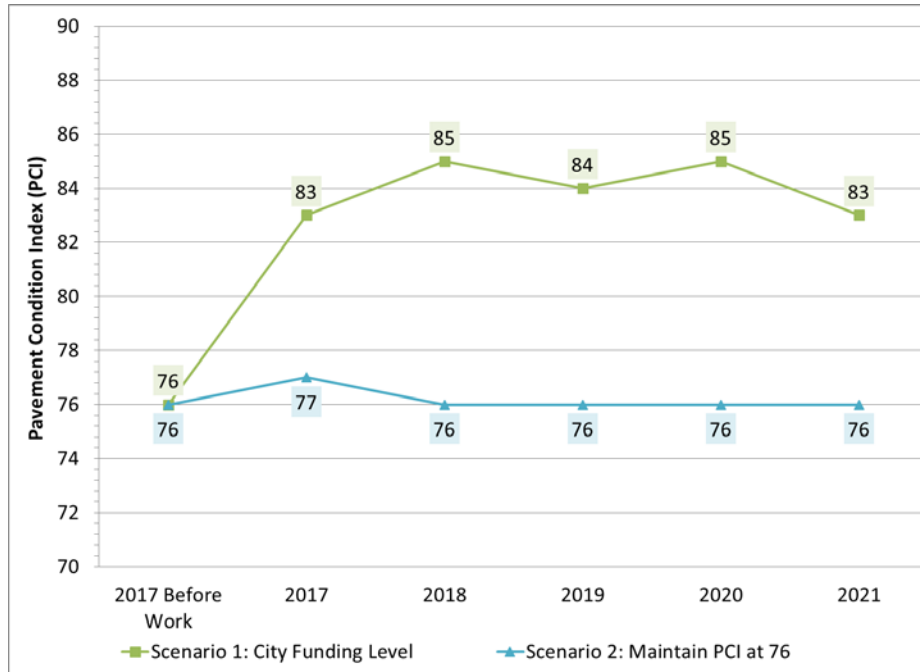


Figure 8: Annual Pavement Condition Index by Scenarios 1 to 2

Figure 9 on the next page illustrates the change in deferred maintenance over time for the each budget scenario analyzed. The deferred maintenance will be eliminated in Scenario 1, while Scenario 2 will decrease the deferred maintenance to \$3.1 million by 2021.

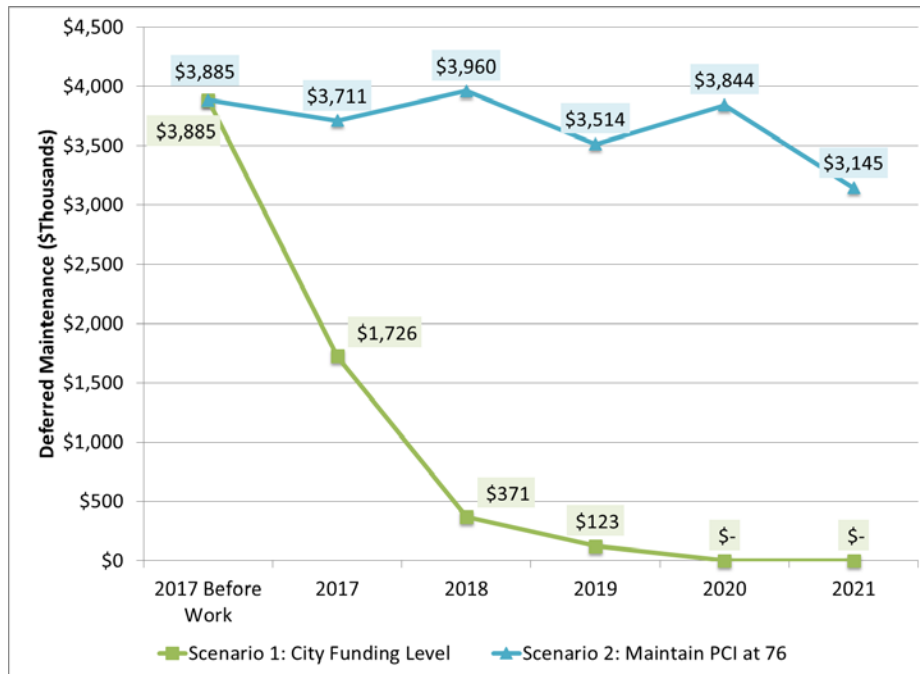
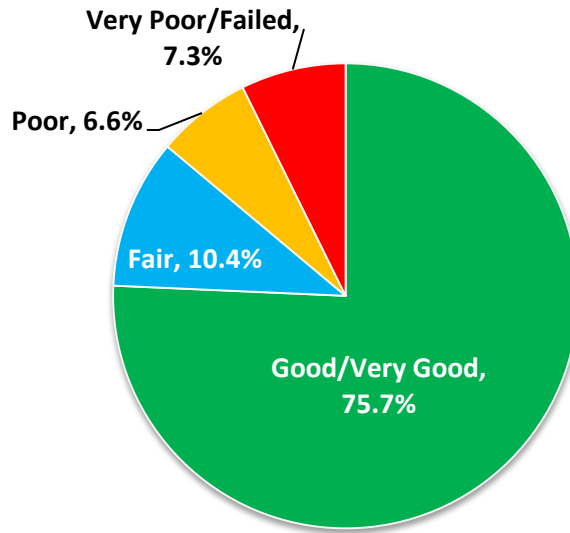


Figure 9: Annual Deferred Maintenance by Scenarios 1 to 2

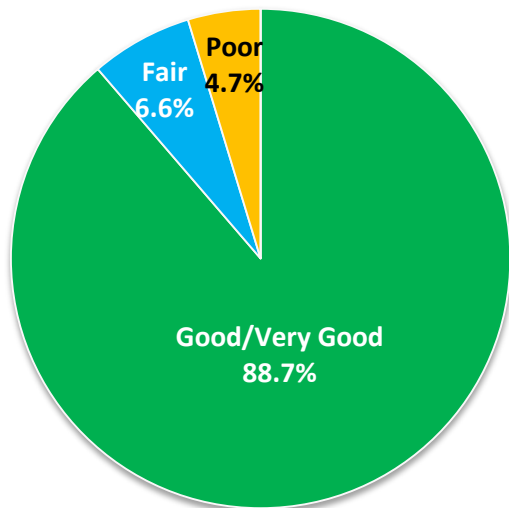
Figure 10 on the next page illustrates the pavement condition changes under various scenarios. Currently, 75.7% of the network is in “Good/Very Good” condition and 13.8% is in “Poor” or “Very Poor/Failed” condition. In Scenario 1 (City’s Funding Level), the percentage of the network in “Good/Very Good” condition will increase to 88.7% and the percentage in “Fair” or “Poor” condition will decrease to 11.3%. In Scenario 2, the percentage of the pavement in “Good/Very Good” condition will increase to 82.1% and the percentage in “Poor” or “Very Poor/ Failed” condition will decrease to 8.5%.



Current Condition (2017)



2021 Condition (City's Funding Level)



2021 Condition (Maintain PCI at 76)

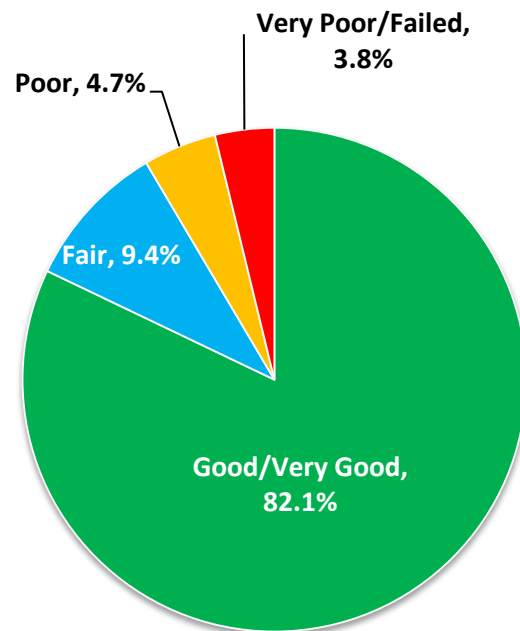


Figure 10: Pavement Condition Changes under Scenarios 1 to 2



Discussion

To summarize, the City of Fort Bragg has a substantial investment of \$34.1 million in the street network. Overall, the City's network is in "Good/Very Good" condition with a network PCI of 76. Of the 25.47 centerline miles of City-maintained streets, approximately three-quarters are currently in "Good/Very Good" condition with less than one-seventh in "Poor" or "Very Poor/Failed" condition.

The analyses indicate that the City needs to spend approximately \$5.6 million in pavement maintenance and rehabilitation over the next five years to essentially repair all streets. By doing so, streets then can be maintained in good condition with on-going preventive maintenance. This will save money by avoiding reaching the level of major rehabilitation (such as reconstruction).

A final note is that there is an extensive alley network in Fort Bragg that is used by many residents. It is unknown what their condition is, and their inclusion in the analysis may well lead to different conclusions.



Recommendations

A. Pavement Budget

Clearly, the city's existing budget of \$2.0 million a year is more than adequate to address the pavement needs.

B. Pavement Maintenance Strategies

The City's pavement maintenance strategies are primarily slurry seals, chip seals, microsurfacing, and overlays. Since a large percentage of pavements are in "Good/Very Good" to "Fair" condition, it is important to preserve good pavements. Crack sealing is relatively inexpensive and can keep moisture out of pavements and prevent the underlying aggregate base from premature failures. Life-extending surface seals such as slurry seal are also cost-effective for pavements currently in "Fair" to "Good/Very Good" condition.

NCE recommends that the City continue with well-funded preventive maintenance program, and with rehabilitation projects to improve pavement currently in poor condition. This is necessary to at least maintain the portion of the street network that is in "Good/ Very Good" condition and avoid increasing the deferred maintenance even more. In addition, the City should consider strategies such as recycling to achieve more cost savings.

C. Re-inspection Strategies

In order to continue monitoring the street network, and make appropriate decisions, it is recommended that arterial and collector streets be inspected every two years and residential streets every four to five years.

D. Maintenance and Rehabilitation Decision Tree

The maintenance and rehabilitation treatment strategies and associated unit costs should be reviewed and updated annually to reflect new construction techniques/costs so that the budget analysis results can continue to be reliable and accurate.

A significant unknown fact is the future cost of rehabilitation; with the recent volatility in oil prices, we recommend that City carefully monitor future construction costs and be ready to adapt to large increases if necessary.

E. Next Steps

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

- Maintain a preventive maintenance strategy.

APPENDIX A

Section Description Inventory

Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class, surface type, number of lanes, lengths, widths, areas, Inspected 2017 PCI, and PCI Date.

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

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Beg Location	Beginning limit of the section.
End Location	Ending limit of the section.
# of Lanes	Number of travel lanes.
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (ft ²)	Area of section in square feet.
Surface Type (ST)	Surface Type (A = AC Pavement, O = AC Overlay of AC Pavement).
Functional Class (FC)	Functional Classification (A = Arterial, C = Collector, R = Residential/Local, NCR = Proposed; Private; Non-County).
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is projected for 2017 and is based on the last calculated PCI (i.e. from inspection or maintenance data).

**Section Description Inventory
Sorted by Street Name**



City of Fort Bragg
PCI Listing Report By Street Name

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
AIRPOR	001A	AIRPORT ROAD	CL SIGN	W/CL SIGN	2	R	587	22	12,914	A	2/14/2017	97
AIRPOR	001B	AIRPORT ROAD	W/CL SIGN	EEDGE HWY1	2	R	268	22	5,896	A	2/14/2017	88
ALGER	001	ALGER ST	NFCURB LAUREL	END OF ST	2	R	564	22	12,408	A	2/13/2017	8
AZALEA	001	AZALEA CIRCLE	WF CURB S SANDERSON	END OF CULDESAC	2	R	275	38	10,450	A	2/13/2017	22
BOATYA	001	BOATYARD ST	FORM HWY1	FROM BEGIN	2	A	432	24	10,368	A	2/14/2017	62
BOATYA	002	BOATYARD ST	NSIDE DRIVE WY HARVEST	NF HWY20	2	A	785	41	32,185	A	2/14/2017	71
BRANDO	001	BRANDON WY	NF CURB E FIR ST	GUARD BARRIER	2	R	728	34	24,752	A	2/13/2017	83
CEDAR	001	CEDAR ST	EF CURB HAROLD ST	END OF CURB	2	R	2,275	27	61,425	A	2/14/2017	90
CEDAR	002	CEDAR ST	END CURB 1320 CEDAR	1631 EAST PROP LINE	2	R	350	19	6,650	A	2/14/2017	64
CHESTN	001	CHESTNUT ST	EF CURB HWY1	END OF CURB-GUTTER	3	A	498	40	19,920	A	2/13/2017	18
CHESTN	005	CHESTNUT ST	END CURB-GUTTER	S WHIPPLE	2	C	884	32	28,288	O	2/13/2017	82
CHESTN	010	CHESTNUT ST	S WHIPPLE	SANDERSON WY	2	C	2,937	32	93,984	A	2/13/2017	89
CHESTN	015	CHESTNUT ST	SANDERSON WY	END OF STREET	2	C	975	32	31,200	O	2/13/2017	81
DELM	001	DELMAR DR	OCEAN VIEW DR	END NORTH	2	R	755	21	15,855	S	4/16/2017	95
DELM	002	DELMAR DR	OCEAN VIEW DR	END SOUTH	2	R	242	30	7,260	A	4/16/2017	63
DENNIS	001	DENNISON LANE	SEDEGE OF PAVEMANT	NWPROP LN STANLEY	2	R	853	14	11,942	A	2/14/2017	62
DICKWI	001	DICKWILLIAMS WY	DANA ST	END AT CDS	2	R	185	28	5,180	A	4/16/2017	33
DUBOIS	001	DUBOIS LANE	SF CURB WALNUT	END OF PAVEMENT	2	R	207	25	5,175	A	2/12/2017	3
EALDER	002A	EAST ALDER	EFCURB SFRANKLIN	HAROLD	1	C	1,584	43	68,112	A	2/13/2017	87
EALDER	002B	EAST ALDER	HAROLD	HYDRANT END OF ST	1	R	1,261	43	54,223	A	2/13/2017	85
EALDER	001	EAST ALDER 001	EF CURB HWY 1	WFCURB NFRANKLIN ST	1	C	340	43	14,620	A	2/13/2017	91
EBUSH	001	EAST BUSH ST	WF CURB BRANDON WAY	ES.ALLEY PRKINS	2	R	471	33	15,543	A	2/13/2017	95
EBUSH	005	EAST BUSH ST	ESALLEY PRKINSHARISON	N. FRANKLIN ST	2	R	890	43	38,270	A	2/13/2017	95
EBUSH	010	EAST BUSH ST	N FRANKLIN ST	E.F. CURB HWY1	2	R	345	43	14,835	A	2/13/2017	95
ECYPRES	001	EAST CYPRESS ST	END OF KEMPEE	W.F.CURB RIVER DRV	2	C	1,296	40	51,840	O	2/14/2017	83
ECYPRES	002	EAST CYPRESS ST	WFCURB RIVER DRV	E.SIDE G.P. HAUL RD	2	C	813	40	32,520	A	2/14/2017	38
ECYPRES	003	EAST CYPRESS ST	ESIDE GP HAUL RD	E.F. HWY1	2	C	680	43	29,240	A	2/14/2017	85
EELM	001	EAST ELM ST	EFAT HWY1	W.F. CURB N FRANKLIN ST	2	C	325	44	14,300	A	2/13/2017	86
EFIR	001	EAST FIR ST	EFCURB AT N FRANKLIN ST	E.F.CURB HAROLD	2	C	1,745	43	75,035	A	2/13/2017	87
EFIR	002	EAST FIR ST	EFCURB AT HWY 1	RR TRACKS	2	C	142	44	6,248	A	2/13/2017	44
EFIR	003	EAST FIR ST	RR TRACKS	W.F.CURB H FRANKLIN	2	C	192	44	8,448	A	2/13/2017	15

FC (Functional Classification): A(Arterial), C(Collector), R(Residential)

Surface Type: A(AC), O(AC/AC), S (ST), G(Gravel)



City of Fort Bragg
PCI Listing Report By Street Name

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
ELAURE	001	EAST LAUREL ST	EF CURB HWY1	W.F. CURB HARRISON ST	2	C	925	45	41,625	A	2/13/2017	90
ELAURE	002	EAST LAUREL ST	EFCURB NHARRISON	W.F.CURB N.HAROLD	2	C	1,005	40	40,200	O	2/13/2017	84
ELAURE	005	EAST LAUREL ST	WF CURB N HAROLD	MORROW ST	2	R	412	40	16,480	A	2/13/2017	92
ELAURE	010	EAST LAUREL ST	MORROW ST	W.F. CURB END ST	2	R	413	40	16,520	A	2/13/2017	92
OAK	001	EAST OAK ST	EF CURB HWY 1	W.F.CURB McKINLEY	2	A	3,225	45	145,125	A	2/12/2017	91
OAK	002	EAST OAK ST	EF CURB McKINLEY ST	BACK E.SIDEWALK DANA	2	R	1,725	40	69,000	A	2/12/2017	86
OAK	003	EAST OAK ST	BACK ESIDE SDWLK DANA	CITY LIMIT SIGN OAK	2	R	1,610	24	38,640	A	2/12/2017	72
EPINE	005	EAST PINE ST	NF CURB HWY1	CORRY ST	2	C	1,574	43	67,682	A	2/13/2017	66
EPINE	010	EAST PINE ST	CORRY ST	W.F. CURB HAROLD ST	2	C	356	43	15,308	A	2/13/2017	80
ESPRUC	001	EAST SPRUCE ST	EF CURB HWY1	CEMETARY GATE	2	R	507	45	22,815	A	2/13/2017	65
EBBING	001	EBBING WY	SF CURB CHESTNUT	END OF CULDESAC	2	R	562	37	20,794	A	2/13/2017	95
EDDY	001	EDDY ST	WF CURB S SANDERSON	END OF STREET	2	R	318	41	13,038	A	2/13/2017	87
ESPEY	001	ESPEY WY	SF CURB WALNUT ST	END OF PAVEMENT	2	R	258	36	9,288	A	2/12/2017	3
FERN	001	FERN AVE	EF CURB MORROW ST	E.F. CURB END OF ST	2	R	322	29	9,338	A	2/13/2017	95
FLOREN	001	FLORENCE ST	SF CURB OAK	N.F. CURB WILLOW ST	2	R	603	31	18,693	A	2/13/2017	90
FRONTA	001	FRONTAGE ROAD	NEND AT LIMIT LINE	N.F. CURB OCEAN VIEW	2	R	680	24	16,320	A	2/14/2017	83
GLASSB	001	GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	2	R	2,199	33	72,567	A	4/16/2017	52
GROVE	001	GROVE ST	NF CURB WALNUT	S.F. CURB CHESTNUT ST	2	R	625	30	18,750	A	2/12/2017	95
HALSEY	001	HALSEY WY	EF CURB McKINLEY ST	E.F. CURB HALSY WAY	2	R	285	32	9,120	A	2/14/2017	13
HAZEL	001	HAZEL ST	EF CURB HWY1	W.F.CURB S.FRANKLIN	2	R	340	32	10,880	A	2/13/2017	83
HAZEL	002	HAZEL ST	EFCURB S FRANKLIN	W.F.CURB S.McPHERSON	2	R	315	32	10,080	A	2/13/2017	95
HAZEL	003	HAZEL ST	EFCURB S McPHERSON	W.F.CURB S.HARRISON	2	R	295	27	7,965	A	2/13/2017	16
HAZELW	001	HAZELWOOD ST	SF SOUTH ST	HYDRANT AT END OF ST	2	R	360	28	10,080	A	2/14/2017	85
HOCKER	001	HOCKER LANE	SFSIDEWALK OAK ST	END OF CULDESAC	2	R	777	36	27,972	A	2/12/2017	26
HOLMES	001	HOLMES LANE	EF CURB OLD HAUL ROAD	W.F. CURB STEWART ST	2	R	560	36	20,160	A	2/14/2017	47
HOWLAN	001	HOWLAND CT	NF CURB OAK ST	END OF CULDESAC	2	R	230	36	8,280	A	2/12/2017	54
JEWETT	001	JEWETT ST	SFSIDEWALK OAK ST	END OF CULDESAC	2	R	536	39	20,904	A	2/14/2017	77
JOHNCIM	001	JOHN CIMOLINO WY	STEWART ST	END	2	R	286	36	10,296	A	4/16/2017	61
KEMPEE	005	KEMPEE WY	EF HOSPITAL WY	433 FT E/O HOSPITAL WY	2	R	433	37	16,021	A	2/14/2017	95
KEMPEE	010	KEMPEE WY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX	2	R	502	37	18,574	A	2/14/2017	95
LIVING	001	LIVINGSTON ST	SFCURB OAK	N.F.CURB WILLOW ST	2	R	617	35	21,595	O	2/13/2017	82

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City of Fort Bragg
PCI Listing Report By Street Name

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
LONNE	001	LONNE WY	EF SNADERSON	END OF CULDESAC	2	R	487	32	15,584	A	2/13/2017	63
MADRON	001	MADRONE ST	EFCURB AT HWY 1	W.F.CURB AT McPHERSON	2	R	650	43	27,950	A	2/12/2017	95
MADRON	005	MADRONE ST	EF CURB AT S MCPHERSON ST	CORRY ST	2	R	900	44	39,600	A	2/12/2017	95
MADRON	010	MADRONE ST	CORRY ST	W.F. CURB AT HAROLD	2	R	400	44	17,600	A	2/12/2017	81
MANZAN	001	MANZANITA ST	WF CURB N FRANKLIN ST	E.F. CURB HWY1	2	R	330	26	8,580	A	2/13/2017	79
MAPLE	001A	MAPLE ST	WFCURB SLINCOLN	S.HAROLD	2	C	640	45	28,800	A	2/12/2017	45
MAPLE	001B	MAPLE ST	SHAROLD	ALLEY	2	C	1,000	45	45,000	A	2/12/2017	84
MAPLE	005A	MAPLE ST	ALLEY	S. FRANKLIN	2	C	900	49	44,100	A	2/12/2017	95
MAPLE	005B	MAPLE ST	S FRANKLIN	E.F. CURB HWY 1	2	C	400	49	19,600	A	2/12/2017	93
McKINL	001	McKINLEY ST	NF CURB OAK ST	S.F. CURB E.ALDER ST	2	R	410	32	13,120	A	2/14/2017	29
MINNES	001	MINNESOTA AVE	SF CURB CHESTNUT ST	CITY LIMITS	2	R	630	32	20,160	A	2/13/2017	93
MORROW	001	MORROW ST	NF CURB OAK ST	S.F. CURB CEDAR	2	R	654	34	22,236	A	2/13/2017	86
MORROW	002	MORROW ST	NF CURB CEDAR ST	S.F. CURB LAUREL	2	R	656	42	27,552	A	2/13/2017	95
MYRTLE	001	MYRTLE ST	SF N HARBOR DR	S.EDGE SOUTH ST	2	R	555	26	14,430	A	2/14/2017	9
NANCY	001	NANCY WY	NFCURB CEDAR	END OF PAVEMENT	2	R	266	31	8,246	A	2/14/2017	49
NESS	001	NESS AVE	EF CURB SANDERSON WAY	E. P.L. 111 NESS FENCE	2	R	245	22	5,390	A	2/13/2017	19
NCORRY	001	NORTH CORRY ST	NFCURB OAK ST	S.F.CURB FIR ST	2	R	2,247	42	94,374	A	2/12/2017	81
NDANA	001	NORTH DANA ST	EAST OAK ST	END	2	R	319	28	8,932	A	4/16/2017	69
NFRANK	001	NORTH FRANKLIN ST	NFCURB AT EALDER	S.F.CURB	2	A	1,777	43	76,411	A	2/14/2017	87
NFRANK	002	NORTH FRANKLIN ST	SFCURB AT EFIR	N.F.CURB	2	A	535	43	23,005	A	2/14/2017	79
NFRANK	003	NORTH FRANKLIN ST	NFCURB AT EBUSH	AC BURM	2	A	1,351	43	58,093	A	2/14/2017	59
NFRANK	004	NORTH FRANKLIN ST	NFCURB AT OAK ST	N.F.CURB	2	A	470	43	20,210	A	2/14/2017	95
NHARBO	001	NORTH HARBOR DRIVE	CITY LIMITS AT GUARD RAIL	E.F.CURB S. FRANKLIN	2	R	1,990	28	55,720	A	2/14/2017	89
NHARBO	002	NORTH HARBOR DRIVE	EFCURB S FRANKLIN ST	E.F.CURB HWY	2	R	455	32	14,560	A	2/14/2017	76
NHAROL	001	NORTH HAROLD ST	END OF PAVEMENT	N.S.DRVWY	2	R	316	28	8,848	A	2/12/2017	10
NHAROL	002	NORTH HAROLD ST	NSIDE MSSCHDRVWAY	N.CURB AT FIR ST	2	R	285	40	11,400	A	2/12/2017	8
NHAROL	005	NORTH HAROLD ST	SF CURB FIR ST	LAUREL ST	2	C	920	52	47,840	A	2/12/2017	93
NHAROL	006	NORTH HAROLD ST	LAUREL ST	ALDER ST	2	C	920	52	47,840	O	2/12/2017	90
NHAROL	007	NORTH HAROLD ST	ALDER ST	N.F. CURB OAK ST	2	C	400	52	20,800	A	2/12/2017	93
NHARRI	001A	NORTH HARRISON ST	NEDGE PAVEMENT AT END ST	REDWOOD AVE (EAST)	2	C	2,256	44	99,264	A	2/12/2017	88
NHARRI	001B	NORTH HARRISON ST	REDWOOD AVE (EAST)	N.F. CURB OAK ST	2	C	1,056	44	46,464	A	2/12/2017	83

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City of Fort Bragg
PCI Listing Report By Street Name

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NMcPHE	001	NORTH McPHERSON ST	NF CURB OAK ST	S.F. CURB BUSH ST	2	C	2,708	44	119,152	A	2/12/2017	87
NSANDE	001	NORTH SANDERSON WY	NF CURB OAK ST	S.F. CURB CEDAR	2	R	631	29	18,299	A	2/13/2017	95
NSANDE	002	NORTH SANDERSON WY	NF CURB CEDAR ST	S. P.L. 222 N SANDERSON	2	R	727	20	14,540	A	2/13/2017	25
NWHIPP	001	NORTH WHIPPLE ST	NFCURB OAK ST	ALDER ST	2	R	450	44	19,800	O	2/12/2017	78
NWHIPP	002	NORTH WHIPPLE ST	ALDER ST	S.F.CURB FIR ST	2	R	1,850	44	81,400	A	2/12/2017	90
NLINCO	001	NORTH. LINCOLN ST	NF CURB OAK ST	S.F. CURB CEDAR ST	2	R	652	25	16,300	A	2/14/2017	23
NOYOHI	001	NOYO HIEGHTS DRIVE	WF CURB SANDERSON	END OF CULDESAC	2	R	415	36	14,940	A	2/13/2017	38
NOYOPT	001	NOYO POINT RD	CYPRESS ST	END AT LOT	2	R	1,828	24	43,872	A	4/16/2017	100
OAKTER	001	OAK TERRACE COURT	NF CURB OAK ST	END OF ST	2	R	338	36	12,168	A	2/12/2017	83
OCEANV	003	OCEAN VIEW DRV EAST	EF CURB HWY 1	FROM HWY1	2	R	530	26	13,780	A	2/12/2017	65
OCEANV	001	OCEAN VIEW DRV WEST	WF CURB HWY1	FROM W.F. HWY1	2	R	418	36	15,048	O	2/12/2017	61
OCEANV	002	OCEAN VIEW DRV WEST	4+18 FROM HWY 1	C.L.	2	R	458	28	12,824	O	2/12/2017	31
OLDHAU	001	OLD HAUL ROAD	NF CURB ELM ST	END OF TURN AROUND	2	R	2,070	32	66,240	A	2/14/2017	79
OLSEN	001	OLSEN LANE	SF CURB CHESTNUT	END OF ST	2	R	652	28	18,256	A	2/13/2017	7
PARK	001	PARK ST	SF CURB OAK	N.F.CURB WILLOW	1	R	600	25	15,000	O	2/14/2017	66
PARK	002	PARK ST	SF CURB WILLOW	WHERE ST.NARROWS	2	R	568	28	15,904	A	2/14/2017	95
PARK	003	PARK ST	END OF 002	END OF ST	1	R	145	14	2,030	A	2/13/2017	28
PENITE	001	PENITENTI WY	WF CURB SSANDERSON	END OF CULDESAC	2	R	275	38	10,450	A	2/13/2017	25
PERKIN	001	PERKINS WY	NF CURB E FIR ST	AT DEAD END	2	R	1,053	33	34,749	A	2/12/2017	88
PUDDIN	001	PUDDING CREEK RD	CL SIGN	E.F. HWY1 AT LIMIT LINE	2	R	955	23	21,965	A	2/13/2017	95
RASSMU	001	RASSMUSSEN LANE	N EDGE CEDAR	END OF GOOD PAVEMENT	2	R	455	13	5,915	A	2/14/2017	11
EREDWO	005	REDWOOD AVE (EAST)	EF CURB HWY 1	N. HAROLD ST	2	A	1,929	44	84,876	A	2/13/2017	82
EREDWO	010	REDWOOD AVE (EAST)	N HAROLD ST	E.F. MORROW ST	2	R	401	44	17,644	A	2/13/2017	91
RIVER	001	RIVER DRIVE	NF RIVER DR	N. CURB HOSPITAL DR	2	R	515	44	22,660	A	2/14/2017	93
SNUGH	001	SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	2	R	110	19	2,090	A	5/12/2017	95
SCORRY	001	SOUTH CORRY ST	NF CURB CHESTNUT ST	S.F. CURB OAK ST	2	R	1,937	38	73,606	A	2/12/2017	94
SDANA	001	SOUTH DANA ST	NF CUEB CHESTNUT ST	S.F. CURB OAK ST	2	C	1,900	40	76,000	A	2/12/2017	89
SFRANK	001	SOUTH FRANKLIN ST	SF CURB OAK ST	N.F. CURB CYPRESS	2	A	3,220	43	138,460	A	2/12/2017	61
SFRANK	002	SOUTH FRANKLIN ST	NFCURB AT CYPRESS	N.F.CURB AT SOUTH	2	A	863	43	37,109	A	2/12/2017	57
SFRANK	003	SOUTH FRANKLIN ST	NFCURB AT SOUTH	N.F.CURB AT S.HARBOR	2	A	565	43	24,295	A	2/12/2017	76
SHAROL	001	SOUTH HAROLD ST	SF CURB OAK ST	N.F. CURB MAPLE ST	2	C	876	52	45,552	A	2/13/2017	80

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City of Fort Bragg
PCI Listing Report By Street Name

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
SHAROL	002	SOUTH HAROLD ST	SF MAPLE ST	N.F. CURB CHESTNUT ST	2	R	975	20	19,500	O	2/13/2017	87
SHAROL	003	SOUTH HAROLD ST	SF CHESTNUT ST	END AT W.POWER POLE	2	R	500	16	8,000	A	2/13/2017	29
SHARRI	001	SOUTH HARRISON ST	NF CURB WALNUT ST	S.F. CURB OAK ST	2	C	2,545	44	111,980	A	2/12/2017	72
SLINCO	005	SOUTH LINCOLN ST	NF CURB CHESTNUT ST	MAPLE ST	2	C	1,069	55	58,795	A	2/14/2017	53
SLINCO	015A	SOUTH LINCOLN ST	MAPLE ST	WILLOW ST	2	C	282	30	8,460	A	2/14/2017	91
SLINCO	015B	SOUTH LINCOLN ST	WILLOW ST	S.F. CURB OAK ST	2	R	494	30	14,820	A	2/14/2017	95
SMcPHE	001	SOUTH McPHERSON ST	SF CURB OAK ST	MADRONE	2	C	436	44	19,184	A	2/12/2017	67
SMcPHE	002	SOUTH McPHERSON ST	MADRONE	MAPLE	2	C	422	44	18,568	O	2/12/2017	63
SMcPHE	003	SOUTH McPHERSON ST	MAPLE	N.F. CURB CHESTNUT ST	2	C	1,042	44	45,848	A	2/12/2017	94
SSANDE	001	SOUTH SANDERSON ST	NF CURB CHESTNUT ST	S.F. CURB OAK ST	2	C	1,915	40	76,600	A	2/13/2017	92
SSANDE	005	SOUTH SANDERSON ST	END OF W SIDEWALK	END OF W. SIDEWALK	2	R	412	30	12,360	A	2/13/2017	95
SSANDE	010	SOUTH SANDERSON ST	END OF W SIDEWALK	S.F. CURB CHESTNUT ST	2	R	628	30	18,840	A	2/13/2017	95
SOUTH	005	SOUTH ST	E EDGE VALLEY GUTTER HWY	HAZELWOOD ST	2	C	1,218	38	46,284	A	2/14/2017	89
SOUTH	010	SOUTH ST	HAZELWOOD ST	PAVT CHANGE	2	R	447	38	16,986	A	2/14/2017	90
SOUTH	015	SOUTH ST	END OF GD PAVEMENT	S.EAST P.L. ROSSI RES	2	R	430	22	9,460	G		
SWHIPP	001	SOUTH WHIPPLE ST	SF CURB OAK ST	N.SIDE HAZEL RT. OF WAY	2	R	1,255	41	51,455	A	2/12/2017	85
SWHIPP	002	SOUTH WHIPPLE ST	NSIDE HAZEL RT OF WAY	N.F. CURB WALNUT ST	2	R	1,285	32	41,120	A	2/12/2017	90
SPRING	001	SPRING ST	SF CURB CHESTNUT ST	END OF PAVEMENT	2	R	504	30	15,120	A	2/13/2017	7
STEWCI	001	STEWART CIRCLE	WF CURB STEWART	END OF CIRCLE	2	R	95	90	9,000	A	2/14/2017	95
STEWAR	001	STEWART ST	EF CURB OLD HAUL RD	N.F. CURB ELM ST	2	R	1,330	40	53,200	A	2/14/2017	34
STEWAR	002	STEWART ST	SF CURB W ELM	SPRUCE	2	R	413	43	17,759	O	2/14/2017	95
STEWAR	003	STEWART ST	SPRUCE	N.F. CURB PINE ST	2	R	1,380	43	59,340	A	2/14/2017	95
SUSIE	001	SUSIE COURT - SUSIE	NF CURB CHESTNUT ST	END OF CULDESAC	2	R	548	36	19,728	A	2/13/2017	45
TAUBOL	001	TAUBOLD COURT	EF CURB DANA	END OF CULDESAC	2	R	231	32	7,392	A	2/12/2017	51
WALL	001A	WALL ST	SFCURB OAK ST	WILLOW	2	R	660	38	25,080	O	2/13/2017	94
WALL	001B	WALL ST	WILLOW	N.F.CURBAT ALLEY ST	2	R	650	38	24,700	O	2/13/2017	84
WALL	002	WALL ST	EF CURB AT ALLEY	N.F. CURB CHESTNUT ST	2	R	700	38	26,600	O	2/13/2017	82
WALNUT	001	WALNUT ST	WFCURB GROVE	WHIPPLE	2	R	340	39	13,260	A	2/14/2017	95
WALNUT	002	WALNUT ST	WHIPPLE	E.F.CURB S.FRANKLIN ST	2	R	1,041	30	31,230	O	2/14/2017	25
WALNUT	003	WALNUT ST	WFCURB SFRANKLIN	E.F.CURB HWY1	2	R	354	43	15,222	O	2/14/2017	49
WALDER	001	WEST ALDER ST.	WPL N COAST PLMB	W.F. HWY1	2	R	150	43	6,450	A	2/14/2017	10

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City of Fort Bragg
PCI Listing Report By Street Name

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WBUSH	001	WEST BUSH ST	EF SIDEWALK AT ALLEY	W.F. HWY1	2	R	815	43	35,045	A	2/14/2017	93
WELM	001	WEST ELM ST	WF CURB HWY1	W.EDGE PAVEMENT	2	C	1,030	43	44,290	A	2/14/2017	80
WFIR	001	WEST FIR ST	EFAT ALLEY	W.F. HWY1	2	C	825	43	35,475	A	2/14/2017	16
WLAURE	001	WEST LAUREL ST	END OF CURB N SIDE	W.F. CURB HWY1	2	R	155	43	6,665	A	2/14/2017	82
WPINE	001	WEST PINE ST	EF ALLEY	END SIDEWALK N.SIDE	2	R	617	43	26,531	A	2/14/2017	95
WPINE	002	WEST PINE ST	END SIDE WALK NSIDE	W.F. CURB HWY 1	2	C	258	43	11,094	A	2/14/2017	93
WREDWO	001	WEST REDWOOD AVE	WEST EDGE ALLEY	W.F. CURB HWY1	2	R	185	44	8,140	A	2/14/2017	14
WSPRUC	001	WEST SPRUCE ST	WF CURB WEST ST	W.F. HWY1	2	R	710	43	30,530	A	2/14/2017	95
WEST	001	WEST ST	NF CURB PINE ST	S.F. CURB SPRUCE ST	2	R	1,380	43	59,340	A	2/14/2017	23
WILLOW	001	WILLOW ST	WFCURB SSANDERSON	E.EDGE ALLEY	2	R	623	32	19,936	A	2/13/2017	83
WILLOW	002	WILLOW ST	EEDGE ALLEY LIVINGSTON	E.F.CURB S LINCOLN	2	R	600	42	25,200	A	2/13/2017	47
WILLOW	003	WILLOW ST	EFCURB SLINCOLN	E.F.CURB S HAROLD	2	R	636	32	20,352	O	2/13/2017	50
WINNIF	001	WINNIFRED ST	W EDGE OF PAVEMENT	E.F. CURB BRANDON WAY	2	R	842	34	28,628	A	2/14/2017	23
WOODLA	001	WOODLAND DRIVE	SF CURB CHESTNUT ST	END CULDESAC	2	R	555	38	21,090	A	2/13/2017	95
WOODWA	001	WOODWARD ST	S EDGE SOUTH ST	END ST. AT NAIL	2	R	650	26	16,900	A	2/14/2017	3

**Section Description Inventory
Sorted by Descending PCI**



City of Fort Bragg
PCI Listing Report By Street Name

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NOYOPT	001	NOYO POINT RD	CYPRESS ST	END AT LOT	2	R	1,828	24	43,872	A	4/16/2017	100
AIRPOR	001A	AIRPORT ROAD	CL SIGN	W/CL SIGN	2	R	587	22	12,914	A	2/14/2017	97
DELM	001	DELMAR DR	OCEAN VIEW DR	END NORTH	2	R	755	21	15,855	S	4/16/2017	95
EBUSH	001	EAST BUSH ST	WF CURB BRANDON WAY	ES.ALLEY PRKINS	2	R	471	33	15,543	A	2/13/2017	95
EBUSH	005	EAST BUSH ST	ESALLEY PRKINSHARISON	N. FRANKLIN ST	2	R	890	43	38,270	A	2/13/2017	95
EBUSH	010	EAST BUSH ST	N FRANKLIN ST	E.F. CURB HWY1	2	R	345	43	14,835	A	2/13/2017	95
EBBING	001	EBBING WY	SF CURB CHESTNUT	END OF CULDESAC	2	R	562	37	20,794	A	2/13/2017	95
FERN	001	FERN AVE	EF CURB MORROW ST	E.F. CURB END OF ST	2	R	322	29	9,338	A	2/13/2017	95
GROVE	001	GROVE ST	NF CURB WALNUT	S.F. CURB CHESTNUT ST	2	R	625	30	18,750	A	2/12/2017	95
HAZEL	002	HAZEL ST	EFCURB S FRANKLIN	W.F.CURB S.McPHERSON	2	R	315	32	10,080	A	2/13/2017	95
KEMPPE	005	KEMPEE WY	EF HOSPITAL WY	433 FT E/O HOSPITAL WY	2	R	433	37	16,021	A	2/14/2017	95
KEMPPE	010	KEMPEE WY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX	2	R	502	37	18,574	A	2/14/2017	95
MADRON	001	MADRONE ST	EFCURB AT HWY 1	W.F.CURB AT McPHERSON	2	R	650	43	27,950	A	2/12/2017	95
MADRON	005	MADRONE ST	EF CURB AT S MCPHERSON ST	CORRY ST	2	R	900	44	39,600	A	2/12/2017	95
MAPLE	005A	MAPLE ST	ALLEY	S. FRANKLIN	2	C	900	49	44,100	A	2/12/2017	95
MORROW	002	MORROW ST	NF CURB CEDAR ST	S.F. CURB LAUREL	2	R	656	42	27,552	A	2/13/2017	95
NFRANK	004	NORTH FRANKLIN ST	NFCURB AT OAK ST	N.F.CURB	2	A	470	43	20,210	A	2/14/2017	95
NSANDE	001	NORTH SANDERSON WY	NF CURB OAK ST	S.F. CURB CEDAR	2	R	631	29	18,299	A	2/13/2017	95
PARK	002	PARK ST	SF CURB WILLOW	WHERE ST.NARROWS	2	R	568	28	15,904	A	2/14/2017	95
PUDDIN	001	PUDDING CREEK RD	CL SIGN	E.F. HWY1 AT LIMIT LINE	2	R	955	23	21,965	A	2/13/2017	95
SNUGH	001	SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	2	R	110	19	2,090	A	5/12/2017	95
SLINCO	015B	SOUTH LINCOLN ST	WILLOW ST	S.F. CURB OAK ST	2	R	494	30	14,820	A	2/14/2017	95
SSANDE	005	SOUTH SANDERSON ST	END OF W SIDEWALK	END OF W. SIDEWALK	2	R	412	30	12,360	A	2/13/2017	95
SSANDE	010	SOUTH SANDERSON ST	END OF W SIDEWALK	S.F. CURB CHESTNUT ST	2	R	628	30	18,840	A	2/13/2017	95
STEWCI	001	STEWART CIRCLE	WF CURB STEWART	END OF CIRCLE	2	R	95	90	9,000	A	2/14/2017	95
STEWAR	002	STEWART ST	SF CURB W ELM	SPRUCE	2	R	413	43	17,759	O	2/14/2017	95
STEWAR	003	STEWART ST	SPRUCE	N.F. CURB PINE ST	2	R	1,380	43	59,340	A	2/14/2017	95
WALNUT	001	WALNUT ST	WFCURB GROVE	WHIPPLE	2	R	340	39	13,260	A	2/14/2017	95
WPINE	001	WEST PINE ST	EF ALLEY	END SIDEWALK N.SIDE	2	R	617	43	26,531	A	2/14/2017	95
WSPRUC	001	WEST SPRUCE ST	WF CURB WEST ST	W.F. HWY1	2	R	710	43	30,530	A	2/14/2017	95
WOODLA	001	WOODLAND DRIVE	SF CURB CHESTNUT ST	END CULDESAC	2	R	555	38	21,090	A	2/13/2017	95

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SCORRY	001	SOUTH CORRY ST	NF CURB CHESTNUT ST	S.F. CURB OAK ST	2	R	1,937	38	73,606	A	2/12/2017	94
SMcPHE	003	SOUTH McPHERSON ST	MAPLE	N.F. CURB CHESTNUT ST	2	C	1,042	44	45,848	A	2/12/2017	94
WALL	001A	WALL ST	SFCURB OAK ST	WILLOW	2	R	660	38	25,080	O	2/13/2017	94
MAPLE	005B	MAPLE ST	S FRANKLIN	E.F. CURB HWY 1	2	C	400	49	19,600	A	2/12/2017	93
MINNES	001	MINNESOTA AVE	SF CURB CHESTNUT ST	CITY LIMITS	2	R	630	32	20,160	A	2/13/2017	93
NHAROL	005	NORTH HAROLD ST	SF CURB FIR ST	LAUREL ST	2	C	920	52	47,840	A	2/12/2017	93
NHAROL	007	NORTH HAROLD ST	ALDER ST	N.F. CURB OAK ST	2	C	400	52	20,800	A	2/12/2017	93
RIVER	001	RIVER DRIVE	NF RIVER DR	N. CURB HOSPITAL DR	2	R	515	44	22,660	A	2/14/2017	93
WBUSH	001	WEST BUSH ST	EF SIDEWALK AT ALLEY	W.F. HWY1	2	R	815	43	35,045	A	2/14/2017	93
WPINE	002	WEST PINE ST	END SIDE WALK NSIDE	W.F. CURB HWY 1	2	C	258	43	11,094	A	2/14/2017	93
ELAURE	005	EAST LAUREL ST	WF CURB N HAROLD	MORROW ST	2	R	412	40	16,480	A	2/13/2017	92
ELAURE	010	EAST LAUREL ST	MORROW ST	W.F. CURB END ST	2	R	413	40	16,520	A	2/13/2017	92
SSANDE	001	SOUTH SANDERSON ST	NF CURB CHESTNUT ST	S.F. CURB OAK ST	2	C	1,915	40	76,600	A	2/13/2017	92
EALDER	001	EAST ALDER 001	EF CURB HWY 1	WFCURB NFRANKLIN ST	1	C	340	43	14,620	A	2/13/2017	91
OAK	001	EAST OAK ST	EF CURB HWY 1	W.F.CURB McKINLEY	2	A	3,225	45	145,125	A	2/12/2017	91
EREDWO	010	REDWOOD AVE (EAST)	N HAROLD ST	E.F. MORROW ST	2	R	401	44	17,644	A	2/13/2017	91
SLINCO	015A	SOUTH LINCOLN ST	MAPLE ST	WILLOW ST	2	C	282	30	8,460	A	2/14/2017	91
CEDAR	001	CEDAR ST	EF CURB HAROLD ST	END OF CURB	2	R	2,275	27	61,425	A	2/14/2017	90
ELAURE	001	EAST LAUREL ST	EF CURB HWY1	W.F. CURB HARRISON ST	2	C	925	45	41,625	A	2/13/2017	90
FLOREN	001	FLORENCE ST	SF CURB OAK	N.F. CURB WILLOW ST	2	R	603	31	18,693	A	2/13/2017	90
NHAROL	006	NORTH HAROLD ST	LAUREL ST	ALDER ST	2	C	920	52	47,840	O	2/12/2017	90
NWHIPP	002	NORTH WHIPPLE ST	ALDER ST	S.F.CURB FIR ST	2	R	1,850	44	81,400	A	2/12/2017	90
SOUTH	010	SOUTH ST	HAZELWOOD ST	PAVT CHANGE	2	R	447	38	16,986	A	2/14/2017	90
SWHIPP	002	SOUTH WHIPPLE ST	NSIDE HAZEL RT OF WAY	N.F. CURB WALNUT ST	2	R	1,285	32	41,120	A	2/12/2017	90
CHESTN	010	CHESTNUT ST	S WHIPPLE	SANDERSON WY	2	C	2,937	32	93,984	A	2/13/2017	89
NHARBO	001	NORTH HARBOR DRIVE	CITY LIMITS AT GUARD RAIL	E.F.CURB S. FRANKLIN	2	R	1,990	28	55,720	A	2/14/2017	89
SDANA	001	SOUTH DANA ST	NF CUEB CHESTNUT ST	S.F. CURB OAK ST	2	C	1,900	40	76,000	A	2/12/2017	89
SOUTH	005	SOUTH ST	E EDGE VALLEY GUTTER HWY	HAZELWOOD ST	2	C	1,218	38	46,284	A	2/14/2017	89
AIRPOR	001B	AIRPORT ROAD	W/CL SIGN	EEDGE HWY1	2	R	268	22	5,896	A	2/14/2017	88
NHARRI	001A	NORTH HARRISON ST	NEDGE PAVEMENT AT END ST	REDWOOD AVE (EAST)	2	C	2,256	44	99,264	A	2/12/2017	88
PERKIN	001	PERKINS WY	NF CURB E FIR ST	AT DEAD END	2	R	1,053	33	34,749	A	2/12/2017	88

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EALDER	002A	EAST ALDER	EFCURB SFRANKLIN	HAROLD	1	C	1,584	43	68,112	A	2/13/2017	87
EFIR	001	EAST FIR ST	EFCURB AT N FRANKLIN ST	E.F.CURB HAROLD	2	C	1,745	43	75,035	A	2/13/2017	87
EDDY	001	EDDY ST	WF CURB S SANDERSON	END OF STREET	2	R	318	41	13,038	A	2/13/2017	87
NFRANK	001	NORTH FRANKLIN ST	NFCURB AT EALDER	S.F.CURB	2	A	1,777	43	76,411	A	2/14/2017	87
NMcPHE	001	NORTH McPHERSON ST	NF CURB OAK ST	S.F. CURB BUSH ST	2	C	2,708	44	119,152	A	2/12/2017	87
SHAROL	002	SOUTH HAROLD ST	SF MAPLE ST	N.F. CURB CHESTNUT ST	2	R	975	20	19,500	O	2/13/2017	87
EELM	001	EAST ELM ST	EFAT HWY1	W.F. CURB N FRANKLIN ST	2	C	325	44	14,300	A	2/13/2017	86
OAK	002	EAST OAK ST	EF CURB McKINLEY ST	BACK E.SIDEWALK DANA	2	R	1,725	40	69,000	A	2/12/2017	86
MORROW	001	MORROW ST	NF CURB OAK ST	S.F. CURB CEDAR	2	R	654	34	22,236	A	2/13/2017	86
EALDER	002B	EAST ALDER	HAROLD	HYDRANT END OF ST	1	R	1,261	43	54,223	A	2/13/2017	85
ECYPRES	003	EAST CYPRESS ST	ESIDE GP HAUL RD	E.F. HWY1	2	C	680	43	29,240	A	2/14/2017	85
HAZELW	001	HAZELWOOD ST	SF SOUTH ST	HYDRANT AT END OF ST	2	R	360	28	10,080	A	2/14/2017	85
SWHIP	001	SOUTH WHIPPLE ST	SF CURB OAK ST	N.SIDE HAZEL RT. OF WAY	2	R	1,255	41	51,455	A	2/12/2017	85
ELAURE	002	EAST LAUREL ST	EFCURB NHARRISON	W.F.CURB N.HAROLD	2	C	1,005	40	40,200	O	2/13/2017	84
MAPLE	001B	MAPLE ST	SHAROLD	ALLEY	2	C	1,000	45	45,000	A	2/12/2017	84
WALL	001B	WALL ST	WILLOW	N.F.CURBAT ALLEY ST	2	R	650	38	24,700	O	2/13/2017	84
BRAND	001	BRANDON WY	NF CURB E FIR ST	GUARD BARRIER	2	R	728	34	24,752	A	2/13/2017	83
ECYPRES	001	EAST CYPRESS ST	END OF KEMPEE	W.F.CURB RIVER DRV	2	C	1,296	40	51,840	O	2/14/2017	83
FRONTA	001	FRONTAGE ROAD	NEND AT LIMIT LINE	N.F. CURB OCEAN VIEW	2	R	680	24	16,320	A	2/14/2017	83
HAZEL	001	HAZEL ST	EF CURB HWY1	W.F.CURB S.FRANKLIN	2	R	340	32	10,880	A	2/13/2017	83
NHARRI	001B	NORTH HARRISON ST	REDWOOD AVE (EAST)	N.F. CURB OAK ST	2	C	1,056	44	46,464	A	2/12/2017	83
OAKTER	001	OAK TERRACE COURT	NF CURB OAK ST	END OF ST	2	R	338	36	12,168	A	2/12/2017	83
WILLOW	001	WILLOW ST	WFCURB SSANDERSON	E.EDGE ALLEY	2	R	623	32	19,936	A	2/13/2017	83
CHESTN	005	CHESTNUT ST	END CURB-GUTTER	S WHIPPLE	2	C	884	32	28,288	O	2/13/2017	82
LIVING	001	LIVINGSTON ST	SFCURB OAK	N.F.CURB WILLOW ST	2	R	617	35	21,595	O	2/13/2017	82
EREDWO	005	REDWOOD AVE (EAST)	EF CURB HWY 1	N. HAROLD ST	2	A	1,929	44	84,876	A	2/13/2017	82
WALL	002	WALL ST	EF CURB AT ALLEY	N.F. CURB CHESTNUT ST	2	R	700	38	26,600	O	2/13/2017	82
WLAURE	001	WEST LAUREL ST	END OF CURB N SIDE	W.F. CURB HWY1	2	R	155	43	6,665	A	2/14/2017	82
CHESTN	015	CHESTNUT ST	SANDERSON WY	END OF STREET	2	C	975	32	31,200	O	2/13/2017	81
MADRON	010	MADRONE ST	CORRY ST	W.F. CURB AT HAROLD	2	R	400	44	17,600	A	2/12/2017	81
NCORRY	001	NORTH CORRY ST	NFCURB OAK ST	S.F.CURB FIR ST	2	R	2,247	42	94,374	A	2/12/2017	81

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EPINE	010	EAST PINE ST	CORRY ST	W.F. CURB HAROLD ST	2	C	356	43	15,308	A	2/13/2017	80
SHAROL	001	SOUTH HAROLD ST	SF CURB OAK ST	N.F. CURB MAPLE ST	2	C	876	52	45,552	A	2/13/2017	80
WELM	001	WEST ELM ST	WF CURB HWY1	W.EDGE PAVEMENT	2	C	1,030	43	44,290	A	2/14/2017	80
MANZAN	001	MANZANITA ST	WF CURB N FRANKLIN ST	E.F. CURB HWY1	2	R	330	26	8,580	A	2/13/2017	79
NFRANK	002	NORTH FRANKLIN ST	SFCURB AT EFIR	N.F.CURB	2	A	535	43	23,005	A	2/14/2017	79
OLDHAU	001	OLD HAUL ROAD	NF CURB ELM ST	END OF TURN AROUND	2	R	2,070	32	66,240	A	2/14/2017	79
NWHIPP	001	NORTH WHIPPLE ST	NFCURB OAK ST	ALDER ST	2	R	450	44	19,800	O	2/12/2017	78
JEWETT	001	JEWETT ST	SFSIDEWALK OAK ST	END OF CULDESAC	2	R	536	39	20,904	A	2/14/2017	77
NHARBO	002	NORTH HARBOR DRIVE	EFCURB S FRANKLIN ST	E.F.CURB HWY	2	R	455	32	14,560	A	2/14/2017	76
SFRANK	003	SOUTH FRANKLIN ST	NFCURB AT SOUTH	N.F.CURB AT S.HARBOR	2	A	565	43	24,295	A	2/12/2017	76
OAK	003	EAST OAK ST	BACK ESIDE SDWLK DANA	CITY LIMIT SIGN OAK	2	R	1,610	24	38,640	A	2/12/2017	72
SHARRI	001	SOUTH HARRISON ST	NF CURB WALNUT ST	S.F. CURB OAK ST	2	C	2,545	44	111,980	A	2/12/2017	72
BOATYA	002	BOATYARD ST	NSIDE DRIVE WY HARVEST	NF HWY20	2	A	785	41	32,185	A	2/14/2017	71
NDANA	001	NORTH DANA ST	EAST OAK ST	END	2	R	319	28	8,932	A	4/16/2017	69
SMcPHE	001	SOUTH McPHERSON ST	SF CURB OAK ST	MADRONE	2	C	436	44	19,184	A	2/12/2017	67
EPINE	005	EAST PINE ST	NF CURB HWY1	CORRY ST	2	C	1,574	43	67,682	A	2/13/2017	66
PARK	001	PARK ST	SF CURB OAK	N.F.CURB WILLOW	1	R	600	25	15,000	O	2/14/2017	66
ESPRUC	001	EAST SPRUCE ST	EF CURB HWY1	CEMETARY GATE	2	R	507	45	22,815	A	2/13/2017	65
OCEANV	003	OCEAN VIEW DRV EAST	EF CURB HWY 1	FROM HWY1	2	R	530	26	13,780	A	2/12/2017	65
CEDAR	002	CEDAR ST	END CURB 1320 CEDAR	1631 EAST PROP LINE	2	R	350	19	6,650	A	2/14/2017	64
DELM	002	DELMAR DR	OCEAN VIEW DR	END SOUTH	2	R	242	30	7,260	A	4/16/2017	63
LONNE	001	LONNE WY	EF SNADERSON	END OF CULDESAC	2	R	487	32	15,584	A	2/13/2017	63
SMcPHE	002	SOUTH McPHERSON ST	MADRONE	MAPLE	2	C	422	44	18,568	O	2/12/2017	63
BOATYA	001	BOATYARD ST	FORM HWY1	FROM BEGIN	2	A	432	24	10,368	A	2/14/2017	62
DENNIS	001	DENNISON LANE	SEDGE OF PAVEMANT	NWPROP LN STANLEY	2	R	853	14	11,942	A	2/14/2017	62
JOHNCIM	001	JOHN CIMOLINO WY	STEWART ST	END	2	R	286	36	10,296	A	4/16/2017	61
OCEANV	001	OCEAN VIEW DRV WEST	WF CURB HWY1	FROM W.F. HWY1	2	R	418	36	15,048	O	2/12/2017	61
SFRANK	001	SOUTH FRANKLIN ST	SF CURB OAK ST	N.F. CURB CYPRESS	2	A	3,220	43	138,460	A	2/12/2017	61
NFRANK	003	NORTH FRANKLIN ST	NFCURB AT EBUSH	AC BURM	2	A	1,351	43	58,093	A	2/14/2017	59
SFRANK	002	SOUTH FRANKLIN ST	NFCURB AT CYPRESS	N.F.CURB AT SOUTH	2	A	863	43	37,109	A	2/12/2017	57
HOWLAN	001	HOWLAND CT	NF CURB OAK ST	END OF CULDESAC	2	R	230	36	8,280	A	2/12/2017	54

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SLINCO	005	SOUTH LINCOLN ST	NF CURB CHESTNUT ST	MAPLE ST	2	C	1,069	55	58,795	A	2/14/2017	53
GLASSB	001	GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	2	R	2,199	33	72,567	A	4/16/2017	52
TAUBOL	001	TAUBOLD COURT	EF CURB DANA	END OF CULDESAC	2	R	231	32	7,392	A	2/12/2017	51
WILLOW	003	WILLOW ST	EFCURB SLINCOLN	E.F.CURB S HAROLD	2	R	636	32	20,352	O	2/13/2017	50
NANCY	001	NANCY WY	NFCURB CEDAR	END OF PAVEMENT	2	R	266	31	8,246	A	2/14/2017	49
WALNUT	003	WALNUT ST	WFCURB SFRANKLIN	E.F.CURB HWY1	2	R	354	43	15,222	O	2/14/2017	49
HOLMES	001	HOLMES LANE	EF CURB OLD HAUL ROAD	W.F. CURB STEWART ST	2	R	560	36	20,160	A	2/14/2017	47
WILLOW	002	WILLOW ST	EEDGE ALLEY LIVINGSTON	E.F.CURB S LINCOLN	2	R	600	42	25,200	A	2/13/2017	47
MAPLE	001A	MAPLE ST	WFCURB SLINCOLN	S.HAROLD	2	C	640	45	28,800	A	2/12/2017	45
SUSIE	001	SUSIE COURT - SUSIE	NF CURB CHESTNUT ST	END OF CULDESAC	2	R	548	36	19,728	A	2/13/2017	45
EFIR	002	EAST FIR ST	EFCURB AT HWY 1	RR TRACKS	2	C	142	44	6,248	A	2/13/2017	44
ECYPRES	002	EAST CYPRESS ST	WFCURB RIVER DRV	E.SIDE G.P. HAUL RD	2	C	813	40	32,520	A	2/14/2017	38
NOYOHI	001	NOYO HIEGHTS DRIVE	WF CURB SANDERSON	END OF CULDESAC	2	R	415	36	14,940	A	2/13/2017	38
STEWAR	001	STEWART ST	EF CURB OLD HAUL RD	N.F. CURB ELM ST	2	R	1,330	40	53,200	A	2/14/2017	34
DICKWI	001	DICKWILLIAMS WY	DANA ST	END AT CDS	2	R	185	28	5,180	A	4/16/2017	33
OCEANV	002	OCEAN VIEW DRV WEST	4+18 FROM HWY 1	C.L.	2	R	458	28	12,824	O	2/12/2017	31
McKINL	001	McKINLEY ST	NF CURB OAK ST	S.F. CURB E.ALDER ST	2	R	410	32	13,120	A	2/14/2017	29
SHAROL	003	SOUTH HAROLD ST	SF CHESTNUT ST	END AT W.POWER POLE	2	R	500	16	8,000	A	2/13/2017	29
PARK	003	PARK ST	END OF 002	END OF ST	1	R	145	14	2,030	A	2/13/2017	28
HOCKER	001	HOCKER LANE	SFSIDEWALK OAK ST	END OF CULDESAC	2	R	777	36	27,972	A	2/12/2017	26
NSANDE	002	NORTH SANDERSON WY	NF CURB CEDAR ST	S. P.L. 222 N SANDERSON	2	R	727	20	14,540	A	2/13/2017	25
PENITE	001	PENITENTI WY	WF CURB SSANDERSON	END OF CULDESAC	2	R	275	38	10,450	A	2/13/2017	25
WALNUT	002	WALNUT ST	WHIPPLE	E.F.CURB S.FRANKLIN ST	2	R	1,041	30	31,230	O	2/14/2017	25
NLINCO	001	NORTH. LINCOLN ST	NF CURB OAK ST	S.F. CURB CEDAR ST	2	R	652	25	16,300	A	2/14/2017	23
WEST	001	WEST ST	NF CURB PINE ST	S.F. CURB SPRUCE ST	2	R	1,380	43	59,340	A	2/14/2017	23
WINNIF	001	WINNIFRED ST	W EDGE OF PAVEMENT	E.F. CURB BRANDON WAY	2	R	842	34	28,628	A	2/14/2017	23
AZALEA	001	AZALEA CIRCLE	WF CURB S SANDERSON	END OF CULDESAC	2	R	275	38	10,450	A	2/13/2017	22
NESS	001	NESS AVE	EF CURB SANDERSON WAY	E. P.L. 111 NESS FENCE	2	R	245	22	5,390	A	2/13/2017	19
CHESTN	001	CHESTNUT ST	EF CURB HWY1	END OF CURB-GUTTER	3	A	498	40	19,920	A	2/13/2017	18
HAZEL	003	HAZEL ST	EFCURB S McPHERSON	W.F.CURB S.HARRISON	2	R	295	27	7,965	A	2/13/2017	16
WFIR	001	WEST FIR ST	EFAT ALLEY	W.F. HWY1	2	C	825	43	35,475	A	2/14/2017	16

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Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
EFIR	003	EAST FIR ST	RR TRACKS	W.F.CURB H FRANKLIN	2	C	192	44	8,448	A	2/13/2017	15
WREDWO	001	WEST REDWOOD AVE	WEST EDGE ALLEY	W.F. CURB HWY1	2	R	185	44	8,140	A	2/14/2017	14
HALSEY	001	HALSEY WY	EF CURB McKINLEY ST	E.F. CURB HALSY WAY	2	R	285	32	9,120	A	2/14/2017	13
RASSMU	001	RASSMUSSEN LANE	N EDGE CEDAR	END OF GOOD PAVEMENT	2	R	455	13	5,915	A	2/14/2017	11
NHAROL	001	NORTH HAROLD ST	END OF PAVEMENT	N.S.DRVWY	2	R	316	28	8,848	A	2/12/2017	10
WALDER	001	WEST ALDER ST.	WPL N COAST PLMB	W.F. HWY1	2	R	150	43	6,450	A	2/14/2017	10
MYRTLE	001	MYRTLE ST	SF N HARBOR DR	S.EDGE SOUTH ST	2	R	555	26	14,430	A	2/14/2017	9
ALGER	001	ALGER ST	NFCURB LAUREL	END OF ST	2	R	564	22	12,408	A	2/13/2017	8
NHAROL	002	NORTH HAROLD ST	NSIDE MSSCHDRVWAY	N.CURB AT FIR ST	2	R	285	40	11,400	A	2/12/2017	8
OLSEN	001	OLSEN LANE	SF CURB CHESTNUT	END OF ST	2	R	652	28	18,256	A	2/13/2017	7
SPRING	001	SPRING ST	SF CURB CHESTNUT ST	END OF PAVEMENT	2	R	504	30	15,120	A	2/13/2017	7
DUBOIS	001	DUBOIS LANE	SF CURB WALNUT	END OF PAVEMENT	2	R	207	25	5,175	A	2/12/2017	3
ESPEY	001	ESPEY WY	SF CURB WALNUT ST	END OF PAVEMENT	2	R	258	36	9,288	A	2/12/2017	3
WOODWA	001	WOODWARD ST	S EDGE SOUTH ST	END ST. AT NAIL	2	R	650	26	16,900	A	2/14/2017	3
SOUTH	015	SOUTH ST	END OF GD PAVEMENT	S.EAST P.L. ROSSI RES	2	R	430	22	9,460	G		

FC (Functional Classification): A(Arterial), C(Collector), R(Residential)
Surface Type: A(AC), O(AC/AC), S (ST), G(Gravel)

APPENDIX B

Maintenance and Rehabilitation Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

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

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

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the $PCI \geq 75$. Sections with PCI values less than 75 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category ($PCI \geq 75$), 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 75). Each line is defined by a specific combination of functional classification, surface type, and condition category.

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch number.
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g. crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g. slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.


COLUMN	DESCRIPTION
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e. SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e. SURFACE treatment) will be performed prior to performing the treatment application in the third row.

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

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$3.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBB CHIP SEAL + MICROSURFACING	\$11.00		5	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$27.00		99	
		IV - Poor		AC OVERLAY 2 INCHES	\$30.00		99	
	V - Very Poor		FDR (6"AC)	\$89.00				
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$3.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBB CHIP SEAL + MICROSURFACING	\$11.00		5	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$27.00		99	
		IV - Poor		MILL AND FILL (2" AC)	\$30.00		99	
	V - Very Poor		FDR (6"AC)	\$89.00				
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		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		99		
IV - Poor			LC & THICK OL W/ FABRIC	\$8.82		99		
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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
	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					

 Functional Class and Surface combination not used

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
			Surface Treatment	DO NOTHING	\$0.00		99		
			Restoration Treatment	DO NOTHING	\$0.00			100	
			II - Good, Non-Load Related		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)	\$7.67			

 Functional Class and Surface combination not used

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$3.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL	\$6.50		6	
		III - Good, Load Related		RUBB CHIP SEAL + MICROSURFACING	\$12.00		99	
		IV - Poor		RUBB CHIP SEAL + MICROSURFACING	\$14.50		99	
		V - Very Poor		FDR (4" AC)	\$64.00		99	
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$3.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL	\$6.50		6	
		III - Good, Load Related		RUBB CHIP SEAL + MICROSURFACING	\$12.00		99	
		IV - Poor		RUBB CHIP SEAL + MICROSURFACING	\$14.50		99	
		V - Very Poor		FDR (4" AC)	\$64.00			
	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		99		
IV - Poor			LC & THICK OL W/ FABRIC	\$8.82		99		
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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
	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				

 Functional Class and Surface combination not used

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		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

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	SLURRY SEAL	\$3.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL	\$6.50		7	
		III - Good, Load Related		RUBB CHIP SEAL + MICROSURFACING	\$12.00		99	
		IV - Poor		RUBB CHIP SEAL + MICROSURFACING	\$14.50		99	
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$52.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	SLURRY SEAL	\$3.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL	\$6.50		7	
		III - Good, Load Related		RUBB CHIP SEAL + MICROSURFACING	\$12.00		99	
		IV - Poor		RUBB CHIP SEAL + MICROSURFACING	\$14.50		99	
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$52.00			
	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			DO NOTHING	\$0.00		99		
III - Good, Load Related			THIN OVERLAY w/FABRIC	\$7.02				
IV - Poor			LC & THICK OL W/ FABRIC	\$8.82		99		
	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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK OVERLAY W/ FABRIC (2")	\$8.12				
	V - Very Poor		PULVERIZE, RESHAPE, COMPACT	\$9.45				

 Functional Class and Surface combination not used

Decision Tree

Printed: 08/30/2017


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00		9	
		III - Good, Load Related		RUBBERIZED CHIP SEAL	\$6.50			
		IV - Poor		RUBBERIZED CHIP SEAL	\$6.50			
		V - Very Poor		AC OVERLAY 1.5 INCHES	\$16.00			

 Functional Class and Surface combination not used


Decision Tree

Printed: 08/30/2017

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	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		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$5.76			
		IV - Poor		THICK AC OVERLAY(2 INCHES)	\$6.86		99	
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			
	AC/AC	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			
	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		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00		99		
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
	V - Very Poor		THICK AC OVERLAY(2 INCHES)	\$6.86				

 Functional Class and Surface combination not used

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9			
			Surface Treatment	DO NOTHING	\$0.00		99		
			Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	\$0.00			100	
			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

APPENDIX C

Budget Needs

Projected PCI / Cost Summary

Preventative Treatment / Cost Summary

Rehabilitation Treatment / Cost Summary

Budget Needs Reports

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

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 5% and an inflation factor of 5% were used to project the costs for the next five years. This report shows the total five-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

As indicated in the report, with a budget of \$5.6 million dollars over the next five years the PCI of the street network will improve from the current level of 76 to 83 by 2021. If no treatments are programmed, the weighted average PCI is projected to deteriorate from 76 to 68 by 2021.

Budget Needs reports included in this volume are listed below:

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

Needs - Projected PCI/Cost Summary

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

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

Needs - Projected PCI/Cost Summary

Inflation Rate = 5.00 % Printed: 08/30/2017

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2017	88	77	\$814,651	\$3,070,378	\$3,885,029
2018	86	74	\$180,578	\$422,687	\$603,265
2019	84	72	\$0	\$259,924	\$259,924
2020	85	70	\$198,651	\$636,116	\$834,767
2021	83	68	\$4,454	\$0	\$4,454
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		21.45%	\$1,198,334	\$4,389,105	\$5,587,439

Needs - Preventive Maintenance Treatment/Cost Summary

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

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

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 5.00 % Printed: 08/30/2017

Treatment	Year	Area Treated		Cost
SEAL CRACKS	2017	797.22	ft.	\$803
	2018	375.95	ft.	\$402
	2020	2,911.79	ft.	\$3,390
	2021	3,638.93	ft.	\$4,454
	Total	7,723.89		\$9,049
SLURRY SEAL	2017	271,276.56	sq.yd.	\$813,848
	2018	57,197.78	sq.yd.	\$180,176
	2020	56,221.33	sq.yd.	\$195,261
	Total	384,695.67		\$1,189,285
	Total Quantity		392,419.56	

Needs - Rehabilitation Treatment/Cost Summary

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

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e. 2017, 2018, 2019, 2020 and 2021).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 5.00 % Printed: 08/30/2017

Treatment	Year	Area Treated	Cost
FDR (4" AC)	2017	4,880.33 sq.yd.	\$312,342
	2020	3,613.33 sq.yd.	\$267,705
	Total	8,493.67 sq.yd.	\$580,047
FDR (6"AC)	2017	2,213.33 sq.yd.	\$196,987
	Total	2,213.33 sq.yd.	\$196,987
AC OVERLAY 2 INCHES	2017	27,114.44 sq.yd.	\$732,090
	2018	3,576.11 sq.yd.	\$101,383
	Total	30,690.56 sq.yd.	\$833,473
RUBBERIZED CHIP SEAL	2017	14,040.56 sq.yd.	\$91,267
	2019	4,293.33 sq.yd.	\$30,768
	2020	1,672 sq.yd.	\$12,582
	Total	20,005.89 sq.yd.	\$134,617
RECONSTRUCT SURFACE (AC)	2017	33,417 sq.yd.	\$1,737,692
	2018	5,884.67 sq.yd.	\$321,304
	2019	3,997.11 sq.yd.	\$229,156
	2020	5,911.11 sq.yd.	\$355,829
	Total	49,209.89 sq.yd.	\$2,643,981
Total Cost			\$4,389,105

Scenarios 1 - 2

Scenario 1: City's Funding Level
Cost Summary Report
Network Condition Summary Report

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2017	10%	\$2,000,000	II	\$42,823	Non-Project	\$231,545	\$0	Funded	\$15,026
			III	\$446,484				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$1,263,688					
			Total	\$1,752,995					
Project	\$0								
2018	10%	\$2,000,000	II	\$0	Non-Project	\$544,656	\$0	Funded	\$0
			III	\$101,383				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$1,353,802					
			Total	\$1,455,185					
Project	\$0								
2019	10%	\$2,000,000	II	\$30,768	Non-Project	\$260,595	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$229,156					
			Total	\$259,924					
Project	\$0								
2020	10%	\$2,000,000	II	\$0	Non-Project	\$196,960	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$143,195	Project	\$214,332			
			V	\$623,534					
			Total	\$766,729					
Project	\$0								
2021	10%	\$2,000,000	II	\$0	Non-Project	\$3,341	\$196,659	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$0					
			Total	\$0					
Project	\$0								

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$897,898	\$333,666	\$2,262	\$0
Collector	\$593,458	\$466,023	\$849	\$0
Residential/Local	\$2,743,477	\$651,740	\$11,915	\$0
Grand Total:	\$4,234,833	\$1,451,429	\$15,026	\$0

Scenarios - Network Condition Summary

Interest: 5%

Inflation: 5%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$2,000,000	10%	2019	\$2,000,000	10%	2021	\$2,000,000	10%
2018	\$2,000,000	10%	2020	\$2,000,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	77	83	7.59	14.77
2018	74	85	10.38	20.56
2019	72	84	4.44	8.85
2020	70	85	7.06	13.82
2021	68	83	7.35	14.73

Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.1%	29.0%	38.6%	0.0%	75.7%
II / III	4.8%	3.3%	2.3%	0.0%	10.4%
IV	0.0%	1.3%	5.3%	0.0%	6.6%
V	0.4%	0.9%	6.0%	0.0%	7.2%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.0%	30.3%	42.7%	0.0%	84.0%
II / III	1.9%	2.9%	1.5%	0.0%	6.3%
IV	0.0%	1.3%	5.3%	0.0%	6.6%
V	0.4%	0.0%	2.7%	0.0%	3.1%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	13.3%	28.3%	47.1%	0.0%	88.7%
II / III	0.0%	4.3%	2.3%	0.0%	6.6%
IV	0.0%	1.9%	2.8%	0.0%	4.6%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

Scenario 2: Maintain PCI at 76
Cost Summary Report
Network Condition Summary Report

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2017	5%	\$0	II	\$0	Non-Project	\$0	\$3,710,714	Funded	\$0	
			III	\$0				Unmet	\$36,109	
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$0						
			Project	\$0						
2018	5%	\$500,000	II	\$30,882	Non-Project	\$40,353	\$0	\$3,959,662	Funded	\$4,820
			III	\$134,043					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$289,495						
			Total	\$454,420						
			Project	\$0						
2019	5%	\$900,000	II	\$30,768	Non-Project	\$77,974	\$0	\$3,514,340	Funded	\$1,990
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$787,901						
			Total	\$818,669						
			Project	\$0						
2020	5%	\$900,000	II	\$0	Non-Project	\$35,812	\$0	\$3,843,770	Funded	\$5,337
			III	\$0					Unmet	\$0
			IV	\$143,195	Project	\$214,332				
			V	\$500,385						
			Total	\$643,580						
			Project	\$0						
2021	5%	\$900,000	II	\$12,782	Non-Project	\$55,066	\$0	\$3,144,531	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$831,202						
			Total	\$843,984						
			Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$277,238	\$286,826	\$0	\$4,412
Collector	\$608,908	\$122,218	\$0	\$4,924
Residential/Local	\$1,874,507	\$14,493	\$12,147	\$26,773
Grand Total:	\$2,760,653	\$423,537	\$12,147	\$36,109

Scenarios - Network Condition Summary

Interest: 5%

Inflation: 5%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$0	5%	2019	\$900,000	5%	2021	\$900,000	5%
2018	\$500,000	5%	2020	\$900,000	5%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2017	77	77	0	0
2018	74	76	3.92	7.73
2019	72	76	1.98	3.93
2020	70	76	1.32	2.65
2021	68	76	3.27	6.48

Percent Network Area by Functional Class and Condition Category

Condition in base year 2017, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.1%	29.0%	38.6%	0.0%	75.7%
II / III	4.8%	3.3%	2.3%	0.0%	10.4%
IV	0.0%	1.3%	5.3%	0.0%	6.6%
V	0.4%	0.9%	6.0%	0.0%	7.2%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

Condition in year 2017 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.1%	29.0%	38.6%	0.0%	75.7%
II / III	4.8%	3.3%	2.3%	0.0%	10.4%
IV	0.0%	1.3%	5.3%	0.0%	6.6%
V	0.4%	0.9%	6.0%	0.0%	7.2%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	10.2%	28.3%	43.7%	0.0%	82.1%
II / III	2.8%	4.3%	2.3%	0.0%	9.4%
IV	0.0%	1.9%	2.8%	0.0%	4.6%
V	0.4%	0.0%	3.4%	0.0%	3.8%
Total	13.3%	34.5%	52.2%	0.0%	100.0%

APPENDIX D

**Sections Selected for Treatment:
City's Funding Level (Scenario 1)**

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$2,000,000	10%	2019	\$2,000,000	10%	2021	\$2,000,000	10%
2018	\$2,000,000	10%	2020	\$2,000,000	10%			

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	Surf FC	Surf Type	PCI	Cost	Rating	Treatment	
BOATYARD ST. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	2/14/2017	62	A	AC	100	\$31,104	17,097	AC OVERLAY 2 INCHES	
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	2/12/2017	61	A	AC	100	\$415,380	17,959	AC OVERLAY 2 INCHES	
Treatment Total												\$446,484				
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	2/13/2017	15	C	AC	100	\$60,075	6,707	FDR (4" AC)	
WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	825	43	35,475	2/14/2017	16	C	AC	100	\$252,267	6,707	FDR (4" AC)	
Treatment Total												\$312,342				
DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	DENNIS	001	853	14	11,942	2/14/2017	62	R	AC	72	\$8,625	14,263	RUBBERIZED CHIP SEAL	
OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	OCEANV	003	530	26	13,780	2/12/2017	65	R	AC	74	\$9,953	14,801	RUBBERIZED CHIP SEAL	
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	2/14/2017	66	R	AC/AC	75	\$10,834	11,943	RUBBERIZED CHIP SEAL	
SOUTH McPHERSON ST.	MADRONE	MAPLE	SMcPHE	002	422	44	18,568	2/12/2017	63	C	AC/AC	72	\$13,411	15,308	RUBBERIZED CHIP SEAL	
Treatment Total												\$42,823				
ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	ALGER	001	564	22	12,408	2/13/2017	8	R	AC	100	\$71,691	6,539	RECONSTRUCT SURFACE (AC)	
AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	2/13/2017	22	R	AC	100	\$60,378	6,539	RECONSTRUCT SURFACE (AC)	
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	2/12/2017	3	R	AC	100	\$29,900	6,539	RECONSTRUCT SURFACE (AC)	
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	2/12/2017	3	R	AC	100	\$53,664	6,539	RECONSTRUCT SURFACE (AC)	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp	PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	2/14/2017	13	R	AC	100	\$52,694	6,539	RECONSTRUCT SURFACE (AC)	
HAZEL ST.003	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	HAZEL	003	295	27	7,965	2/13/2017	16	R	AC	100	\$46,020	6,539	RECONSTRUCT SURFACE (AC)	
MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	MYRTLE	001	555	26	14,430	2/14/2017	9	R	AC	100	\$83,374	6,539	RECONSTRUCT SURFACE (AC)	
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	2/13/2017	19	R	AC	100	\$31,143	6,539	RECONSTRUCT SURFACE (AC)	
NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M. SCHOOL3+16	NHAROL	001	316	28	8,848	2/12/2017	10	R	AC	100	\$51,122	6,539	RECONSTRUCT SURFACE (AC)	
NORTH HAROLD ST. 002	N.SIDE M.S.SCH. DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	2/12/2017	8	R	AC	100	\$65,867	6,539	RECONSTRUCT SURFACE (AC)	
NORTH. LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	NLINCO	001	652	25	16,300	2/14/2017	23	R	AC	100	\$94,178	6,539	RECONSTRUCT SURFACE (AC)	
OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	OLSEN	001	652	28	18,256	2/13/2017	7	R	AC	100	\$105,480	6,539	RECONSTRUCT SURFACE (AC)	
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	455	13	5,915	2/14/2017	11	R	AC	100	\$34,176	6,539	RECONSTRUCT SURFACE (AC)	
SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	SPRING	001	504	30	15,120	2/13/2017	7	R	AC	100	\$87,360	6,539	RECONSTRUCT SURFACE (AC)	
WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	WALDER	001	150	43	6,450	2/14/2017	10	R	AC	100	\$37,267	6,539	RECONSTRUCT SURFACE (AC)	
WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	WREDWO	001	185	44	8,140	2/14/2017	14	R	AC	100	\$47,032	6,539	RECONSTRUCT SURFACE (AC)	
Treatment Total													\$951,346			

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	2/13/2017	82	C	AC/AC	88	\$9,430	52,222	SLURRY SEAL
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	2/13/2017	81	C	AC/AC	88	\$10,400	37,699	SLURRY SEAL
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	2/13/2017	87	C	AC	93	\$22,704	29,393	SLURRY SEAL
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	2/13/2017	86	C	AC	92	\$4,767	30,545	SLURRY SEAL
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	2/13/2017	87	C	AC	93	\$25,012	29,393	SLURRY SEAL
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	2/13/2017	84	C	AC/AC	90	\$13,400	39,945	SLURRY SEAL
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	2/13/2017	80	C	AC	87	\$5,103	33,472	SLURRY SEAL
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	2/14/2017	85	R	AC	91	\$3,360	19,815	SLURRY SEAL
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	2/14/2017	77	R	AC	85	\$6,968	27,368	SLURRY SEAL
MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	MAPLE	001B	1,000	45	45,000	2/12/2017	84	C	AC	91	\$15,000	32,293	SLURRY SEAL
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	2/14/2017	79	A	AC	87	\$7,669	49,808	SLURRY SEAL
NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	NHARBO	002	455	32	14,560	2/14/2017	76	R	AC	84	\$4,854	27,710	SLURRY SEAL
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	2/12/2017	83	C	AC	90	\$15,488	32,778	SLURRY SEAL
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	2/12/2017	87	C	AC	93	\$39,718	29,401	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
NORTH WHIPPLE ST.	N.F.CURB OAK ST.0+00	ALDER ST	NWHIPP	001	450	44	19,800	2/12/2017	78	R	AC/AC	85	\$6,600	32,077	SLURRY SEAL
SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	SFRANK	003	565	43	24,295	2/12/2017	76	A	AC	84	\$8,099	43,000	SLURRY SEAL
SOUTH HAROLD ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	SHAROL	001	876	52	45,552	2/13/2017	80	C	AC	87	\$15,184	33,472	SLURRY SEAL
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	2/14/2017	80	C	AC	87	\$14,764	33,473	SLURRY SEAL
WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	WLAURE	001	155	43	6,665	2/14/2017	82	R	AC	89	\$2,222	26,616	SLURRY SEAL
Treatment Total												\$230,742			
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	2/14/2017	83	C	AC/AC	84	\$115	1,261,926	SEAL CRACKS
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	2/14/2017	85	C	AC	86	\$64	848,324	SEAL CRACKS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	2/13/2017	87	R	AC	88	\$25	565,338	SEAL CRACKS
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	2/13/2017	90	C	AC	90	\$58	1,210,308	SEAL CRACKS
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	2/13/2017	92	R	AC	92	\$18	277,381	SEAL CRACKS
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	2/13/2017	82	A	AC	83	\$234	1,288,482	SEAL CRACKS
REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	EREDWO	010	401	44	17,644	2/13/2017	91	R	AC	91	\$22	347,722	SEAL CRACKS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	2/13/2017	90	R	AC	90	\$26	424,749	SEAL CRACKS
HAZEL ST. 001	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	2/13/2017	83	R	AC	84	\$28	645,894	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	2/12/2017	81	R	AC	82	\$52	656,867	SEAL CRACKS	
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	2/13/2017	79	R	AC	81	\$29	654,003	SEAL CRACKS	
MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	MINNES	001	630	32	20,160	2/13/2017	93	R	AC	93	\$20	188,003	SEAL CRACKS	
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	2/13/2017	86	R	AC	87	\$45	602,443	SEAL CRACKS	
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	2/14/2017	93	R	AC	93	\$22	187,193	SEAL CRACKS	
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	2/14/2017	91	C	AC	91	\$11	714,023	SEAL CRACKS	
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	2/14/2017	93	R	AC	93	\$34	187,193	SEAL CRACKS	
Treatment Total												\$803				
Year 2017 Area Total							1,528,003	Year 2017 Total		\$1,984,540						

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
BOATYARD ST. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	2/14/2017	71	A	AC	100	\$101,383	14,796	AC OVERLAY 2 INCHES	
Treatment Total												\$101,383				
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	2/13/2017	18	A	AC	100	\$206,836	5,815	FDR (6"AC)	
Treatment Total												\$206,836				
HOCKER LANE	S.F. SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	HOCKER	001	777	36	27,972	2/12/2017	26	R	AC	100	\$169,697	6,228	RECONSTRUCT SURFACE (AC)	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
NORTH SANDERSON WAY 002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	NSANDE	002	727	20	14,540	2/13/2017	25	R	AC	100	\$88,210	6,228	RECONSTRUCT SURFACE (AC)
PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	PENITE	001	275	38	10,450	2/13/2017	25	R	AC	100	\$63,397	6,228	RECONSTRUCT SURFACE (AC)
WALNUT ST. 002	WHIPPLE	E.F.CURB S.FRANKLIN ST. 8+40	WALNUT	002	1,041	30	31,230	2/14/2017	25	R	AC/AC	100	\$189,462	6,228	RECONSTRUCT SURFACE (AC)
WEST ST.	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	WEST	001	1,380	43	59,340	2/14/2017	23	R	AC	100	\$359,996	6,228	RECONSTRUCT SURFACE (AC)
WINNIFRED ST.	W. EDGE OF PAVEMENT 0+00	E.F. CURB BRANDON WAY 8+42	WINNIF	001	842	34	28,628	2/14/2017	23	R	AC	100	\$173,677	6,228	RECONSTRUCT SURFACE (AC)
WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	WOODWA	001	650	26	16,900	2/14/2017	3	R	AC	100	\$102,527	6,228	RECONSTRUCT SURFACE (AC)
Treatment Total												\$1,146,966			
AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	AIRPOR	001B	268	22	5,896	2/14/2017	88	R	AC	92	\$2,064	16,858	SLURRY SEAL
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	2/13/2017	83	R	AC	88	\$8,664	23,231	SLURRY SEAL
CHESTNUT ST. 002	S. WHIPPLE	SANDERSON WY	CHESTN	010	2,937	32	93,984	2/13/2017	89	C	AC	93	\$32,895	27,877	SLURRY SEAL
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	2/13/2017	91	C	AC	94	\$5,117	24,564	SLURRY SEAL
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	2/13/2017	85	R	AC	90	\$18,979	21,094	SLURRY SEAL
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	2/14/2017	83	C	AC/AC	90	\$18,144	37,129	SLURRY SEAL
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	2/14/2017	85	C	AC	91	\$10,234	30,662	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	2/13/2017	90	C	AC	94	\$14,569	40,156	SLURRY SEAL
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	2/13/2017	82	A	AC	89	\$29,707	47,581	SLURRY SEAL
FRONTAGE ROAD(UN-NAMED)	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	FRONTA	001	680	24	16,320	2/14/2017	83	R	AC	88	\$5,712	23,225	SLURRY SEAL
HAZEL ST. 001	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	2/13/2017	83	R	AC	90	\$3,808	21,795	SLURRY SEAL
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	2/13/2017	82	R	AC/AC	88	\$7,559	25,596	SLURRY SEAL
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	2/12/2017	93	C	AC	95	\$6,860	20,214	SLURRY SEAL
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	2/12/2017	81	R	AC	87	\$33,031	24,811	SLURRY SEAL
NORTH FRANKLIN ST. 001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	NFRANK	001	1,777	43	76,411	2/14/2017	87	A	AC	91	\$26,744	30,818	SLURRY SEAL
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	2/12/2017	93	C	AC	95	\$16,744	20,214	SLURRY SEAL
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	2/12/2017	90	C	AC/AC	93	\$16,744	18,295	SLURRY SEAL
NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	NHAROL	007	400	52	20,800	2/12/2017	93	C	AC	95	\$7,280	20,214	SLURRY SEAL
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	2/12/2017	88	C	AC	92	\$34,743	29,043	SLURRY SEAL
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	2/12/2017	91	A	AC	94	\$50,794	21,224	SLURRY SEAL
EAST OAK ST. 002	E.F. CURB McKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	OAK	002	1,725	40	69,000	2/12/2017	86	R	AC	91	\$24,150	19,848	SLURRY SEAL
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	2/12/2017	83	R	AC	88	\$4,259	23,236	SLURRY SEAL
OLD HAUL ROAD	N.F. CURB ELM ST. 0+00	END OF TURN AROUND 20+70	OLDHAU	001	2,070	32	66,240	2/14/2017	79	R	AC	85	\$23,184	25,879	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment			
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	2/12/2017	89	C	AC	93	\$26,600	27,885	SLURRY SEAL			
SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	SHAROL	002	975	20	19,500	2/13/2017	87	R	AC/AC	92	\$6,825	26,915	SLURRY SEAL			
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	2/14/2017	91	C	AC	95	\$2,961	23,543	SLURRY SEAL			
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	2/12/2017	94	C	AC	96	\$16,047	17,669	SLURRY SEAL			
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	2/14/2017	89	C	AC	93	\$16,200	27,869	SLURRY SEAL			
SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	SSANDE	001	1,915	40	76,600	2/13/2017	92	C	AC	95	\$26,810	22,594	SLURRY SEAL			
SOUTH WHIPPLE ST. 001	S.F. CURB OAK ST. 0+00	N.SIDE HAZEL RT. OF WAY 12+55	SWHIPP	001	1,255	41	51,455	2/12/2017	85	R	AC	90	\$18,010	21,100	SLURRY SEAL			
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	2/13/2017	84	R	AC/AC	90	\$8,645	26,276	SLURRY SEAL			
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	2/13/2017	82	R	AC/AC	88	\$9,310	25,596	SLURRY SEAL			
WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	WILLOW	001	623	32	19,936	2/13/2017	83	R	AC	88	\$6,978	23,231	SLURRY SEAL			
WEST PINE ST. 002	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	2/14/2017	93	C	AC	96	\$3,883	20,184	SLURRY SEAL			
												Treatment Total		\$544,254				
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS& HARISON 12+23	EBUSH	001	471	33	15,543	2/13/2017	95	R	AC	92	\$19	289,504	SEAL CRACKS			

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
EAST BUSH ST.	ES.ALLEY	N. FRANKLIN	EBUSH	005	890	43	38,270	2/13/2017	95	R	AC	92	\$46	289,504	SEAL CRACKS	
	PRKINSHARISO ST N 0+00															
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	2/13/2017	95	R	AC	92	\$18	289,504	SEAL CRACKS	
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	2/13/2017	95	R	AC	92	\$12	289,504	SEAL CRACKS	
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPEE	005	433	37	16,021	2/14/2017	95	R	AC	92	\$19	288,689	SEAL CRACKS	
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPEE	010	502	37	18,574	2/14/2017	95	R	AC	92	\$22	288,689	SEAL CRACKS	
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	2/12/2017	95	R	AC	92	\$47	289,916	SEAL CRACKS	
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	2/13/2017	95	R	AC	92	\$33	289,504	SEAL CRACKS	
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	2/13/2017	95	R	AC	92	\$22	289,504	SEAL CRACKS	
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	2/14/2017	95	R	AC	92	\$19	288,896	SEAL CRACKS	
SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	SLINCO	015B	494	30	14,820	2/14/2017	95	R	AC	92	\$18	288,896	SEAL CRACKS	
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	5/12/2017	95	R	AC	93	\$3	237,597	SEAL CRACKS	
STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	STEWAR	003	1,380	43	59,340	2/14/2017	95	R	AC	92	\$71	288,896	SEAL CRACKS	
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	2/14/2017	95	R	AC	92	\$16	288,896	SEAL CRACKS	
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	2/14/2017	95	R	AC	92	\$37	288,896	SEAL CRACKS	
Treatment Total												\$402				
Year 2018 Area Total							2,130,131	Year 2018 Total				\$1,999,841				

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	OAK	003	1,610	24	38,640	2/12/2017	72	R	AC	78	\$30,768	15,592	RUBBERIZED CHIP SEAL
Treatment Total													\$30,768		
McKINLEY ST.	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	McKINL	001	410	32	13,120	2/14/2017	29	R	AC	100	\$83,575	5,931	RECONSTRUCT SURFACE (AC)
OCEAN VIEW DRV.WEST 002	4+18 FROM HWY 1 0+00	C.L. 4+58	OCEANV	002	458	28	12,824	2/12/2017	31	R	AC/AC	100	\$81,689	5,931	RECONSTRUCT SURFACE (AC)
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	2/13/2017	28	R	AC	100	\$12,932	5,931	RECONSTRUCT SURFACE (AC)
SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST,@W. POWER POLE 5+00	SHAROL	003	500	16	8,000	2/13/2017	29	R	AC	100	\$50,960	5,931	RECONSTRUCT SURFACE (AC)
Treatment Total													\$229,156		
AIRPORT ROAD	C.L. SIGN 0+00	W/C.L. SIGN 5+87	AIRPOR	001A	587	22	12,914	2/14/2017	97	R	AC	95	\$4,746	9,173	SLURRY SEAL
CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	CEDAR	001	2,275	27	61,425	2/14/2017	90	R	AC	92	\$22,574	15,899	SLURRY SEAL
EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	EBBING	001	562	37	20,794	2/13/2017	95	R	AC	95	\$7,642	10,080	SLURRY SEAL
EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	ELAURE	005	412	40	16,480	2/13/2017	92	R	AC	93	\$6,057	13,226	SLURRY SEAL
GROVE ST.	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	GROVE	001	625	30	18,750	2/12/2017	95	R	AC	95	\$6,891	10,088	SLURRY SEAL
HAZEL ST. 002	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S. McPHERSON 3+15	HAZEL	002	315	32	10,080	2/13/2017	95	R	AC	95	\$3,705	10,080	SLURRY SEAL
MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	MADRON	001	650	43	27,950	2/12/2017	95	R	AC	95	\$10,272	10,088	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	2/12/2017	95	C	AC	95	\$16,207	19,523	SLURRY SEAL
MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	MINNES	001	630	32	20,160	2/13/2017	93	R	AC	94	\$7,409	11,650	SLURRY SEAL
NORTH FRANKLIN ST. 004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	NFRANK	004	470	43	20,210	2/14/2017	95	A	AC	94	\$7,428	19,926	SLURRY SEAL
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	2/14/2017	89	R	AC	92	\$20,478	17,221	SLURRY SEAL
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	2/12/2017	90	R	AC	92	\$29,915	15,913	SLURRY SEAL
PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	PERKIN	001	1,053	33	34,749	2/12/2017	88	R	AC	91	\$12,771	18,524	SLURRY SEAL
PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	PUDDIN	001	955	23	21,965	2/13/2017	95	R	AC	94	\$8,073	11,602	SLURRY SEAL
SOUTH CORRY ST. 001	N.F. CURB CHESTNUT ST. 0+00	S.F. CURB OAK ST.19+37	SCORRY	001	1,937	38	73,606	2/12/2017	94	R	AC	94	\$27,051	10,917	SLURRY SEAL
SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE SOUTH	SOUTH	010	447	38	16,986	2/14/2017	90	R	AC	92	\$6,243	15,899	SLURRY SEAL
SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	SSANDE	005	412	30	12,360	2/13/2017	95	R	AC	95	\$4,543	10,080	SLURRY SEAL
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	2/13/2017	95	R	AC	95	\$6,924	10,080	SLURRY SEAL
STEWART ST. 002	S.F. CURB W. ELM 0+00	SPRUCE	STEWAR	002	413	43	17,759	2/14/2017	95	R	AC/AC	94	\$6,527	11,445	SLURRY SEAL
STEWART CIRCLE	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	STEWCI	001	95	90	9,000	2/14/2017	95	R	AC	95	\$3,308	10,068	SLURRY SEAL
SOUTH WHIPPLE ST. 002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	SWHIPP	002	1,285	32	41,120	2/12/2017	90	R	AC	92	\$15,112	15,913	SLURRY SEAL
WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	WALL	001A	660	38	25,080	2/13/2017	94	R	AC/AC	95	\$9,217	10,677	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
WOODLAND DRIVE	S.F. CURB @ CHESTNUT ST. 0+00	END CULDESAC 5+55	WOODLA	001	555	38	21,090	2/13/2017	95	R	AC	95	\$7,751	10,080	SLURRY SEAL	
WEST PINE ST. 001	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	WPINE	001	617	43	26,531	2/14/2017	95	R	AC	95	\$9,751	10,068	SLURRY SEAL	
Treatment Total												\$260,595				
Year 2019 Area Total							783,683	Year 2019 Total					\$520,519			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
**NORTH FRANKLIN ST. 003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	NFRANK	003	1,351	43	58,093	2/14/2017	59	A	AC	100	\$201,750	17,457	AC OVERLAY 2 INCHES
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	2/12/2017	57	A	AC	100	\$143,195	15,990	AC OVERLAY 2 INCHES
Treatment Total												\$344,945			
EAST CYPRESS ST. 002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	ECYPRES	002	813	40	32,520	2/14/2017	38	C	AC	100	\$267,705	5,794	FDR (4" AC)
Treatment Total												\$267,705			
**OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	2/12/2017	61	R	AC/AC	66	\$12,582	11,466	RUBBERIZED CHIP SEAL
Treatment Total												\$12,582			
STEWART ST. 001	E.F. CURB OLD HAUL RD. 0+00	N.F. CURB ELM ST 13+30	STEWAR	001	1,330	40	53,200	2/14/2017	34	R	AC	100	\$355,829	5,649	RECONSTRUCT SURFACE (AC)
Treatment Total												\$355,829			
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS & HARISON 12+23	EBUSH	001	471	33	15,543	2/13/2017	95	R	AC	93	\$5,998	12,440	SLURRY SEAL
EAST BUSH ST.	ES.ALLEY PRKINSHARISO N 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	2/13/2017	95	R	AC	93	\$14,768	12,440	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	2/13/2017	95	R	AC	93	\$5,725	12,440	SLURRY SEAL
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	2/13/2017	87	R	AC	90	\$5,032	19,581	SLURRY SEAL
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	2/13/2017	92	R	AC	92	\$6,375	15,039	SLURRY SEAL
REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	EREDWO	010	401	44	17,644	2/13/2017	91	R	AC	92	\$6,809	15,948	SLURRY SEAL
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	2/13/2017	95	R	AC	93	\$3,604	12,440	SLURRY SEAL
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	2/13/2017	90	R	AC	91	\$7,214	16,844	SLURRY SEAL
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPPE	005	433	37	16,021	2/14/2017	95	R	AC	93	\$6,183	12,429	SLURRY SEAL
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	2/14/2017	95	R	AC	93	\$7,168	12,429	SLURRY SEAL
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	2/12/2017	95	R	AC	93	\$15,281	12,446	SLURRY SEAL
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	2/12/2017	81	R	AC	86	\$6,792	23,265	SLURRY SEAL
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	2/13/2017	79	R	AC	84	\$3,311	23,900	SLURRY SEAL
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	2/13/2017	86	R	AC	89	\$8,581	20,355	SLURRY SEAL
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	2/13/2017	95	R	AC	93	\$10,632	12,440	SLURRY SEAL
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	2/13/2017	95	R	AC	93	\$7,062	12,440	SLURRY SEAL
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	2/14/2017	95	R	AC	93	\$6,137	12,432	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	2/14/2017	93	R	AC	93	\$8,744	14,203	SLURRY SEAL
SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	SLINCO	015B	494	30	14,820	2/14/2017	95	R	AC	93	\$5,719	12,432	SLURRY SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	5/12/2017	95	R	AC	94	\$807	11,778	SLURRY SEAL
STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	STEWAR	003	1,380	43	59,340	2/14/2017	95	R	AC	93	\$22,898	12,432	SLURRY SEAL
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	2/14/2017	95	R	AC	93	\$5,117	12,432	SLURRY SEAL
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	2/14/2017	93	R	AC	93	\$13,523	14,203	SLURRY SEAL
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	2/14/2017	95	R	AC	93	\$11,781	12,432	SLURRY SEAL
Treatment Total												\$195,261			
BOATYARD ST. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	2/14/2017	62	A	AC	87	\$12	1,924,733	SEAL CRACKS
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	2/13/2017	82	C	AC/AC	87	\$38	2,110,755	SEAL CRACKS
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	2/13/2017	81	C	AC/AC	85	\$68	1,072,767	SEAL CRACKS
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	2/13/2017	87	C	AC	88	\$141	723,226	SEAL CRACKS
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	2/13/2017	86	C	AC	87	\$32	749,693	SEAL CRACKS
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	2/13/2017	87	C	AC	88	\$155	723,226	SEAL CRACKS
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	2/13/2017	15	C	AC	91	\$13	634,519	SEAL CRACKS
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	2/13/2017	84	C	AC/AC	88	\$34	2,401,500	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	2/13/2017	80	C	AC	83	\$50	698,355	SEAL CRACKS
MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	MAPLE	001B	1,000	45	45,000	2/12/2017	84	C	AC	86	\$114	731,145	SEAL CRACKS
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	2/14/2017	79	A	AC	83	\$75	1,060,088	SEAL CRACKS
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	2/12/2017	83	C	AC	85	\$125	738,232	SEAL CRACKS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	2/12/2017	87	C	AC	88	\$247	723,378	SEAL CRACKS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	2/12/2017	61	A	AC	87	\$149	1,924,733	SEAL CRACKS
SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	SFRANK	003	565	43	24,295	2/12/2017	76	A	AC	80	\$100	859,515	SEAL CRACKS
SOUTH HAROLD ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	SHAROL	001	876	52	45,552	2/13/2017	80	C	AC	83	\$149	698,355	SEAL CRACKS
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	2/14/2017	80	C	AC	83	\$145	698,503	SEAL CRACKS
WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	825	43	35,475	2/14/2017	16	C	AC	91	\$52	634,519	SEAL CRACKS
Treatment Total												\$1,699			
Year 2020 Area Total							1,514,914		Year 2020 Total			\$1,178,021			

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	ALGER	001	564	22	12,408	2/13/2017	8	R	AC	87	\$30	488,590	SEAL CRACKS
AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	2/13/2017	22	R	AC	87	\$26	488,590	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
BOATYARD ST. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	2/14/2017	71	A	AC	87	\$37	1,833,079	SEAL CRACKS
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	2/13/2017	18	A	AC	87	\$47	757,503	SEAL CRACKS
CHESTNUT ST. 002	S. WHIPPLE DR	SANDERSON WY	CHESTN	010	2,937	32	93,984	2/13/2017	89	C	AC	88	\$203	686,597	SEAL CRACKS
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	4/16/2017	63	R	AC	87	\$18	488,590	SEAL CRACKS
DICKWILLIAMS WAY	DANA ST	END AT CDS	DICKWI	001	185	28	5,180	4/16/2017	33	R	AC	87	\$13	488,590	SEAL CRACKS
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	2/12/2017	3	R	AC	87	\$13	488,590	SEAL CRACKS
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	2/13/2017	91	C	AC	89	\$28	690,393	SEAL CRACKS
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	2/14/2017	83	C	AC/AC	87	\$69	1,580,910	SEAL CRACKS
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	2/14/2017	85	C	AC	86	\$77	692,138	SEAL CRACKS
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	2/13/2017	90	C	AC	92	\$58	921,082	SEAL CRACKS
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	2/13/2017	82	A	AC	85	\$237	1,069,326	SEAL CRACKS
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	2/12/2017	3	R	AC	87	\$23	488,590	SEAL CRACKS
GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	GLASSB	001	2,199	33	72,567	4/16/2017	52	R	AC	87	\$175	488,590	SEAL CRACKS
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	2/14/2017	13	R	AC	87	\$22	488,590	SEAL CRACKS
HAZEL ST.003	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	HAZEL	003	295	27	7,965	2/13/2017	16	R	AC	87	\$20	488,590	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	2/14/2017	85	R	AC	85	\$29	523,479	SEAL CRACKS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	2/14/2017	77	R	AC	80	\$86	537,985	SEAL CRACKS
JOHN CIMOLINO WAY	STEWART ST	END	JOHNCIM O	001	286	36	10,296	4/16/2017	61	R	AC	87	\$25	488,590	SEAL CRACKS
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	2/12/2017	93	C	AC	90	\$34	636,777	SEAL CRACKS
MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	MYRTLE	001	555	26	14,430	2/14/2017	9	R	AC	87	\$35	488,590	SEAL CRACKS
NORTH DANA ST	EAST OAK ST	END	NDANA	001	319	28	8,932	4/16/2017	69	R	AC	87	\$22	488,590	SEAL CRACKS
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	2/13/2017	19	R	AC	87	\$13	488,590	SEAL CRACKS
NORTH FRANKLIN ST. 001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	NFRANK	001	1,777	43	76,411	2/14/2017	87	A	AC	85	\$218	807,925	SEAL CRACKS
NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	NHARBO	002	455	32	14,560	2/14/2017	76	R	AC	80	\$63	536,571	SEAL CRACKS
NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M. SCHOOL3+16	NHAROL	001	316	28	8,848	2/12/2017	10	R	AC	87	\$22	488,590	SEAL CRACKS
NORTH HAROLD ST. 002	N.SIDE M.S.SCH. DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	2/12/2017	8	R	AC	87	\$28	488,590	SEAL CRACKS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	2/12/2017	93	C	AC	90	\$83	636,777	SEAL CRACKS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	2/12/2017	90	C	AC/AC	87	\$70	1,084,420	SEAL CRACKS
NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	NHAROL	007	400	52	20,800	2/12/2017	93	C	AC	90	\$37	636,777	SEAL CRACKS
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	2/12/2017	88	C	AC	87	\$229	712,535	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
NORTH. LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	NLINCO	001	652	25	16,300	2/14/2017	23	R	AC	87	\$40	488,590	SEAL CRACKS
NOYO POINT RD	CYPRESS ST	END AT LOT	NOYOPT	001	1,828	24	43,872	4/16/2017	100	R	AC	87	\$106	488,590	SEAL CRACKS
NORTH WHIPPLE ST.	N.F.CURB OAK ST.0+00	ALDER ST	NWHIPP	001	450	44	19,800	2/12/2017	78	R	AC/AC	82	\$70	668,745	SEAL CRACKS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	2/12/2017	91	A	AC	86	\$366	797,184	SEAL CRACKS
OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	OLSEN	001	652	28	18,256	2/13/2017	7	R	AC	87	\$44	488,590	SEAL CRACKS
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	455	13	5,915	2/14/2017	11	R	AC	87	\$15	488,590	SEAL CRACKS
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	2/12/2017	89	C	AC	88	\$164	686,741	SEAL CRACKS
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	2/14/2017	91	C	AC	89	\$16	675,437	SEAL CRACKS
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	2/12/2017	94	C	AC	90	\$77	637,638	SEAL CRACKS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	2/14/2017	89	C	AC	88	\$100	686,443	SEAL CRACKS
SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	SPRING	001	504	30	15,120	2/13/2017	7	R	AC	87	\$37	488,590	SEAL CRACKS
SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	SSANDE	001	1,915	40	76,600	2/13/2017	92	C	AC	90	\$139	662,465	SEAL CRACKS
WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	WALDER	001	150	43	6,450	2/14/2017	10	R	AC	87	\$16	488,590	SEAL CRACKS
WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	WLAURE	001	155	43	6,665	2/14/2017	82	R	AC	84	\$21	587,751	SEAL CRACKS
WEST PINE ST. 002	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	2/14/2017	93	C	AC	90	\$20	636,489	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S1: City's Existing Funding

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp	PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	WREDWO	001	185	44	8,140	2/14/2017	14	R	AC	87	\$20	488,590	SEAL CRACKS	
													Treatment Total	\$3,341		
							Year 2021 Area Total	1,474,227			Year 2021 Total	\$3,341				
							Total Section Area:	7,430,958			Grand Total	\$5,686,262				

**Sections Selected for Treatment:
Maintain PCI at 76(Scenario 2)**

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2017	\$0	5%	2019	\$900,000	5%	2021	\$900,000	5%
2018	\$500,000	5%	2020	\$900,000	5%			

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
BOATYARD ST. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	2/14/2017	62	A	AC	100	\$32,660	16,944	AC OVERLAY 2 INCHES	
BOATYARD ST. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	2/14/2017	71	A	AC	100	\$101,383	14,796	AC OVERLAY 2 INCHES	
Treatment Total												\$134,043				
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	2/13/2017	15	C	AC	100	\$63,079	6,388	FDR (4" AC)	
Treatment Total												\$63,079				
DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	DENNIS	001	853	14	11,942	2/14/2017	62	R	AC	71	\$9,057	13,400	RUBBERIZED CHIP SEAL	
OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	OCEANV	003	530	26	13,780	2/12/2017	65	R	AC	73	\$10,450	13,899	RUBBERIZED CHIP SEAL	
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	2/14/2017	66	R	AC/AC	73	\$11,375	11,405	RUBBERIZED CHIP SEAL	
Treatment Total												\$30,882				
ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	ALGER	001	564	22	12,408	2/13/2017	8	R	AC	100	\$75,276	6,228	RECONSTRUCT SURFACE (AC)	
AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	2/13/2017	22	R	AC	100	\$63,397	6,228	RECONSTRUCT SURFACE (AC)	
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	2/12/2017	3	R	AC	100	\$31,395	6,228	RECONSTRUCT SURFACE (AC)	
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	2/12/2017	3	R	AC	100	\$56,348	6,228	RECONSTRUCT SURFACE (AC)	
Treatment Total												\$226,416				
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	2/13/2017	82	C	AC/AC	88	\$9,901	50,081	SLURRY SEAL	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	2/13/2017	82	A	AC	88	\$29,707	48,942	SLURRY SEAL
													Treatment Total		\$39,608
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS& HARISON 12+23	EBUSH	001	471	33	15,543	2/13/2017	95	R	AC	92	\$19	289,504	SEAL CRACKS
EAST BUSH ST.	ES.ALLEY PRKINSHARISO N 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	2/13/2017	95	R	AC	92	\$46	289,504	SEAL CRACKS
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	2/13/2017	95	R	AC	92	\$18	289,504	SEAL CRACKS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	2/13/2017	87	R	AC	86	\$30	583,935	SEAL CRACKS
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	2/13/2017	92	R	AC	90	\$25	419,592	SEAL CRACKS
REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	EREDWO	010	401	44	17,644	2/13/2017	91	R	AC	89	\$29	456,688	SEAL CRACKS
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	2/13/2017	95	R	AC	92	\$12	289,504	SEAL CRACKS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	2/13/2017	90	R	AC	89	\$33	500,775	SEAL CRACKS
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPEE	005	433	37	16,021	2/14/2017	95	R	AC	92	\$19	288,689	SEAL CRACKS
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPEE	010	502	37	18,574	2/14/2017	95	R	AC	92	\$22	288,689	SEAL CRACKS
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	2/12/2017	95	R	AC	92	\$47	289,916	SEAL CRACKS
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	2/12/2017	81	R	AC	81	\$60	624,457	SEAL CRACKS
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	2/13/2017	79	R	AC	79	\$33	614,628	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	2/13/2017	86	R	AC	85	\$54	603,873	SEAL CRACKS	
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	2/13/2017	95	R	AC	92	\$33	289,504	SEAL CRACKS	
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	2/13/2017	95	R	AC	92	\$22	289,504	SEAL CRACKS	
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	2/14/2017	95	R	AC	92	\$19	288,896	SEAL CRACKS	
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	2/14/2017	93	R	AC	91	\$31	366,152	SEAL CRACKS	
SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	SLINCO	015B	494	30	14,820	2/14/2017	95	R	AC	92	\$18	288,896	SEAL CRACKS	
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	5/12/2017	95	R	AC	93	\$3	237,597	SEAL CRACKS	
STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	STEWAR	003	1,380	43	59,340	2/14/2017	95	R	AC	92	\$71	288,896	SEAL CRACKS	
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	2/14/2017	95	R	AC	92	\$16	288,896	SEAL CRACKS	
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	2/14/2017	93	R	AC	91	\$48	366,152	SEAL CRACKS	
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	2/14/2017	95	R	AC	92	\$37	288,896	SEAL CRACKS	
Treatment Total												\$745				
Year 2018 Area Total							748,200	Year 2018 Total				\$494,773				

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment	
WEST FIR ST.	E.F. @ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	825	43	35,475	2/14/2017	16	C	AC	100	\$278,124	6,084	FDR (4" AC)	
Treatment Total												\$278,124				
EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	OAK	003	1,610	24	38,640	2/12/2017	72	R	AC	78	\$30,768	15,592	RUBBERIZED CHIP SEAL	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

													Treatment Total	\$30,768		
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	2/14/2017	13	R	AC	100	\$58,095	5,931	RECONSTRUCT SURFACE (AC)	
HAZEL ST.003	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	HAZEL	003	295	27	7,965	2/13/2017	16	R	AC	100	\$50,738	5,931	RECONSTRUCT SURFACE (AC)	
HOCKER LANE	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	HOCKER	001	777	36	27,972	2/12/2017	26	R	AC	100	\$178,182	5,931	RECONSTRUCT SURFACE (AC)	
McKINLEY ST.	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	McKINL	001	410	32	13,120	2/14/2017	29	R	AC	100	\$83,575	5,931	RECONSTRUCT SURFACE (AC)	
MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	MYRTLE	001	555	26	14,430	2/14/2017	9	R	AC	100	\$91,920	5,931	RECONSTRUCT SURFACE (AC)	
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	2/13/2017	19	R	AC	100	\$34,335	5,931	RECONSTRUCT SURFACE (AC)	
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	2/13/2017	28	R	AC	100	\$12,932	5,931	RECONSTRUCT SURFACE (AC)	
													Treatment Total	\$509,777		
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	2/13/2017	81	C	AC/AC	86	\$11,466	36,586	SLURRY SEAL	
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	2/14/2017	83	C	AC/AC	88	\$19,052	38,533	SLURRY SEAL	
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	2/13/2017	90	C	AC	93	\$15,298	40,566	SLURRY SEAL	
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	2/13/2017	84	C	AC/AC	89	\$14,774	39,502	SLURRY SEAL	
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	2/14/2017	79	A	AC	83	\$8,455	45,978	SLURRY SEAL	
SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	SFRANK	003	565	43	24,295	2/12/2017	76	A	AC	80	\$8,929	39,560	SLURRY SEAL	
													Treatment Total	\$77,974		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year 2019 Area Total 366,307 Year 2019 Total \$896,643

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
**NORTH FRANKLIN ST. 003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	NFRANK	003	1,351	43	58,093	2/14/2017	59	A	AC	100	\$201,750	17,457	AC OVERLAY 2 INCHES
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	2/12/2017	57	A	AC	100	\$143,195	15,990	AC OVERLAY 2 INCHES
Treatment Total													\$344,945		
EAST CYPRESS ST. 002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	ECYPRES	002	813	40	32,520	2/14/2017	38	C	AC	100	\$267,705	5,794	FDR (4" AC)
Treatment Total													\$267,705		
**OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	2/12/2017	61	R	AC/AC	66	\$12,582	11,466	RUBBERIZED CHIP SEAL
Treatment Total													\$12,582		
NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M. SCHOOL3+16	NHAROL	001	316	28	8,848	2/12/2017	10	R	AC	100	\$59,180	5,649	RECONSTRUCT SURFACE (AC)
NORTH HAROLD ST. 002	N.SIDE M.S.SCH. DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	2/12/2017	8	R	AC	100	\$76,249	5,649	RECONSTRUCT SURFACE (AC)
NORTH SANDERSON WAY 002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	NSANDE	002	727	20	14,540	2/13/2017	25	R	AC	100	\$97,251	5,649	RECONSTRUCT SURFACE (AC)
Treatment Total													\$232,680		
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	2/13/2017	86	C	AC	87	\$5,519	28,896	SLURRY SEAL
NORTH FRANKLIN ST. 001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	NFRANK	001	1,777	43	76,411	2/14/2017	87	A	AC	88	\$29,486	34,225	SLURRY SEAL
SNUG HARBOR PLACE DR	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	5/12/2017	95	R	AC	94	\$807	11,778	SLURRY SEAL
Treatment Total													\$35,812		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year 2020 Area Total	270,359	Year 2020 Total	\$893,724
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Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	NHARBO	002	455	32	14,560	2/14/2017	76	R	AC	78	\$12,782	10,811	RUBBERIZED CHIP SEAL
													Treatment Total	\$12,782	
NORTH. LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	NLINCO	001	652	25	16,300	2/14/2017	23	R	AC	100	\$114,474	5,380	RECONSTRUCT SURFACE (AC)
OCEAN VIEW DRV.WEST 002	4+18 FROM HWY 1 0+00	C.L. 4+58	OCEANV	002	458	28	12,824	2/12/2017	31	R	AC/AC	100	\$90,062	5,380	RECONSTRUCT SURFACE (AC)
OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	OLSEN	001	652	28	18,256	2/13/2017	7	R	AC	100	\$128,211	5,380	RECONSTRUCT SURFACE (AC)
PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	PENITE	001	275	38	10,450	2/13/2017	25	R	AC	100	\$73,390	5,380	RECONSTRUCT SURFACE (AC)
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	455	13	5,915	2/14/2017	11	R	AC	100	\$41,541	5,380	RECONSTRUCT SURFACE (AC)
SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST,@W. POWER POLE 5+00	SHAROL	003	500	16	8,000	2/13/2017	29	R	AC	100	\$56,184	5,380	RECONSTRUCT SURFACE (AC)
SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	SPRING	001	504	30	15,120	2/13/2017	7	R	AC	100	\$106,187	5,380	RECONSTRUCT SURFACE (AC)
WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	WALDER	001	150	43	6,450	2/14/2017	10	R	AC	100	\$45,298	5,380	RECONSTRUCT SURFACE (AC)
WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	WOODWA	001	650	26	16,900	2/14/2017	3	R	AC	100	\$118,688	5,380	RECONSTRUCT SURFACE (AC)
WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	WREDWO	001	185	44	8,140	2/14/2017	14	R	AC	100	\$57,167	5,380	RECONSTRUCT SURFACE (AC)
													Treatment Total	\$831,202	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 5.00%

Inflation: 5.00%

Printed: 08/30/2017

Scenario: 2017 S2: Maintain PCI at 76

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	Last Insp	Last Insp PCI	FC	Surf Type	PCI	Cost	Rating	Treatment
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	2/13/2017	91	C	AC	90	\$5,924	26,849	SLURRY SEAL
NORTH FRANKLIN ST. 004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	NFRANK	004	470	43	20,210	2/14/2017	95	A	AC	91	\$8,189	28,069	SLURRY SEAL
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	2/12/2017	88	C	AC	87	\$40,219	27,526	SLURRY SEAL
Treatment Total												\$54,332			
BOATYARD ST. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	2/14/2017	62	A	AC	87	\$12	1,833,079	SEAL CRACKS
BOATYARD ST. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	2/14/2017	71	A	AC	87	\$37	1,833,079	SEAL CRACKS
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	2/13/2017	82	C	AC/AC	86	\$52	1,650,514	SEAL CRACKS
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	4/16/2017	63	R	AC	87	\$18	488,590	SEAL CRACKS
DICKWILLIAMS WAY	DANA ST	END AT CDS	DICKWI	001	185	28	5,180	4/16/2017	33	R	AC	87	\$13	488,590	SEAL CRACKS
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	2/13/2017	15	C	AC	91	\$13	604,303	SEAL CRACKS
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	2/13/2017	82	A	AC	84	\$261	1,072,271	SEAL CRACKS
GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	GLASSB	001	2,199	33	72,567	4/16/2017	52	R	AC	87	\$175	488,590	SEAL CRACKS
JOHN CIMOLINO WAY	STEWART ST	END	JOHNCIM O	001	286	36	10,296	4/16/2017	61	R	AC	87	\$25	488,590	SEAL CRACKS
NORTH DANA ST	EAST OAK ST	END	NDANA	001	319	28	8,932	4/16/2017	69	R	AC	87	\$22	488,590	SEAL CRACKS
NOYO POINT RD	CYPRESS ST	END AT LOT	NOYOPT	001	1,828	24	43,872	4/16/2017	100	R	AC	87	\$106	488,590	SEAL CRACKS
Treatment Total												\$734			
Year 2021 Area Total							579,281		Year 2021 Total		\$899,050				
Total Section Area:							1,964,147		Grand Total		\$3,184,190				

** - Treatment from Project Selection

Scenarios Criteria:

APPENDIX E

PCI GIS Maps

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



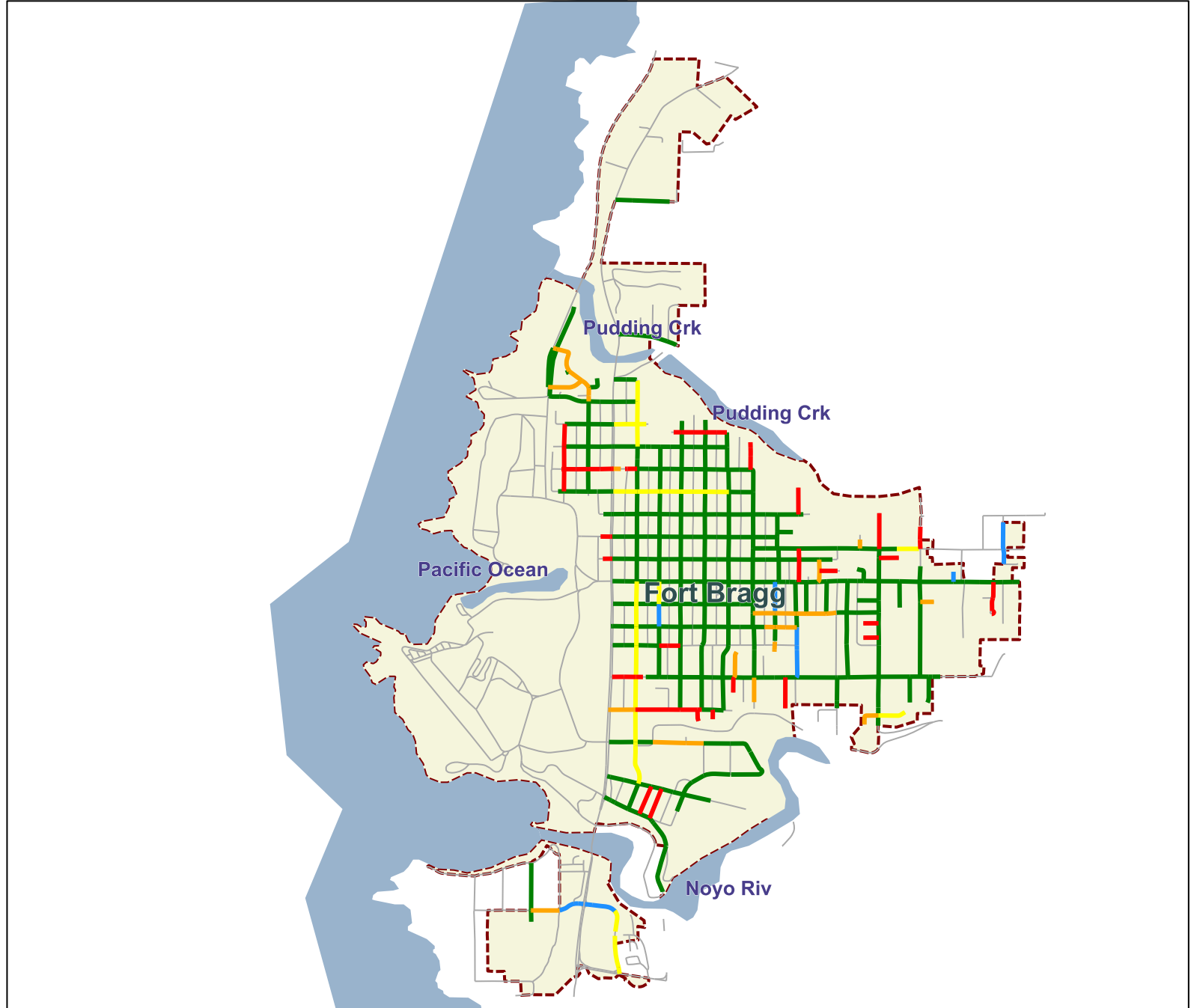
CITY OF FORT BRAGG

Current PCI Condition

Printed: 8/30/2017

Feature Legend

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



0 0.5 Miles

PCI GIS Map
Scenario 1: City's Funding Level
(2021)



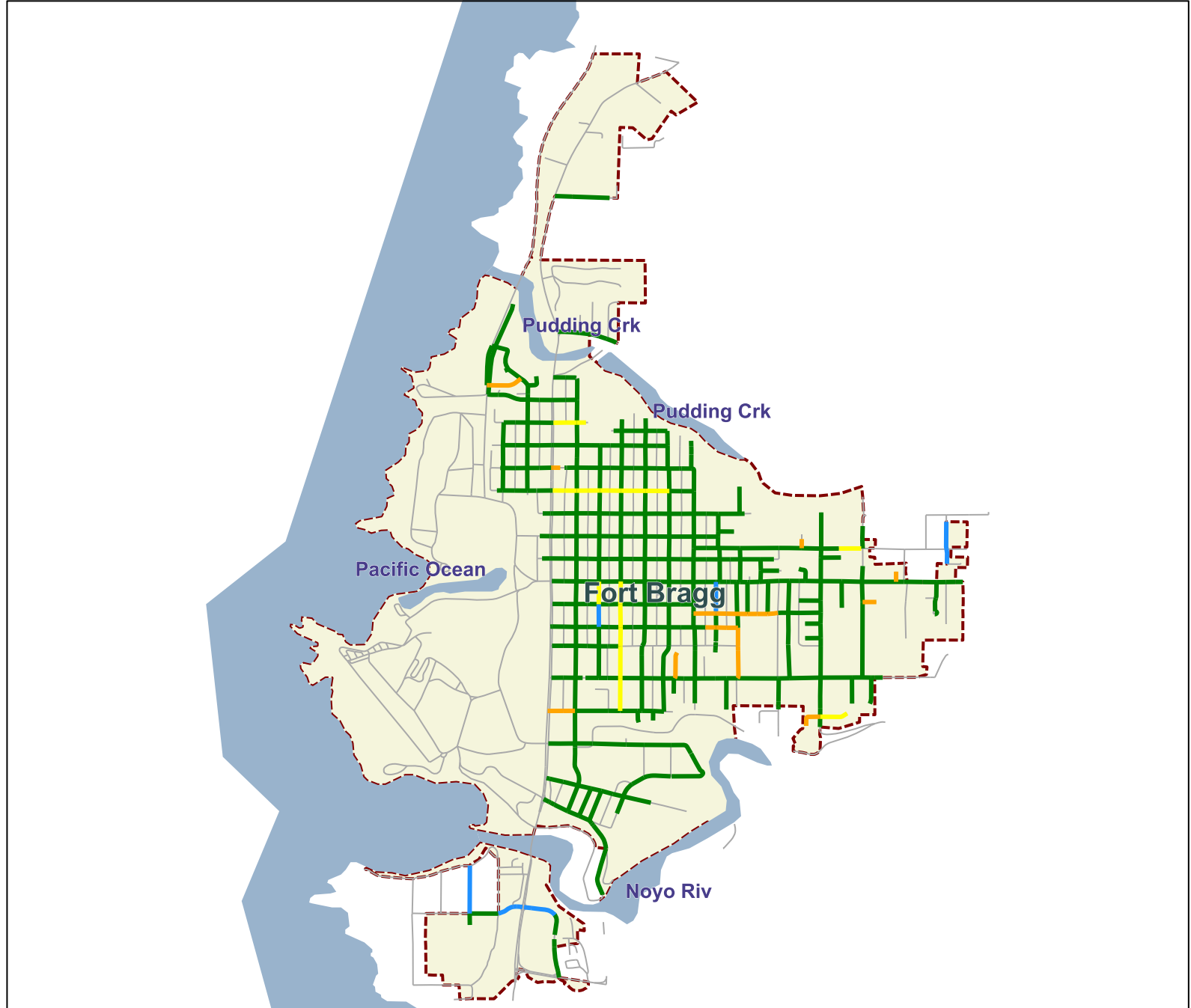
CITY OF FORT BRAGG

Scenario PCI Condition

2017 S1: City's Existing Funding - 2021 Project Period - Total Rehab: \$0 - Printed: 8/31/2017

Feature Legend

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



PCI GIS Map
Scenario 2: Maintain PCI at 76
(2021)



CITY OF FORT BRAGG

Scenario PCI Condition

2017 S2: Maintain PCI at 76 - 2021 Project Period - Total Rehab: \$843,984 - Printed: 8/31/2017

Feature Legend

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

