2026 Pavement Management Program Update

City of Fort Bragg

Public Works
416 North Franklin Street
Fort Bragg, CA 95437



September 2026

NCE
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Final Report

2026 Pavement Management Program Update

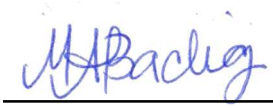
City of Fort Bragg

September 2026

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Executive Summary

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

The City is responsible for maintaining approximately 31.1 centerline miles of paved streets representing a substantial investment of approximately $118.4 million. The street network includes 3.1 centerline miles of arterial streets, 8.5 miles of collector streets, 14.5 miles of local streets, and 5.0 miles of other streets which are comprised of alleyways. In March and April of 2026, NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the City uses as a decision-support tool.

Overall, the City's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 57. Overall, 33.2 percent of the City's street network area is in "Good" condition, approximately 35.3 percent is in "Fair" condition, 13.6 percent is in "Poor" condition, and 17.9 percent is in "Very Poor" condition.

The budget needs analysis indicated that the City needs to spend $40.9 million over the next 10 years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. To establish a pragmatic approach, 3 budget scenarios were examined using an annual inflation rate of 3.0 percent for a 10-year analysis period. The budgeted amounts for the 3 scenarios include paving and construction-related costs, staff time, design, construction management, ADA, ramps, and contingencies.

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

Table A. Budget Scenario Analysis Summary

Scenario	Description	Total Budget over 10-year ($M)	End of FY 35/36	
			Network PCI	Deferred Maintenance ($M)
1	City's Current Budget	13.0	52	48.9
2	Improve PCI to 70	30.7	70	16.8
3	Do Nothing	0.0	34	83.2

NCE recommends that the City increase the annual funding level to improve the overall network condition and stabilize the deferred maintenance. Scenario 2 accomplishes both of these objectives by increasing the overall network PCI from 57 to 70 and stabilizing the deferred maintenance at $16.8 million by the end of FY 35/36.

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1 Introduction and Background

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

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

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

To update the City's PMP, NCE surveyed pavement condition in compliance with the Metropolitan Transportation Commission's (MTC) modified[3] ASTM D6433[4] survey procedures. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

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

1.1 Purpose

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

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

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

2 Pavement Distress Data Collection

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

2.1 Pavement Condition Survey

An MTC and OCTA certified inspection vehicle performed comprehensive pavement condition surveys on approximately 31.1 centerline miles of City-maintained streets. The survey included the assessment of all functional classifications within the City's street network.

2.1.1 Automated Data Collection for Streets

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

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

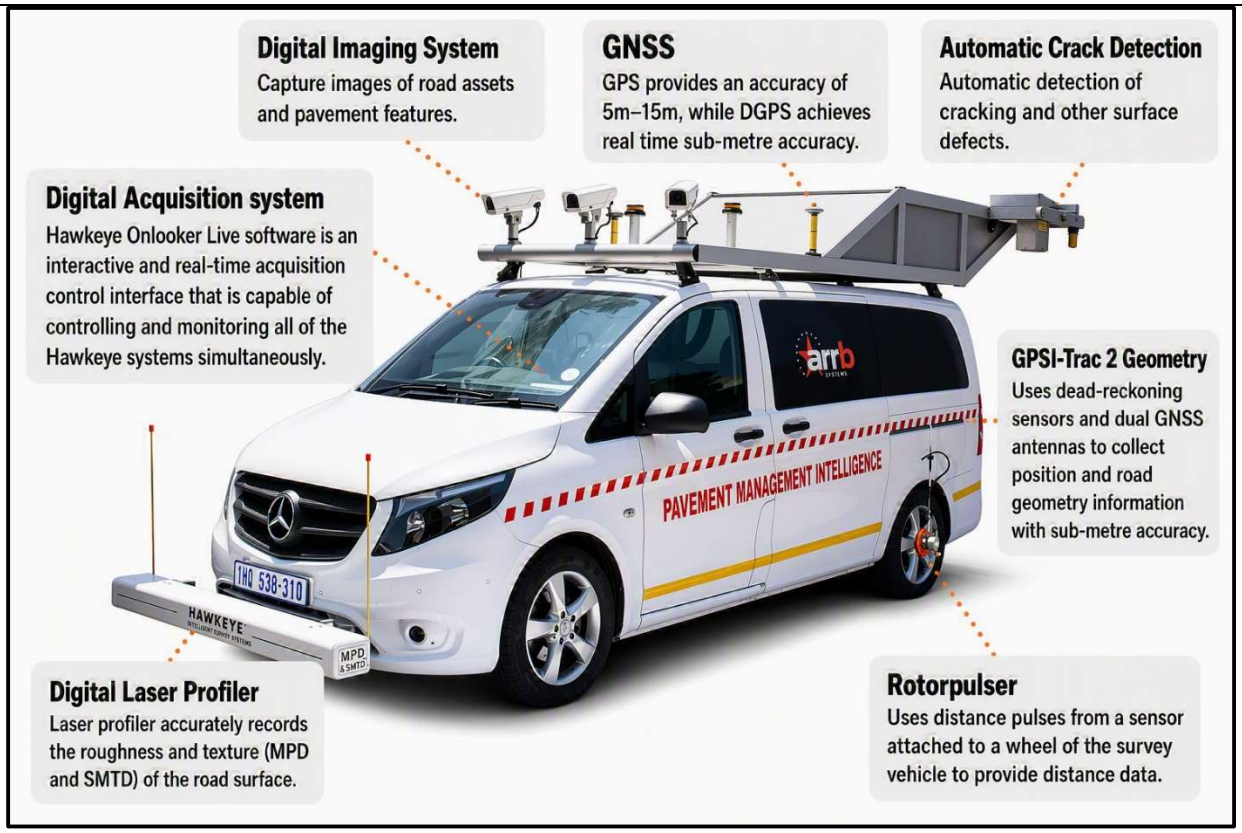


Figure 1. Data Collection Vehicle.

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

2.2 Quality Assurance/Quality Control

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

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

2.2.1 Multiple Data Verification Methods

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

- **Comparison with M&R Data:** Cross-checking distress data with recent maintenance records provided by City of Fort Bragg.
- **Historical PCI Comparison:** Typically, PCI drops by 3-5 points per year, so any sections that dropped more than that were flagged for review.
- **Desktop Review by Certified Inspectors:** Randomly selected inspections were independently reviewed by certified pavement inspectors to verify accuracy.

2.2.2 Systematic Quality Checks

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

2.2.3 Technical Validation

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

2.3 Advisory Note

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

3 Network Summary

The City is responsible for maintaining approximately 31.1 centerline miles of paved streets, which includes 3.1 centerline miles of arterial streets, 8.5 miles of collector streets, 14.5 miles of local streets, and 5.0 miles of alleyways. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 30 gravel sections, totaling about 0.6 miles, that were not surveyed and are not included in the pavement needs or budget analysis. Table 1 summarizes the entire pavement network by functional class. Appendix A lists all the streets and alleyways within the network, providing details such as the street name, beginning and ending location, surface type, functional classification, inspection date, and the inspected PCI.

Table 1. Network Summary Statistics by Functional Class.

Functional Class	Centerline Mileage	Percent Area	Weighted Average PCI*	Condition
Arterials	3.1	12.4%	56	Fair
Collectors	8.5	34.3%	59	Fair
Locals	14.5	46.0%	60	Fair
Alleyways	5.0	7.3%	29	Poor
Total	**31.1**	**100.0%**	**57**	**Fair**
Gravel	2.2	-	-	-

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

Street pavements are one of the City's most valuable assets. The total street network replacement cost is estimated to be approximately $118.4 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. The replacement cost is calculated by multiplying the total pavement area by the unit cost of reconstruction of the pavement structure. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

4 Pavement Condition

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

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

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



Figure 2. Examples of Streets with Different PCIs.

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

Table 2. Pavement Condition Categories.

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

4.1 City's Current Pavement Condition

The City's current overall weighted average PCI for the network is 57, which places the overall street network pavement condition in the "Fair" category. Figure 3 shows the percentage of the pavement network within each condition category, both for the overall network and by functional classification. Pavement condition assessments by functional class indicate the total network that 33.2% are categorized as 'Good,' 35.3% as 'Fair,' 13.6% as 'Poor,' and 17.9% as 'Very Poor'.

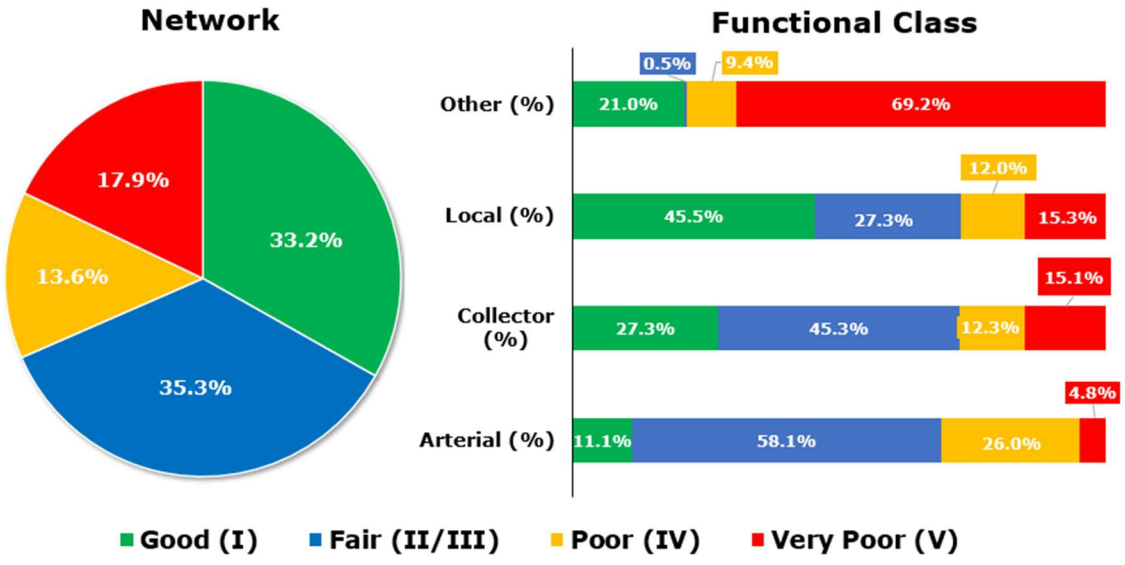


Figure 3. Street Network Percent Pavement Area by Condition Category.

4.2 PCI Comparison with Neighboring Agencies

Figure 4 shows the City's average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2026 California Statewide Local Streets and Roads Needs Assessment[5]. The City's PCI of 57 positions the City 8 points below the 2026 statewide average of 65.

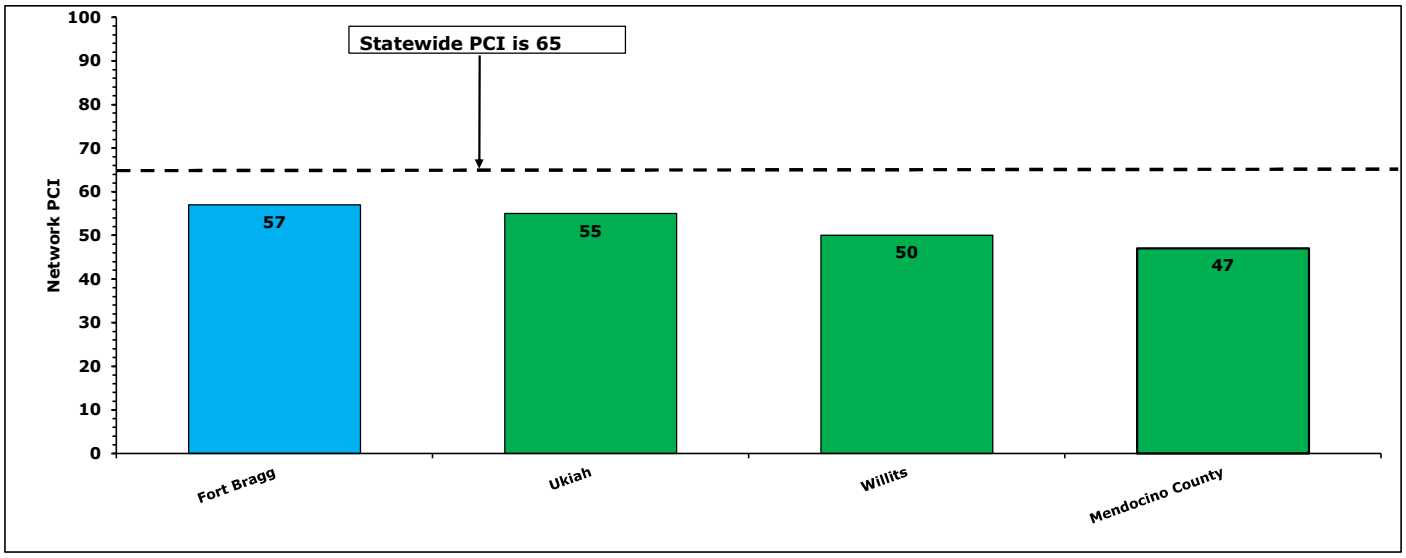


Figure 4. Network PCI for Different Agencies.

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

5 Maintenance and Rehabilitation Strategies

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

Based on a discussion with City staff, a detailed M&R decision tree was prepared and is included in Appendix B. Figure 5 presents the decision tree for collectors. This determined the most effective and realistic treatments for each group of streets by functional class and condition category.

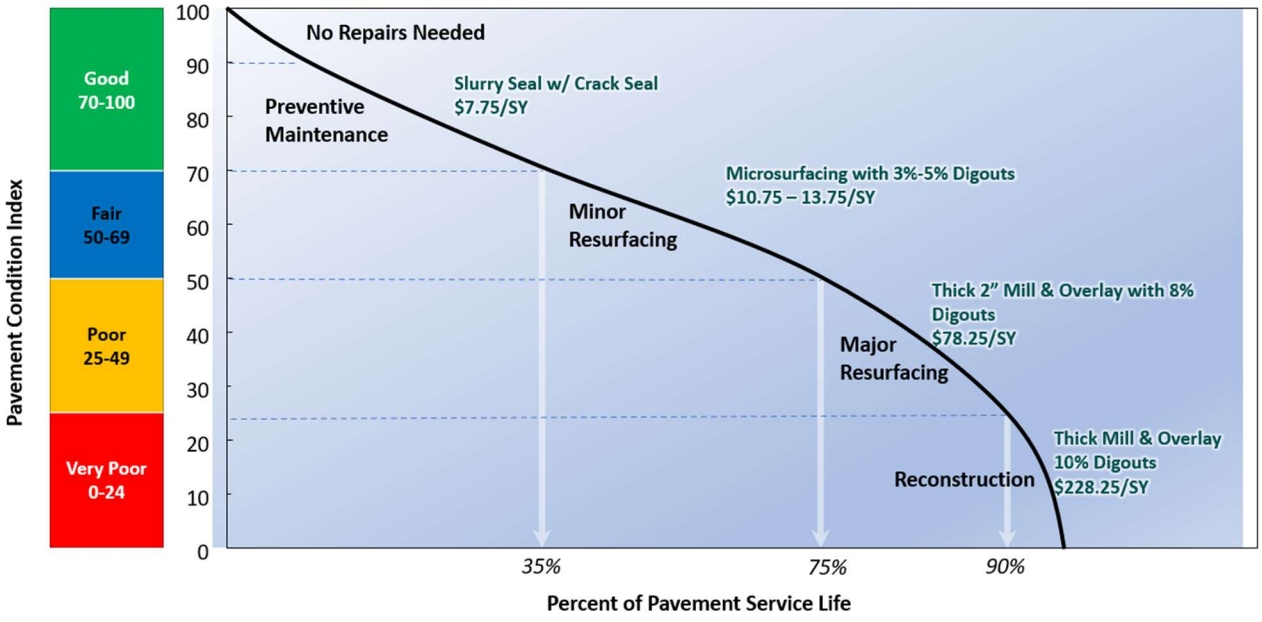


Figure 5. Costs[6] of Maintaining Throughout Service Life (Collectors).

Figure 5 illustrates how costs of pavement treatment increase as pavement conditions decrease over time. The dollar amounts shown in Figure 5 are based on recent bids received by the City and illustrate that it costs much less to maintain Collectors in good condition than to repair failed streets. By letting pavements deteriorate, streets that once cost about $7.75 per square yard to treat with slurry seal may, in a few years, cost about $228.25 per square yard for a thick mill and overlay with 10% digouts. Note that a slurry seal can be applied on approximately 29 times as many lane miles as those requiring reconstruction for pavements in failed condition.

Because of this, a key pavement management repair strategy is to keep streets in "Good" to "Fair" condition from deteriorating. This is particularly true for streets in the "Fair" range since pavement deterioration will accelerate if left untreated. Pavements in "Fair" condition show some distress and require more than preventive

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

maintenance. At this point, a well-designed pavement will have reached between 35 and 50 percent of its life, and microsurfacing with digouts would be required to bring its condition back to “Good.” For pavements in the “Poor” category, approximately 30 percent of service life is left, and a thick mill and overlay with 8% (2.0 inches) would be required to bring its condition back to “Good”. Pavements in “Very Poor” condition are near the ends of their service lives and often exhibit severe forms of distress such as potholes, rutting, and extensive cracking. At this stage, reconstruction is typically required. In general, arterials and collectors are expected to have a service life of approximately 25 years, while local streets are expected to have a service life exceeding 30 years.

6 Budget Analysis

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

6.1 Budget Needs

The first step in developing a cost-effective strategy is to determine, assuming an unconstrained budget, the total maintenance budget "needs" of the network, i.e., the funding required for every street in the network to reach optimal conditions based on the policy established in the decision tree. For the City, the cost of treatment(s) over the analysis period was calculated by multiplying unit costs by pavement section area at an annual inflation rate of 3.0 percent over a 10-year analysis period.

The budget needs are estimated to be approximately $40.9 million by the end of FY 35/36. Of the total budget needs, approximately $36.6 million (89.5 percent) would be devoted to rehabilitation, while the rest would be allocated for preventive maintenance. If the City follows this "ideal" strategy, the average network PCI will increase to 79 by FY 35/36. Table 3 below shows the impacts of expenditure on the PCI, assuming an unconstrained budget. Appendix C presents the following information regarding the budget needs: projected PCI, cost summary, and a summary of the preventive and rehabilitation maintenance treatments.

Table 3. Budget Needs.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
Total Budget Needs ($M)	NA	30.0	1.0	1.0	0.8	0.4	2.5	0.8	2.6	1.5	0.4	40.9
Rehabilitation ($M)	NA	29.2	0.9	0.9	0.6	0.4	0.8	0.7	1.9	0.8	0.4	36.6
Preventive Maintenance ($M)	NA	0.7	0.1	0.1	0.2	0.0	1.7	0.1	0.7	0.7	0.0	4.3
Treated PCI	57	85	82	81	80	79	80	79	80	80	79	N/A
Untreated PCI	57	56	53	51	48	46	43	41	39	36	34	N/A

6.2 Budget Scenarios

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

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

- Scenario 1: City’s Current Budget ($1.3M/Year)
- Scenario 2: Improve PCI to 70 ($3.1M/Year)
- Scenario 3: Do Nothing ($0.0M/Year)

6.2.1 Scenario 1: City's Current Budget ($1.3M/year)

At the City's anticipated annual budget of $1.3 million, the network PCI will decrease from 57 to 52 by FY 35/36. Scenario 1 allocated an average of 11.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 49.0 percent of the network will be in "Good" condition, 17.2 percent will be in "Fair" condition, 3.0 percent will be in "Poor" condition, and 30.8 percent will be in "Very Poor" condition. The deferred maintenance cost will increase from $30.0 million to $48.9 million by FY 35/36. Table 4 and Figure 6 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$1.3	$13.0
Deferred Maintenance ($M)	$30.0	$28.7	$29.9	$32.3	$33.1	$38.1	$41.3	$42.2	$43.8	$46.2	$48.9	N/A
Network PCI	57	58	57	56	55	54	54	53	53	52	52	N/A

Table 4. Cost Summary for Scenario 1.

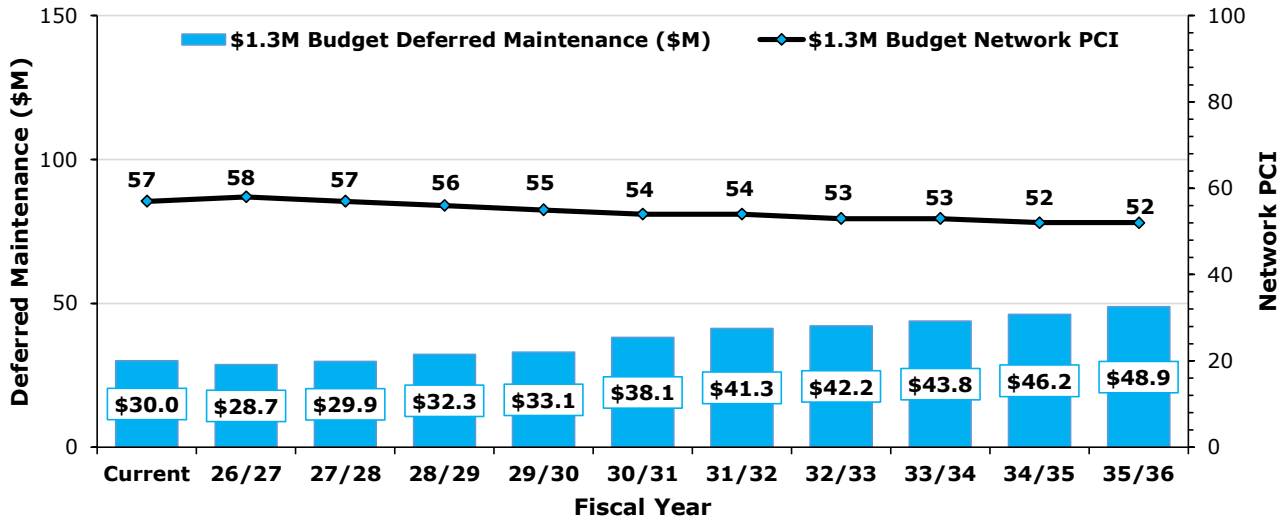


Figure 6. PCI versus Deferred Maintenance for Scenario 1.

6.2.2 Scenario 2: Improve PCI to 70 ($3.1M/year)

This scenario aims to increase the network PCI from 57 to 70 over the next ten years. Scenario 2 allocated an average of approximately $3.1 million per year and an average of 7.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 73.4 percent of the network will be in "Good" condition, and 10.1 percent will be in "Very Poor" condition. The deferred maintenance cost will decrease from $30.0 million to $16.8 million by FY 35/36. Table 5 and Figure 7 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

Table 5. Cost Summary for Scenario 2.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$2.4	$3.3	$3.0	$3.2	$3.4	$3.2	$3.2	$3.0	$3.0	$3.0	$30.7
Deferred Maintenance ($M)	$30.0	$27.6	$26.6	$26.7	$25.0	$22.8	$21.3	$19.8	$18.9	$18.3	$16.8	N/A
Network PCI	57	59	61	62	64	65	66	67	68	69	70	N/A

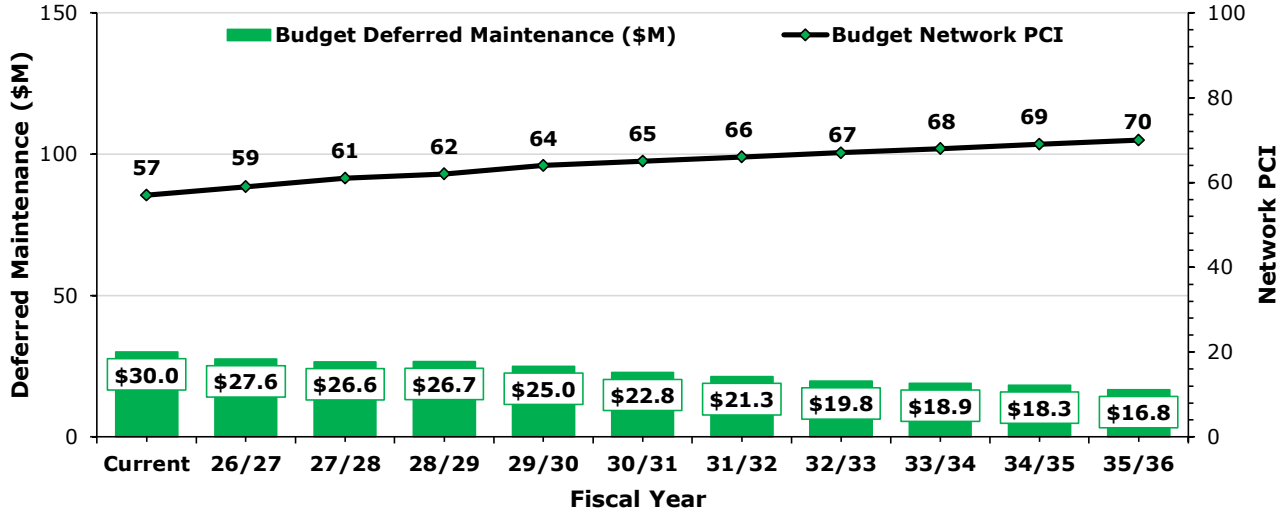


Figure 7. PCI versus Deferred Maintenance for Scenario 2.

6.2.3 Scenario 3: Do Nothing ($0.0M/year)

This scenario evaluates the projected condition of the pavement network if no funding is allocated toward pavement maintenance and rehabilitation over the next ten years. Under the 'Do Nothing' Scenario, no preventive maintenance or rehabilitation treatments are applied, allowing the network to deteriorate based on existing pavement conditions and deterioration rates. By the end of the analysis period, 13.7 percent of the network will be in "Good" condition, and 39.9 percent will be in "Very Poor" condition. The deferred maintenance cost will increase from $30.0 million to $83.2 million by FY 35/36. Table 6 and Figure 8 show the outcomes under this scenario.

Table 6. Cost Summary for Scenario 3.

Fiscal Year	Current	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36	Total
City's Budget ($M)	N/A	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Deferred Maintenance ($M)	$30.0	$30.0	$32.2	$36.7	$39.5	$46.0	$57.0	$61.9	$68.7	$73.9	$83.2	N/A
Network PCI	57	56	53	51	48	46	43	41	39	36	34	N/A

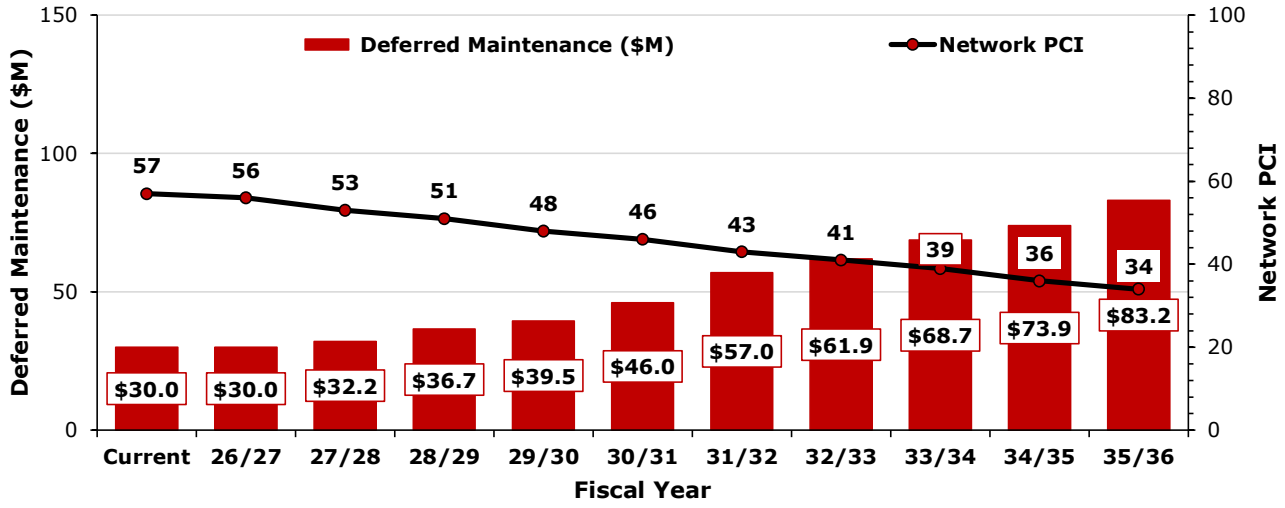


Figure 8. PCI versus Deferred Maintenance for Scenario 3.

6.3 Scenario Summary and Comparisons

Scenario 1: City's Current Budget ($1.3M/year) – The network PCI is projected to decrease from 57 to 52, while the cost of deferred maintenance[8] is projected to increase from $30.0 million to $48.9 million by FY 35/36.

Scenario 2: Improve PCI to 70 ($3.1M/year) – The network PCI is projected to increase from 57 to 70 by the end of the 10-year analysis period. The cost of deferred maintenance[9] will decrease from $30.0 million to $16.8 million by FY 35/36.

Scenario 3: Do Nothing ($0.0M/year) – The network PCI is projected to decrease from 57 to 34 by the end of the 10-year analysis period. The cost of deferred maintenance[10] will increase from $30.0 million to $83.2 million by FY 35/36

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

Table 7. Budget Scenario Analysis Summary.

Scenario	Description	Total Budget over 10-year ($M)	End of FY 35/36	
			Network PCI	Deferred Maintenance ($M)
1	City's Current Budget	13.0	52	48.9
2	Improve PCI to 70	30.7	70	16.8
3	Do Nothing	0.0	34	83.2

Figure 9 compares the annual changes in PCI under each budget scenario, and Figure 10 illustrates the corresponding annual changes in deferred maintenance. Under Scenario 1, the PCI is projected to decrease by 5 points in ten years. Under Scenario 2, the PCI increases by 1-2 points each year, ultimately reaching a PCI of 70 by FY 35/36. Scenario 3 shows the impacts of the network PCI and deferred maintenance when no work is completed in a 10-year period. The PCI decreases from 57 to 34, and the deferred maintenance increases by approximately $53.2 million by FY 35/36.

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

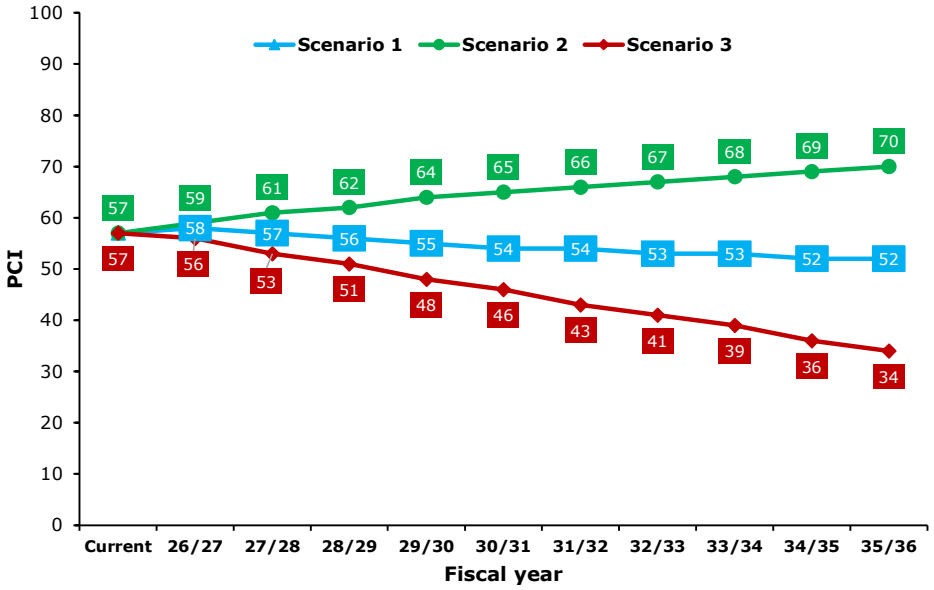


Figure 9. Comparison of Annual PCI by Scenario

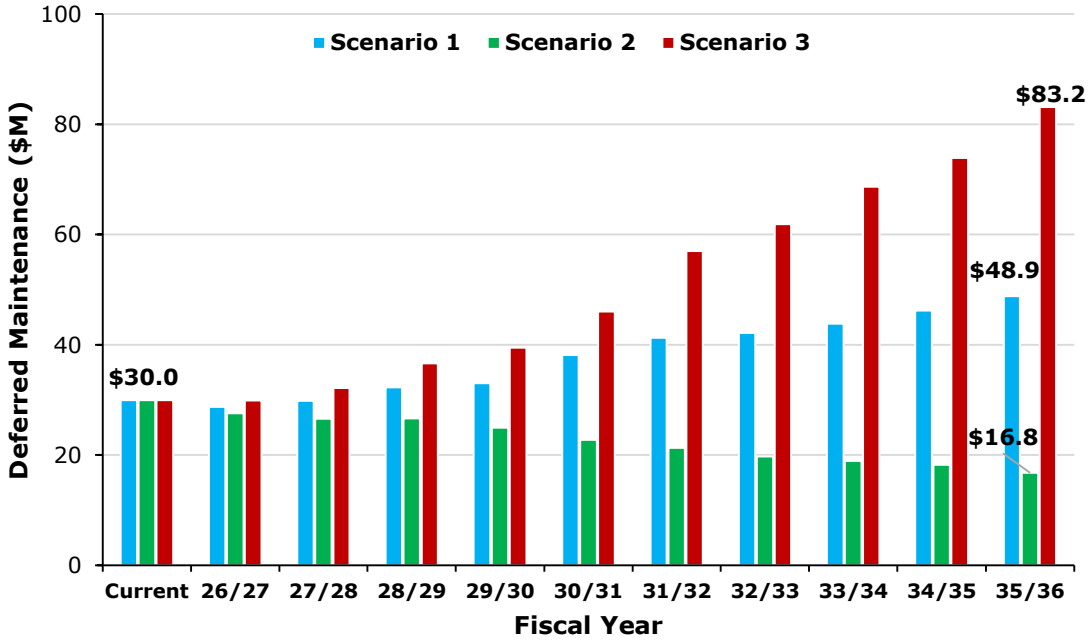


Figure 10. Comparison of Annual Deferred Maintenance by Scenario

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

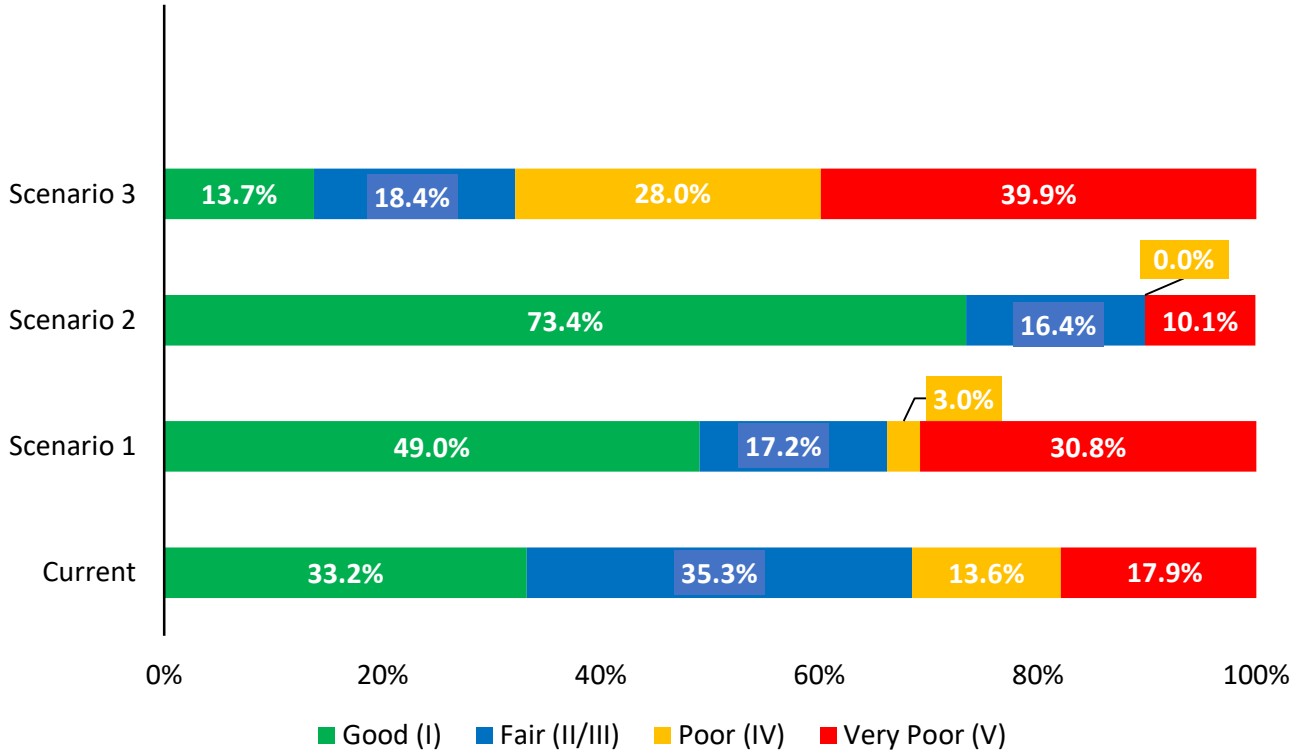


Figure 11. Comparison of Pavement Condition by FY 35/36 by Scenarios.

7 Conclusions and Recommendations

City of Fort Bragg has made a substantial investment of $118.4 million in its pavement network. Overall, the network is in the "Fair" condition with a PCI of 57. The City's current budget (Scenario 1) of $13.0 million over 10 years is expected to decrease the overall network PCI from 57 to 52. Under Scenario 2, PCI would increase from 57 to 70 by FY 35/36 with an investment of about $30.7 million over 10 years. Under Scenario 3, PCI would decrease from 57 to 34 by FY 35/36 with no investment made over 10 years.

7.1 Recommendations

NCE recommends that the City increase the funding level to improve the network condition and stabilize deferred maintenance. Scenario 2 accomplishes both these objectives by increasing the PCI from 57 to 70 and decreasing the deferred maintenance to $16.8 million by the end of FY 35/36.

In addition, the City should consider the following recommendations:

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

   Federal Funding Sources

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

   State Funding Sources

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

   Local/Regional Funding Sources

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

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

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

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

Appendix A

Section Description Inventory – Average (Weighted by Area) PCI

Section Description Inventory Report

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

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

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

Appendix A-1

Sections Listed By Name

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Network Inventory - Sorted by Name

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
AIRPOR	AIRPORT ROAD - AIRPOR	001A	C.L. SIGN 0+00	W/C.L. SIGN 5+87	R	AC	2	587	22	12914	90	Good
AIRPOR	AIRPORT ROAD - AIRPOR	001B	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	R	AC	2	268	22	5896	90	Good
ALGER	ALGER ST. - ALGER	001	N.F.CURB LAUREL 0+00	END OF ST. 5+64	R	AC/AC	2	564	22	12408	96	Good
AZALEA	AZALEA CIRCLE - AZALEA	001	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	R	AC	2	275	38	10450	10	Very Poor
BOATYA	BOATYARD DR. 001 - BOATYA	001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	A	AC/AC	2	1030	24	24720	89	Good
BOATYA	BOATYARD DR. 002 - BOATYA	002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	A	AC/AC	2	785	41	32185	88	Good
BRANDO	BRANDON WAY - BRANDO	001	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	R	AC	2	728	34	24752	82	Good
CEDAR	CEDAR ST. 001 - CEDAR	001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	R	AC	2	2275	27	61425	60	Fair
CEDAR	CEDAR ST. 002 - CEDAR	002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	R	AC	2	350	19	6650	48	Poor
CHESTN	CHESTNUT ST. 001 - CHESTN	001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	A	AC	3	498	40	19920	82	Good
CHESTN	CHESTNUT ST. 002 - CHESTN	005	END CURB-GUTTER@001,0+00	S. WHIPPLE	C	AC/AC	2	884	32	28288	85	Good
CHESTN	CHESTNUT ST. 002 - CHESTN	010	S. WHIPPLE	SANDERSON WY	C	AC	2	2937	32	93984	63	Fair
CHESTN	CHESTNUT ST. 003 - CHESTN	015	SANDERSON WY	END OF STREET (9+75)	C	AC/AC	2	975	32	31200	75	Good
CHCEDR	CHIEF CELERI DR - CELERI	001	W REDWOOD RD	W OAK ST	C	AC	2	900	15	13500	7	Very Poor
DELM	DELMAR DR - DELM	001	OCEAN VIEW DR	END NORTH	R	ST	2	755	21	15855	80	Good
DELM	DELMAR DR - DELM	002	OCEAN VIEW DR	END SOUTH	R	AC	2	242	30	7260	85	Good
DENNIS	DENNISON LANE - DENNIS	001	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	R	AC	2	853	14	11942	13	Very Poor
DICKWI	DICKWILLIAMS WAY - DICKWI	001	DANA ST	END AT CDS	R	AC	2	185	28	5180	8	Very Poor
DUBOIS	DUBOIS LANE - DUBOIS	001	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	R	AC/AC	2	207	25	5175	90	Good
EALDER	EAST ALDER 001 - EALDER	001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	C	AC	1	340	43	14620	83	Good
EALDER	EAST ALDER 002 - EALDER	002A	E.F.CURB S.FRANKLIN 0+00	HAROLD	C	AC	1	1584	43	68112	64	Fair
EALDER	EAST ALDER 002 - EALDER	002B	HAROLD	@HYDRANT END OF ST. 28+45	R	AC	1	1261	43	54223	65	Fair
EBUSH	EAST BUSH ST. - EBUSH	001	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS&HARISON 12+23	R	AC	2	471	33	15543	84	Good
EBUSH	EAST BUSH ST. - EBUSH	005	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	R	AC	2	890	43	38270	61	Fair
EBUSH	EAST BUSH ST. - EBUSH	010	N. FRANKLIN ST	E.F. CURB HWY1 12+23	R	AC	2	345	43	14835	70	Good
ECYPRES	EAST CYPRESS ST. 001 - ECYPRES	001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	C	AC/AC	2	1296	40	51840	83	Good

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ECYPRES	EAST CYPRESS ST. 002 - ECYPRES	002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	C	AC	2	813	40	32520	13	Very Poor
ECYPRES	EAST CYPRESS ST. 003 - ECYPRES	003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	C	AC	2	680	43	29240	69	Fair
EELM	EAST ELM ST. - EELM	001	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	C	AC	2	325	44	14300	44	Poor
EFIR	EAST FIR ST. 001 - EFIR	001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	C	AC	2	1745	43	75035	74	Good
EFIR	EAST FIR ST. 002 - EFIR	002	E.F.CURB @ HWY 1 0+00	RR TRACKS	C	AC	2	142	44	6248	11	Very Poor
EFIR	EAST FIR ST. 002 - EFIR	003	RR TRACKS	W.F.CURB H FRANKLIN	C	AC/AC	2	192	44	8448	93	Good
ELAURE	EAST LAUREL 002 - ELAURE	002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	C	AC/AC	2	1005	40	40200	77	Good
ELAURE	EAST LAUREL ST. 001 - ELAURE	001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	C	AC	2	925	45	41625	87	Good
ELAURE	EAST LAUREL ST.003 - ELAURE	005	W.F. CURB N. HAROLD 0+00	MORROW ST	R	AC	2	412	40	16480	72	Good
ELAURE	EAST LAUREL ST.003 - ELAURE	010	MORROW ST	W.F. CURB END ST. @PARK 8+30	R	AC	2	413	40	16520	71	Good
OAK	EAST OAK ST. 001 - EOAK	001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	A	AC	2	3225	45	145125	63	Fair
OAK	EAST OAK ST. 002 - EOAK	002	E.F. CURB McKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	R	AC	2	1725	40	69000	56	Fair
OAK	EAST OAK ST. 003 - EOAK	003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	R	AC	2	1610	24	38640	51	Fair
EPINE	EAST PINE ST. - EPINE	005	N.F. CURB HWY1 0+00	CORRY ST	C	AC	2	1574	43	67682	56	Fair
EPINE	EAST PINE ST. - EPINE	010	CORRY ST	W.F. CURB HAROLD ST 19+30	C	AC	2	356	43	15308	51	Fair
ESPRUC	EAST SPRUCE ST. - ESPRUC	001	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	R	AC	2	507	45	22815	44	Poor
EBBING	EBBING WAY - EBBING	001	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	R	AC	2	562	37	20794	66	Fair
EDDY	EDDY ST. - EDDY	001	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	R	AC	2	318	41	13038	66	Fair
ESPEY	ESPEY WAY - ESPEY	001	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	R	AC/AC	2	258	36	9288	79	Good
FERN	FERN AVE. - FERN	001	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	R	AC	2	322	29	9338	83	Good
FLOREN	FLORENCE ST. - FLOREN	001	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	R	AC	2	603	31	18693	62	Fair
FRONTA	FRONTAGE ROAD(UN-NAMED) - FRONTA	001	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	R	AC	2	680	24	16320	41	Poor
GLASSB	GLASSBEACH DR - GLASSB	001	WEST ELM ST	END AT BRIDGE	R	AC	2	2199	33	72567	36	Poor
GROVE	GROVE ST. - GROVE	001	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	R	AC	2	625	30	18750	92	Good
HALSEY	HALSEY WAY - HALSEY	001	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	R	AC/AC	2	285	32	9120	81	Good
HARAV	HARBOR AVE - HARAV	001	OCEAN VIEW DR	SOUTH END	R	AC/AC	2	90	39	3510	60	Fair

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HARAV	HARBOR AVE - HARAV	002	OCEAN VIEW DR	NORTH END	R	AC/AC	2	140	32	4480	61	Fair
HAZEL	HAZEL ST. - HAZEL	001	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	R	AC	2	340	32	10880	54	Fair
HAZEL	HAZEL ST. - HAZEL	002	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	R	AC	2	315	32	10080	84	Good
HAZEL	HAZEL ST. - HAZEL	003	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	R	AC	2	295	27	7965	89	Good
HAZEL	HAZEL ST. - HAZEL	004	S HARRISON ST	EST END	R	AC	1	155	12	1860	83	Good
HAZELW	HAZELWOOD ST. - HAZELW	001	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	R	AC	2	360	28	10080	68	Fair
HOCKER	HOCKER LANE - HOCKER	001	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	R	AC	2	777	36	27972	6	Very Poor
HOLMES	HOLMES LANE - HOLMES	001	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	R	AC	2	560	36	20160	31	Poor
HOWLAN	HOWLAND CT. - HOWLAN	001	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	R	AC	2	230	36	8280	2	Very Poor
JEMEST	JERE MELO ST	001	W CYPRESS ST	END (TREATMENT PLANT)	C	AC	2	3200	50	160000	24	Very Poor
JEWETT	JEWETT ST. - JEWETT	001	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	R	AC	2	536	39	20904	61	Fair
JOHNCIMO	JOHN CIMOLINO WAY - JOHNCIMO	001	STEWART ST	END	R	AC	2	286	36	10296	40	Poor
KEMPPE	KEMPEE WAY - KEMPPE	005	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	R	AC	2	433	37	16021	76	Good
KEMPPE	KEMPEE WAY - KEMPPE	010	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	R	AC	2	502	37	18574	61	Fair
LIVING	LIVINGSTON ST. - LIVING	001	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	R	AC/AC	2	617	35	21595	74	Good
LONNE	LONNE WAY - LONNE	001	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	R	AC	2	487	32	15584	21	Very Poor
MADRON	MADRONE ST. 001 - MADRON	001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	R	AC	2	650	43	27950	69	Fair
MADRON	MADRONE ST. 002 - MADRON	005	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	R	AC	2	900	44	39600	66	Fair
MADRON	MADRONE ST. 002 - MADRON	010	CORRY ST	W.F. CURB @ HAROLD 13+00	R	AC	2	400	44	17600	64	Fair
MANZAN	MANZANITA ST. - MANZAN	001	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	R	AC	2	330	26	8580	26	Poor
MAPLE	MAPLE ST. 001 - MAPLE	001A	W.F.CURB S.LINCOLN 0+00	S.HAROLD	C	AC/AC	2	640	45	28800	87	Good
MAPLE	MAPLE ST. 001 - MAPLE	001B	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	C	AC	2	1000	45	45000	44	Poor
MAPLE	MAPLE ST. 005 - MAPLE	005A	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	C	AC	2	900	49	44100	64	Fair
MAPLE	MAPLE ST. 005 - MAPLE	005B	S. FRANKLIN	E.F. CURB HWY 1	C	AC	2	400	49	19600	36	Poor
McKINL	McKINLEY ST. - McKINL	001	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	R	AC	2	410	32	13120	0	Very Poor
MINNES	MINNESOTA AVE. - MINNES	001	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	R	AC	2	630	32	20160	81	Good

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MORROW	MORROW ST. 001 - MORROW	001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	R	AC	2	654	34	22236	74	Good
MORROW	MORROW ST. 002 - MORROW	002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	R	AC	2	656	42	27552	84	Good
MYRTLE	MYRTLE ST. - MYRTLE	001	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	R	AC	2	555	26	14430	85	Good
N100D	N100D - N100D	N100D1	E OAK ST	E ALDER ST	O	AC	2	417	20	8340	14	Very Poor
N100E	N100E - N100E	N100E1	E OAK ST	E ALDER ST	O	AC	2	413	16	6608	6	Very Poor
N100F	N100F - N100F	N100F1	E OAK ST	E ALDER ST	O	G	2	413	14	5782	0	N/A
N100H	N100H - N100H	N100H1	E OAK ST	E ALDER ST	O	AC	2	414	16	6624	8	Very Poor
N100J	N100J - N100J	N100J1	E OAK ST	E ALDER ST	O	AC	2	418	16	6688	5	Very Poor
N100K	N100K - N100K	N100K1	E OAK ST	E ALDER ST	O	G	2	420	16	6720	0	N/A
N100L	N100L - N100L	N100L1	E OAK ST	E ALDER ST	O	G	2	428	14	5992	0	N/A
N101G	N101G - N101G	N101G1	E OAK ST	300' N/O E OAK ST	O	G	2	300	16	4800	0	N/A
N102G	N102G - N102G	N102G1	300 N/O E OAK ST	E ALDER ST	O	AC/AC	2	117	16	1872	68	Fair
N200D	N200D - N200D	N200D1	E ALDER ST	E REDWOOD AVE	O	AC	2	405	18	7290	13	Very Poor
N200E	N200E - N200E	N200E1	E ALDER ST	E REDWOOD AVE	O	PCC	2	418	12	5016	98	Good
N200F	N200F - N200F	N200F1	E ALDER ST	E REDWOOD AVE	O	AC	2	407	14	5698	9	Very Poor
N200G	N200G - N200G	N200G1	E ALDER ST	E REDWOOD AVE	O	G	2	423	14	5922	0	N/A
N200H	N200H - N200H	N200H1	E ALDER ST	E REDWOOD AVE	O	AC	2	424	14	5936	1	Very Poor
N200J	N200J - N200J	N200J1	E ALDER ST	E REDWOOD AVE	O	AC	2	425	16	6800	4	Very Poor
N200K	N200K - N200K	N200K1	CEDAR ST	E REDWOOD AVE	O	G	2	194	14	2716	0	N/A
N200L	N200L - N200L	N200L1	MORROW ST	E END	O	G	2	200	12	2400	0	N/A
N300D	N300D - N300D	N300D1	E REDWOOD AVE	E LAUREL ST	O	AC	2	413	18	7434	13	Very Poor
N300E	N300E - N300E	N300E1	E REDWOOD AVE	E LAUREL ST	O	AC	2	416	18	7488	73	Good
N300F	N300F - N300F	N300F1	E REDWOOD AVE	E LAUREL ST	O	AC	2	414	14	5796	16	Very Poor
N300G	N300G - N300G	N300G1	E REDWOOD AVE	N END	O	G	2	168	14	2352	0	N/A
N300H	N300H - N300H	N300H1	E REDWOOD AVE	E LAUREL ST	O	AC	2	426	16	6816	2	Very Poor
N300J	N300J - N300J	N300J1	E REDWOOD AVE	E LAUREL ST	O	AC	2	419	16	6704	10	Very Poor

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N300K	N300K - N300K	N300K1	E REDWOOD AVE	E LAUREL ST	O	G	2	431	16	6896	0	N/A
N400D	N400D - N400D	N400D1	E LAUREL ST	E PINE ST	O	AC	2	410	20	8200	4	Very Poor
N400E	N400E - N400E	N400E1	E LAUREL ST	E PINE ST	O	AC	1	426	18	7668	5	Very Poor
N400F	N400F - N400F	N400F1	E LAUREL ST	E PINE ST	O	G	2	426	16	6816	0	N/A
N400H	N400H - N400H	N400H1	E LAUREL ST	E PINE ST	O	AC	2	414	16	6624	6	Very Poor
N400J	N400J - N400J	N400J1	E LAUREL ST	E PINE ST	O	AC	2	424	16	6784	5	Very Poor
N401G	N401G - N401G	N401G1	214' N/O LAUREL ST	E PINE ST	O	AC	2	206	14	2884	5	Very Poor
N402G	N402G - N402G	N402G1	E LAUREL ST	214' N/O LAUREL ST	O	AC	2	214	14	2996	4	Very Poor
N500A	N500A - N500A	N500A1	W PINE ST	W FIR ST	O	G	2	426	18	7668	0	N/A
N500B	N500B - N500B	N500B1	W PINE ST	W FIR ST	O	G	2	427	16	6832	0	N/A
N500D	N500D - N500D	N500D1	E PINE ST	E FIR ST	O	AC	2	407	18	7326	3	Very Poor
N500E	N500E - N500E	N500E1	E PINE ST	E FIR ST	O	AC	2	418	16	6688	6	Very Poor
N500F	N500F - N500F	N500F1	E PINE ST	E FIR ST	O	AC	2	417	16	6672	12	Very Poor
N500G	N500G - N500G	N500G1	E PINE ST	E FIR ST	O	AC	2	428	16	6848	7	Very Poor
N500H	N500H - N500H	N500H1	E PINE ST	E FIR ST	O	G	2	422	12	5064	0	N/A
N500J	N500J - N500J	N500J1	E PINE ST	E FIR ST	O	AC	2	427	18	7686	1	Very Poor
N600A	N600A - N600A	N600A1	W FIR ST	W BUSH ST	O	G	2	460	16	7360	0	N/A
N600B	N600B - N600B	N600B1	W FIR ST	W BUSH ST	O	AC	2	416	16	6656	19	Very Poor
N600C	N600C - N600C	N600C1	W FIR ST	W BUSH ST	O	AC	2	424	16	6784	37	Poor
N600F	N600F - N600F	N600F1	E FIR ST	E BUSH ST	O	G	2	417	16	6672	0	N/A
N600G	N600G - N600G	N600G1	E FIR ST	E BUSH ST	O	AC	2	422	17	7174	34	Poor
N600H	N600H - N600H	N600H1	E FIR ST	E BUSH ST	O	G	2	426	14	5964	0	N/A
N600J	N600J - N600J	N600J1	E FIR ST	N END	O	AC	2	662	14	9268	34	Poor
N700A	N700A - N700A	N700A1	W BUSH ST	W SPRUCE ST	O	G	2	458	16	7328	0	N/A
N700B	N700B - N700B	N700B1	W BUSH ST	W SPRUCE ST	O	G	2	425	14	5950	0	N/A
N700C	N700C - N700C	N700C1	W BUSH ST	W SPRUCE ST	O	G	2	409	14	5726	0	N/A

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N700G	N700G - N700G	N700G1	E BUSH ST	WINIFRED ST	O	G	2	268	14	3752	0	N/A
N700H	N700H - N700H	N700H1	E BUSH ST	WINIFRED ST	O	G	2	264	18	4752	0	N/A
N800C	N800C - N800C	N800C1	W SPRUCE ST	W ELM ST	O	AC	2	422	16	6752	93	Good
N800D	N800D - N800D	N800D1	E SPRUCE ST	E ELM ST	O	AC	2	423	18	7614	13	Very Poor
N800G	N800G - N800G	N800G1	WINIFRED ST	N END	O	G	2	358	14	5012	0	N/A
N900D	N900D - N900D	N900D1	E ELM ST	E MANZANITA ST	O	AC	2	405	20	8100	4	Very Poor
NANCY	NANCY WAY - NANCY	001	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	R	AC	2	266	31	8246	42	Poor
NESS	NESS AVE. - NESS	001	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	R	AC	2	245	22	5390	93	Good
NCORRY	NORTH CORRY ST. - NCORRY	001	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	R	AC	2	2247	42	94374	63	Fair
NDANA	NORTH DANA ST - NDANA	001	EAST OAK ST	END	R	AC	2	319	28	8932	38	Poor
NFRANK	NORTH FRANKLIN ST. 001 - NFRANK	001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	A	AC	2	1777	43	76411	60	Fair
NFRANK	NORTH FRANKLIN ST. 002 - NFRANK	002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	A	AC	2	535	43	23005	51	Fair
NFRANK	NORTH FRANKLIN ST. 003 - NFRANK	003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	A	AC	2	1351	43	58093	41	Poor
NFRANK	NORTH FRANKLIN ST. 004 - NFRANK	004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	A	AC	2	470	43	20210	59	Fair
NHARBO	NORTH HARBOR DRIVE 001 - NHARBO	001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	R	AC	2	1990	28	55720	74	Good
NHARBO	NORTH HARBOR DRIVE 002 - NHARBO	002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	R	AC	2	455	32	14560	85	Good
NHAROL	NORTH HAROLD ST. 001 - NHAROL	001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M.SCHOOL3+16	R	AC/AC	2	316	28	8848	97	Good
NHAROL	NORTH HAROLD ST. 002 - NHAROL	002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	R	AC/AC	2	285	40	11400	85	Good
NHAROL	NORTH HAROLD ST. 005 - NHAROL	005	S.F. CURB FIR ST 0+00	LAUREL ST	C	AC	2	920	52	47840	65	Fair
NHAROL	NORTH HAROLD ST. 005 - NHAROL	007	ALDER ST	N.F. CURB OAK ST	C	AC	2	400	52	20800	53	Fair
NHAROL	NORTH HAROLD ST. 006 - NHAROL	006	LAUREL ST	ALDER ST	C	AC/AC	2	920	52	47840	61	Fair
NHARRI	NORTH HARRISON ST. - NHARRI	001A	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	C	AC	2	2256	44	99264	67	Fair
NHARRI	NORTH HARRISON ST. - NHARRI	001B	REDWOOD AVE (EAST)	N.F. CURB OAK ST	C	AC	2	1056	44	46464	55	Fair
NMcPHE	NORTH McPHERSON ST. - NMcPHE	001	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	C	AC	2	2708	44	119152	65	Fair
NSANDE	NORTH SANDERSON WAY 001 - NSANDE	001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	R	AC	2	631	29	18299	74	Good
NSANDE	NORTH SANDERSON WAY 002 - NSANDE	002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	R	AC/AC	2	727	20	14540	81	Good

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NWHIPP	NORTH WHIPPLE ST. - NWHIPP	001	N.F.CURB OAK ST.0+00	ALDER ST	R	AC/AC	2	450	44	19800	23	Very Poor
NWHIPP	NORTH WHIPPLE ST. - NWHIPP	002	ALDER ST	S.F.CURB FIR ST.	R	AC	2	1850	44	81400	70	Good
NLINCO	NORTH. LINCOLN ST. - NLINCO	001	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	R	AC	2	652	25	16300	12	Very Poor
NOYOHI	NOYO HIEGHTS DRIVE - NOYOHI	001	W.F. CURB SANDERSON 0+00	END OF CULDESAC 4+15	R	AC	2	415	36	14940	28	Poor
NOYOPT	NOYO POINT RD - NOYOPT	001	CYPRESS ST	END AT LOT	R	AC	2	1828	24	43872	32	Poor
OAKTER	OAK TERRACE COURT - OAKTER	001	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	R	AC	2	338	36	12168	61	Fair
OCEANV	OCEAN VIEW DRV.EAST 003 - OCEANV	003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	R	AC	2	530	26	13780	53	Fair
OCEANV	OCEAN VIEW DRV.WEST 001 - OCEANV	001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	R	AC/AC	2	418	36	15048	72	Good
OCEANV	OCEAN VIEW DRV.WEST 002 - OCEANV	002	4+18 FROM HWY 1 0+00	C.L. 4+58	R	AC/AC	2	458	28	12824	9	Very Poor
OLSEN	OLSEN LANE - OLSEN	001	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	R	AC/AC	2	652	28	18256	97	Good
PARK	PARK ST. 001 - PARK	001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	R	AC/AC	1	600	25	15000	57	Fair
PARK	PARK ST. 002 - PARK	002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	R	AC	2	568	28	15904	75	Good
PARK	PARK ST. 003 - PARK	003	END OF 002 0+00	END OF ST. 1+45	R	AC	1	145	14	2030	54	Fair
PENITE	PENITENTI WAY - PENITE	001	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	R	AC	2	275	38	10450	8	Very Poor
PERKIN	PERKINS WAY - PERKIN	001	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	R	AC	2	1053	33	34749	83	Good
PUDDIN	PUDDING CREEK RD. - PUDDIN	001	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	R	AC	2	955	23	21965	43	Poor
RASSMU	RASSMUSSEN LANE - RASSMU	001	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	R	AC/AC	2	215	13	2795	88	Good
EREDWO	REDWOOD AVE (EAST) 001 - EREDWO	005	E.F. CURB HWY 1	N. HAROLD ST	A	AC	2	1929	44	84876	43	Poor
EREDWO	REDWOOD AVE (EAST) 001 - EREDWO	010	N. HAROLD ST	E.F. MORROW ST	R	AC	2	401	44	17644	84	Good
RIVER	RIVER DRIVE - RIVER	001	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	R	AC	2	515	44	22660	87	Good
S100D	S100D - S100D	S100D1	S END	E OAK ST	O	AC	2	20	16	320	0	Very Poor
S100E	S100E - S100E	S100E1	MADRONE ST	E OAK ST	O	AC	2	417	16	6672	7	Very Poor
S100F	S100F - S100F	S100F1	MADRONE ST	E OAK ST	O	G	2	418	18	7524	0	N/A
S100G	S100G - S100G	S100G1	MADRONE ST	E OAK ST	O	PCC	2	418	10	4180	99	Good
S100H	S100H - S100H	S100H1	MADRONE ST	E OAK ST	O	AC	2	410	14	5740	93	Good
S100J	S100J - S100J	S100J1	MADRONE ST	E OAK ST	O	AC	2	418	14	5852	90	Good

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S100K	S100K - S100K	S100K1	WILLOW ST	E OAK ST	O	AC	2	606	14	8484	0	Very Poor
S100L	S100L - S100L	S100L1	WILLOW ST	E OAK ST	O	AC	2	608	14	8512	19	Very Poor
S100M	S100M - S100M	S100M1	WILLOW ST	E OAK ST	O	AC	2	603	14	8442	8	Very Poor
S100N	S100N - S100N	S100N1	WILLOW ST	E OAK ST	O	G	2	616	16	9856	0	N/A
S100P	S100P - S100P	S100P1	WILLOW ST	E OAK ST	O	AC	2	605	16	9680	4	Very Poor
S200D	S200D - S200D	S200D1	MAPLE ST	MADRONE ST	O	AC	2	425	16	6800	37	Poor
S200E	S200E - S200E	S200E1	MAPLE ST	MADRONE ST	O	AC	2	402	17	6834	9	Very Poor
S200G	S200G - S200G	S200G1	MAPLE ST	MADRONE ST	O	AC	2	425	14	5950	13	Very Poor
S200H	S200H - S200H	S200H1	MAPLE ST	MADRONE ST	O	G	2	410	14	5740	0	N/A
S200K	S200K - S200K	S200K1	MAPLE ST	WILLOW ST	O	G	2	258	16	4128	0	N/A
S200L	S200L - S200L	S200L1	MAPLE ST	WILLOW ST	O	AC	2	242	14	3388	17	Very Poor
S201F	S201F - S201F	S201F1	105' N/O MAPLE ST	MADRONE ST	O	AC	2	309	12	3708	22	Very Poor
S202F	S202F - S202F	S202F1	MAPLE ST	105' N/O MAPLE ST	O	AC	2	105	14	1470	19	Very Poor
S300D	S300D - S300D	S300D1	HAZEL ST	MAPLE ST	O	AC	2	358	16	5728	12	Very Poor
S300E	S300E - S300E	S300E1	HAZEL ST	MAPLE ST	O	AC	2	356	16	5696	21	Very Poor
S300F	S300F - S300F	S300F1	HAZEL ST	MAPLE ST	O	G	2	363	10	3630	0	N/A
S300G	S300G - S300G	S300G1	HAZEL ST	MAPLE ST	O	AC	2	373	16	5968	92	Good
S300H	S300H - S300H	S300H1	S END	MAPLE ST	O	G	2	364	15	5460	0	N/A
S300J	S300J - S300J	S300J1	S END	MAPLE ST	O	AC	2	356	14	4984	17	Very Poor
S300K	S300K - S300K	S300K1	S END	MAPLE ST	O	AC	2	579	13	7527	92	Good
S300P	S300P - S300P	S300P1	WALL ST	WILLOW ST	O	AC	2	955	20	19100	12	Very Poor
S301N	S301N - S301N	S301N1	S302N	WILLOW ST	O	AC	2	652	12	7824	90	Good
S302N	S302N - S302N	S302N1	S301N	WALL ST	O	AC	2	139	16	2224	90	Good
S400H	S400H - S400H	S400H1	E CHESTNUT ST	N END	O	AC	2	641	14	8974	25	Poor
S400K	S400K - S400K	S400K1	E CHESTNUT ST	N END	O	AC	2	276	20	5520	11	Very Poor
S500D	S500D - S500D	S500D1	WALNUT ST	E CHESTNUT ST	O	AC	2	614	16	9824	90	Good

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S500H	S500H - S500H	S500H1	WALNUT ST	E CHESTNUT ST	O	AC	2	635	18	11430	95	Good
S500J	S500J - S500J	S500J1	WALNUT ST	E CHESTNUT ST	O	G	2	378	18	6804	0	N/A
S600E	S600E - S600E	S600E1	E END	WALNUT ST	O	AC/AC	2	610	12	7320	94	Good
S800E	S800E - S800E	S800E1	N HARBOR DR	SOUTH ST	O	AC	2	592	16	9472	3	Very Poor
SNUGH	SNUG HARBOR PLACE - SNUGH	001	OCEAN VIEW DR	SOUTH END	R	AC	2	110	19	2090	84	Good
SCORRY	SOUTH CORRY ST. 001 - SCORRY	001	N.F. CURB CHESTNUT ST. 0+00	S.F. CURB OAK ST.19+37	R	AC	2	1937	38	73606	82	Good
SDANA	SOUTH DANA ST. - SDANA	001	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	C	AC	2	1900	40	76000	77	Good
SFRANK	SOUTH FRANKLIN ST. 001 - SFRANK	001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	A	AC/AC	2	3220	43	138460	54	Fair
SFRANK	SOUTH FRANKLIN ST. 002 - SFRANK	002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	A	AC/AC	2	863	43	37109	49	Poor
SFRANK	SOUTH FRANKLIN ST. 003 - SFRANK	003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	A	AC/AC	2	565	43	24295	22	Very Poor
SHAROL	SOUTH HAROLD ST. 001 - SHAROL	001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	C	AC	2	876	52	45552	41	Poor
SHAROL	SOUTH HAROLD ST. 002 - SHAROL	002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	R	AC/AC	2	975	20	19500	83	Good
SHAROL	SOUTH HAROLD ST. 003 - SHAROL	003	S.F. CHESTNUT ST 0+00	END OF ST,@W.POWER POLE 5+00	R	AC/AC	2	620	16	9920	90	Good
SHARRI	SOUTH HARRISON ST. - SHARRI	001	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	C	AC	2	2545	44	111980	49	Poor
SLINCO	SOUTH LINCOLN ST. - SLINCO	005	N.F. CURB CHESTNUT ST	MAPLE ST	C	AC	2	1069	55	58795	13	Very Poor
SLINCO	SOUTH LINCOLN ST. - SLINCO	015A	MAPLE ST	WILLOW ST	C	AC	2	282	30	8460	65	Fair
SLINCO	SOUTH LINCOLN ST. - SLINCO	015B	WILLOW ST	S.F. CURB OAK ST	R	AC	2	494	30	14820	80	Good
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	001	S.F. CURB OAK ST.	MADRONE	C	AC	2	436	44	19184	68	Fair
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	002	MADRONE	MAPLE	C	AC/AC	2	422	44	18568	21	Very Poor
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	003	MAPLE	N.F. CURB CHESTNUT ST.	C	AC	2	1042	44	45848	79	Good
SSANDE	SOUTH SANDERSON ST. 001 - SSANDE	001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	C	AC	2	1915	40	76600	69	Fair
SSANDE	SOUTH SANDERSON ST. 002 - SSANDE	005	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	R	AC	2	412	30	12360	70	Good
SSANDE	SOUTH SANDERSON ST. 002 - SSANDE	010	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	R	AC	2	628	30	18840	73	Good
SOUTH	SOUTH ST. 005 - SOUTH	005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	C	AC	2	1218	38	46284	66	Fair
SOUTH	SOUTH ST. 010 - SOUTH	010	HAZELWOOD ST	PAVT CHANGE	R	AC	2	447	38	16986	67	Fair
SOUTH	SOUTH ST. 015 - SOUTH	015	END OF GD. PAVEMENT 0+00 @001	S.EAST P.L. ROSSI RES. 4+30	R	G	2	430	22	9460	0	N/A

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SWHIPP	SOUTH WHIPPLE ST. 001 - SWHIPP	001	S.F. CURB OAK ST. 0+00	N.SIDE HAZEL RT. OF WAY 12+55	R	AC	2	1255	41	51455	81	Good
SWHIPP	SOUTH WHIPPLE ST. 002 - SWHIPP	002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	R	AC	2	1285	32	41120	75	Good
SPRING	SPRING ST. - SPRING	001	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	R	AC/AC	2	504	30	15120	97	Good
STEWCI	STEWART CIRCLE - STEWCI	001	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	R	AC	2	95	90	9000	36	Poor
STEWAR	STEWART ST. 001 - STEWAR	001	E.F. CURB OLD HAUL RD. 0+00	N.F. CURB ELM ST 13+30	R	AC	2	1330	40	53200	20	Very Poor
STEWAR	STEWART ST. 002 - STEWAR	002	S.F. CURB W. ELM 0+00	SPRUCE	R	AC/AC	2	413	43	17759	27	Poor
STEWAR	STEWART ST. 003 - STEWAR	003	SPRUCE	N.F. CURB PINE ST 16+90	R	AC	2	1380	43	59340	77	Good
SUSIE	SUSIE COURT - SUSIE	001	N.F. CURB CHESTNUT ST 0+00	END OF CULDESAC 5+48	R	AC	2	548	36	19728	32	Poor
TAUBOL	TAUBOLD COURT - TAUBOL	001	E.F. CURB DANA 0+00	END OF CULDESAC 2+31	R	AC	2	231	32	7392	28	Poor
WALL	WALL ST. 001 - WALL	001A	S.F.CURB OAK ST 0+00	WILLOW	R	AC/AC	2	660	38	25080	75	Good
WALL	WALL ST. 001 - WALL	001B	WILLOW	N.F.CURB@ALLEY ST 13+50	R	AC/AC	2	650	38	24700	83	Good
WALL	WALL ST. 002 - WALL	002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	R	AC/AC	2	700	38	26600	83	Good
WALNUT	WALNUT ST. - WALNUT	003	W.F.CURB S.FRANKLIN 0+00	E.F.CURB HWY1 3+54	R	AC/AC	2	354	43	15222	13	Very Poor
WALNUT	WALNUT ST. - WALNUT	004	GROVE ST	EAST END	R	AC/AC	2	188	43	8084	13	Very Poor
WALNUT	WALNUT ST. 001 - WALNUT	001	W.F.CURB GROVE 0+00	WHIPPLE	R	AC	2	340	39	13260	65	Fair
WALNUT	WALNUT ST. 002 - WALNUT	002	WHIPPLE	E.F.CURB S.FRANKLIN ST. 8+40	R	AC/AC	2	1041	30	31230	8	Very Poor
WALDER	WEST ALDER ST. - WALDER	001	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	R	AC	2	150	43	6450	83	Good
WBUSH	WEST BUSH ST. - WBUSH	001	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	R	AC	2	815	43	35045	84	Good
WCYPST	WEST CYPRESS - WCYPST	001	WEST END	S MAIN ST	C	AC	2	165	50	8250	60	Fair
WELM	WEST ELM ST. - WELM	001	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	C	AC	2	1030	43	44290	72	Good
WFIR	WEST FIR ST. - WFIR	001	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	C	AC/AC	2	900	43	38700	88	Good
WLAURE	WEST LAUREL ST. - WLAURE	001	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	R	AC	2	155	43	6665	88	Good
WOAKST	WEST OAK ST. - WOAKST	001	CHIEF CELERI DR	S MAIN ST	A	AC	2	200	45	9000	20	Very Poor
WPINE	WEST PINE ST. - WPINE	001	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	R	AC	2	617	43	26531	67	Fair
WPINE	WEST PINE ST. - WPINE	002	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	C	AC	2	258	43	11094	57	Fair
WREDWO	WEST REDWOOD AVE. - WREDWO	001	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	R	AC	2	185	44	8140	90	Good

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

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
WSPRUC	WEST SPRUCE ST. - WSPRUC	001	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	R	AC	2	710	43	30530	84	Good
WEST	WEST ST. - WEST	001	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	R	AC	2	1380	43	59340	8	Very Poor
WILLOW	WILLOW ST. 001 - WILLOW	001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	R	AC	2	623	32	19936	69	Fair
WILLOW	WILLOW ST. 002 - WILLOW	002	E.EDGE ALLEY LIVINGSTON 0+00	E.F.CURB S LINCOLN 6+00	R	AC	2	600	42	25200	12	Very Poor
WILLOW	WILLOW ST. 003 - WILLOW	003	E.F.CURB S.LINCOLN 0+00	E.F.CURB S HAROLD 6+36	R	AC/AC	2	636	32	20352	13	Very Poor
WINNIF	WINNIFRED ST. - WINNIF	001	W. EDGE OF PAVEMENT 0+00	E.F. CURB BRANDON WAY 8+42	R	AC	2	842	34	28628	9	Very Poor
WOODLA	WOODLAND DRIVE - WOODLA	001	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	R	AC	2	555	38	21090	67	Fair
WOODWA	WOODWARD ST. - WOODWA	001	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	R	AC/AC	2	650	26	16900	95	Good

Appendix A-2

Sections Listed by PCI

City of Fort Bragg
2026 Pavement Management Program Update
Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
S100G	S100G - S100G	S100G1	MADRONE ST	E OAK ST	O	PCC	2	418	10	4180	99	Good
N200E	N200E - N200E	N200E1	E ALDER ST	E REDWOOD AVE	O	PCC	2	418	12	5016	98	Good
NHAROL	NORTH HAROLD ST. 001 - NHAROL	001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M.SCHOOL3+16	R	AC/AC	2	316	28	8848	97	Good
OLSEN	OLSEN LANE - OLSEN	001	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	R	AC/AC	2	652	28	18256	97	Good
SPRING	SPRING ST. - SPRING	001	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	R	AC/AC	2	504	30	15120	97	Good
ALGER	ALGER ST. - ALGER	001	N.F.CURB LAUREL 0+00	END OF ST. 5+64	R	AC/AC	2	564	22	12408	96	Good
S500H	S500H - S500H	S500H1	WALNUT ST	E CHESTNUT ST	O	AC	2	635	18	11430	95	Good
WOODWA	WOODWARD ST. - WOODWA	001	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	R	AC/AC	2	650	26	16900	95	Good
S600E	S600E - S600E	S600E1	E END	WALNUT ST	O	AC/AC	2	610	12	7320	94	Good
EFIR	EAST FIR ST. 002 - EFIR	003	RR TRACKS	W.F.CURB H FRANKLIN	C	AC/AC	2	192	44	8448	93	Good
N800C	N800C - N800C	N800C1	W SPRUCE ST	W ELM ST	O	AC	2	422	16	6752	93	Good
NESS	NESS AVE. - NESS	001	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	R	AC	2	245	22	5390	93	Good
S100H	S100H - S100H	S100H1	MADRONE ST	E OAK ST	O	AC	2	410	14	5740	93	Good
GROVE	GROVE ST. - GROVE	001	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	R	AC	2	625	30	18750	92	Good
S300G	S300G - S300G	S300G1	HAZEL ST	MAPLE ST	O	AC	2	373	16	5968	92	Good
S300K	S300K - S300K	S300K1	S END	MAPLE ST	O	AC	2	579	13	7527	92	Good
AIRPOR	AIRPORT ROAD - AIRPOR	001A	C.L. SIGN 0+00	W/C.L. SIGN 5+87	R	AC	2	587	22	12914	90	Good
AIRPOR	AIRPORT ROAD - AIRPOR	001B	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	R	AC	2	268	22	5896	90	Good
DUBOIS	DUBOIS LANE - DUBOIS	001	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	R	AC/AC	2	207	25	5175	90	Good
S100J	S100J - S100J	S100J1	MADRONE ST	E OAK ST	O	AC	2	418	14	5852	90	Good
S301N	S301N - S301N	S301N1	S302N	WILLOW ST	O	AC	2	652	12	7824	90	Good
S302N	S302N - S302N	S302N1	S301N	WALL ST	O	AC	2	139	16	2224	90	Good
S500D	S500D - S500D	S500D1	WALNUT ST	E CHESTNUT ST	O	AC	2	614	16	9824	90	Good
SHAROL	SOUTH HAROLD ST. 003 - SHAROL	003	S.F. CHESTNUT ST 0+00	END OF ST,@W.POWER POLE 5+00	R	AC/AC	2	620	16	9920	90	Good
WREDWO	WEST REDWOOD AVE. - WREDWO	001	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	R	AC	2	185	44	8140	90	Good
BOATYA	BOATYARD DR. 001 - BOATYA	001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	A	AC/AC	2	1030	24	24720	89	Good

City of Fort Bragg
2026 Pavement Management Program Update
Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
HAZEL	HAZEL ST. - HAZEL	003	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	R	AC	2	295	27	7965	89	Good
BOATYA	BOATYARD DR. 002 - BOATYA	002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	A	AC/AC	2	785	41	32185	88	Good
RASSMU	RASSMUSSEN LANE - RASSMU	001	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	R	AC/AC	2	215	13	2795	88	Good
WFIR	WEST FIR ST. - WFIR	001	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	C	AC/AC	2	900	43	38700	88	Good
WLAURE	WEST LAUREL ST. - WLAURE	001	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	R	AC	2	155	43	6665	88	Good
ELAURE	EAST LAUREL ST. 001 - ELAURE	001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	C	AC	2	925	45	41625	87	Good
MAPLE	MAPLE ST. 001 - MAPLE	001A	W.F.CURB S.LINCOLN 0+00	S.HAROLD	C	AC/AC	2	640	45	28800	87	Good
RIVER	RIVER DRIVE - RIVER	001	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	R	AC	2	515	44	22660	87	Good
CHESTN	CHESTNUT ST. 002 - CHESTN	005	END CURB-GUTTER@001,0+00	S. WHIPPLE	C	AC/AC	2	884	32	28288	85	Good
DELM	DELMAR DR - DELM	002	OCEAN VIEW DR	END SOUTH	R	AC	2	242	30	7260	85	Good
MYRTLE	MYRTLE ST. - MYRTLE	001	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	R	AC	2	555	26	14430	85	Good
NHARBO	NORTH HARBOR DRIVE 002 - NHARBO	002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	R	AC	2	455	32	14560	85	Good
NHAROL	NORTH HAROLD ST. 002 - NHAROL	002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	R	AC/AC	2	285	40	11400	85	Good
EBUSH	EAST BUSH ST. - EBUSH	001	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS&HARISON 12+23	R	AC	2	471	33	15543	84	Good
HAZEL	HAZEL ST. - HAZEL	002	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	R	AC	2	315	32	10080	84	Good
MORROW	MORROW ST. 002 - MORROW	002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	R	AC	2	656	42	27552	84	Good
EREDWO	REDWOOD AVE (EAST) 001 - EREDWO	010	N. HAROLD ST	E.F. MORROW ST	R	AC	2	401	44	17644	84	Good
SNUGH	SNUG HARBOR PLACE - SNUGH	001	OCEAN VIEW DR	SOUTH END	R	AC	2	110	19	2090	84	Good
WBUSH	WEST BUSH ST. - WBUSH	001	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	R	AC	2	815	43	35045	84	Good
WSPRUC	WEST SPRUCE ST. - WSPRUC	001	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	R	AC	2	710	43	30530	84	Good
EALDER	EAST ALDER 001 - EALDER	001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	C	AC	1	340	43	14620	83	Good
ECYPRES	EAST CYPRESS ST. 001 - ECYPRES	001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	C	AC/AC	2	1296	40	51840	83	Good
FERN	FERN AVE. - FERN	001	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	R	AC	2	322	29	9338	83	Good
HAZEL	HAZEL ST. - HAZEL	004	S HARRISON ST	EST END	R	AC	1	155	12	1860	83	Good
PERKIN	PERKINS WAY - PERKIN	001	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	R	AC	2	1053	33	34749	83	Good
SHAROL	SOUTH HAROLD ST. 002 - SHAROL	002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	R	AC/AC	2	975	20	19500	83	Good

City of Fort Bragg
2026 Pavement Management Program Update
Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
WALL	WALL ST. 001 - WALL	001B	WILLOW	N.F.CURB@ALLEY ST 13+50	R	AC/AC	2	650	38	24700	83	Good
WALL	WALL ST. 002 - WALL	002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	R	AC/AC	2	700	38	26600	83	Good
WALDER	WEST ALDER ST. - WALDER	001	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	R	AC	2	150	43	6450	83	Good
BRANDO	BRANDON WAY - BRANDO	001	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	R	AC	2	728	34	24752	82	Good
CHESTN	CHESTNUT ST. 001 - CHESTN	001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	A	AC	3	498	40	19920	82	Good
SCORRY	SOUTH CORRY ST. 001 - SCORRY	001	N.F. CURB CHESTNUT ST. 0+00	S.F. CURB OAK ST.19+37	R	AC	2	1937	38	73606	82	Good
HALSEY	HALSEY WAY - HALSEY	001	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	R	AC/AC	2	285	32	9120	81	Good
MINNES	MINNESOTA AVE. - MINNES	001	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	R	AC	2	630	32	20160	81	Good
NSANDE	NORTH SANDERSON WAY 002 - NSANDE	002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	R	AC/AC	2	727	20	14540	81	Good
SWHIPP	SOUTH WHIPPLE ST. 001 - SWHIPP	001	S.F. CURB OAK ST. 0+00	N.SIDE HAZEL RT. OF WAY 12+55	R	AC	2	1255	41	51455	81	Good
DELM	DELMAR DR - DELM	001	OCEAN VIEW DR	END NORTH	R	ST	2	755	21	15855	80	Good
SLINCO	SOUTH LINCOLN ST. - SLINCO	015B	WILLOW ST	S.F. CURB OAK ST	R	AC	2	494	30	14820	80	Good
ESPEY	ESPEY WAY - ESPEY	001	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	R	AC/AC	2	258	36	9288	79	Good
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	003	MAPLE	N.F. CURB CHESTNUT ST.	C	AC	2	1042	44	45848	79	Good
ELAURE	EAST LAUREL 002 - ELAURE	002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	C	AC/AC	2	1005	40	40200	77	Good
SDANA	SOUTH DANA ST. - SDANA	001	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	C	AC	2	1900	40	76000	77	Good
STEWAR	STEWART ST. 003 - STEWAR	003	SPRUCE	N.F. CURB PINE ST 16+90	R	AC	2	1380	43	59340	77	Good
KEMPPE	KEMPEE WAY - KEMPPE	005	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	R	AC	2	433	37	16021	76	Good
CHESTN	CHESTNUT ST. 003 - CHESTN	015	SANDERSON WY	END OF STREET (9+75)	C	AC/AC	2	975	32	31200	75	Good
PARK	PARK ST. 002 - PARK	002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	R	AC	2	568	28	15904	75	Good
SWHIPP	SOUTH WHIPPLE ST. 002 - SWHIPP	002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	R	AC	2	1285	32	41120	75	Good
WALL	WALL ST. 001 - WALL	001A	S.F.CURB OAK ST 0+00	WILLOW	R	AC/AC	2	660	38	25080	75	Good
EFIR	EAST FIR ST. 001 - EFIR	001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	C	AC	2	1745	43	75035	74	Good
LIVING	LIVINGSTON ST. - LIVING	001	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	R	AC/AC	2	617	35	21595	74	Good
MORROW	MORROW ST. 001 - MORROW	001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	R	AC	2	654	34	22236	74	Good
NHARBO	NORTH HARBOR DRIVE 001 - NHARBO	001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	R	AC	2	1990	28	55720	74	Good

City of Fort Bragg
2026 Pavement Management Program Update
Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
NSANDE	NORTH SANDERSON WAY 001 - NSANDE	001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	R	AC	2	631	29	18299	74	Good
N300E	N300E - N300E	N300E1	E REDWOOD AVE	E LAUREL ST	O	AC	2	416	18	7488	73	Good
SSANDE	SOUTH SANDERSON ST. 002 - SSANDE	010	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	R	AC	2	628	30	18840	73	Good
ELAURE	EAST LAUREL ST.003 - ELAURE	005	W.F. CURB N. HAROLD 0+00	MORROW ST	R	AC	2	412	40	16480	72	Good
OCEANV	OCEAN VIEW DRV.WEST 001 - OCEANV	001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	R	AC/AC	2	418	36	15048	72	Good
WELM	WEST ELM ST. - WELM	001	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	C	AC	2	1030	43	44290	72	Good
ELAURE	EAST LAUREL ST.003 - ELAURE	010	MORROW ST	W.F. CURB END ST. @PARK 8+30	R	AC	2	413	40	16520	71	Good
EBUSH	EAST BUSH ST. - EBUSH	010	N. FRANKLIN ST	E.F. CURB HWY1 12+23	R	AC	2	345	43	14835	70	Good
NWHIPP	NORTH WHIPPLE ST. - NWHIPP	002	ALDER ST	S.F.CURB FIR ST.	R	AC	2	1850	44	81400	70	Good
SSANDE	SOUTH SANDERSON ST. 002 - SSANDE	005	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	R	AC	2	412	30	12360	70	Good
ECYPRES	EAST CYPRESS ST. 003 - ECYPRES	003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	C	AC	2	680	43	29240	69	Fair
MADRON	MADRONE ST. 001 - MADRON	001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	R	AC	2	650	43	27950	69	Fair
SSANDE	SOUTH SANDERSON ST. 001 - SSANDE	001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	C	AC	2	1915	40	76600	69	Fair
WILLOW	WILLOW ST. 001 - WILLOW	001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	R	AC	2	623	32	19936	69	Fair
HAZELW	HAZELWOOD ST. - HAZELW	001	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	R	AC	2	360	28	10080	68	Fair
N102G	N102G - N102G	N102G1	300 N/O E OAK ST	E ALDER ST	O	AC/AC	2	117	16	1872	68	Fair
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	001	S.F. CURB OAK ST.	MADRONE	C	AC	2	436	44	19184	68	Fair
NHARRI	NORTH HARRISON ST. - NHARRI	001A	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	C	AC	2	2256	44	99264	67	Fair
SOUTH	SOUTH ST. 010 - SOUTH	010	HAZELWOOD ST	PAVT CHANGE	R	AC	2	447	38	16986	67	Fair
WPINE	WEST PINE ST. - WPINE	001	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	R	AC	2	617	43	26531	67	Fair
WOODLA	WOODLAND DRIVE - WOODLA	001	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	R	AC	2	555	38	21090	67	Fair
EBBING	EBBING WAY - EBBING	001	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	R	AC	2	562	37	20794	66	Fair
EDDY	EDDY ST. - EDDY	001	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	R	AC	2	318	41	13038	66	Fair
MADRON	MADRONE ST. 002 - MADRON	005	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	R	AC	2	900	44	39600	66	Fair
SOUTH	SOUTH ST. 005 - SOUTH	005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	C	AC	2	1218	38	46284	66	Fair
EALDER	EAST ALDER 002 - EALDER	002B	HAROLD	@HYDRANT END OF ST. 28+45	R	AC	1	1261	43	54223	65	Fair

City of Fort Bragg
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Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
NHAROL	NORTH HAROLD ST. 005 - NHAROL	005	S.F. CURB FIR ST 0+00	LAUREL ST	C	AC	2	920	52	47840	65	Fair
NMcPHE	NORTH McPHERSON ST. - NMcPHE	001	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	C	AC	2	2708	44	119152	65	Fair
SLINCO	SOUTH LINCOLN ST. - SLINCO	015A	MAPLE ST	WILLOW ST	C	AC	2	282	30	8460	65	Fair
WALNUT	WALNUT ST. 001 - WALNUT	001	W.F.CURB GROVE 0+00	WHIPPLE	R	AC	2	340	39	13260	65	Fair
EALDER	EAST ALDER 002 - EALDER	002A	E.F.CURB S.FRANKLIN 0+00	HAROLD	C	AC	1	1584	43	68112	64	Fair
MADRON	MADRONE ST. 002 - MADRON	010	CORRY ST	W.F. CURB @ HAROLD 13+00	R	AC	2	400	44	17600	64	Fair
MAPLE	MAPLE ST. 005 - MAPLE	005A	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	C	AC	2	900	49	44100	64	Fair
CHESTN	CHESTNUT ST. 002 - CHESTN	010	S. WHIPPLE	SANDERSON WY	C	AC	2	2937	32	93984	63	Fair
OAK	EAST OAK ST. 001 - EOAK	001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	A	AC	2	3225	45	145125	63	Fair
NCORRY	NORTH CORRY ST. - NCORRY	001	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	R	AC	2	2247	42	94374	63	Fair
FLOREN	FLORENCE ST. - FLOREN	001	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	R	AC	2	603	31	18693	62	Fair
EBUSH	EAST BUSH ST. - EBUSH	005	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	R	AC	2	890	43	38270	61	Fair
HARAV	HARBOR AVE - HARAV	002	OCEAN VIEW DR	NORTH END	R	AC/AC	2	140	32	4480	61	Fair
JEWETT	JEWETT ST. - JEWETT	001	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	R	AC	2	536	39	20904	61	Fair
KEMPPE	KEMPEE WAY - KEMPPE	010	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	R	AC	2	502	37	18574	61	Fair
NHAROL	NORTH HAROLD ST. 006 - NHAROL	006	LAUREL ST	ALDER ST	C	AC/AC	2	920	52	47840	61	Fair
OAKTER	OAK TERRACE COURT - OAKTER	001	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	R	AC	2	338	36	12168	61	Fair
CEDAR	CEDAR ST. 001 - CEDAR	001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	R	AC	2	2275	27	61425	60	Fair
HARAV	HARBOR AVE - HARAV	001	OCEAN VIEW DR	SOUTH END	R	AC/AC	2	90	39	3510	60	Fair
NFRANK	NORTH FRANKLIN ST. 001 - NFRANK	001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	A	AC	2	1777	43	76411	60	Fair
WCYPST	WEST CYPRESS - WCYPST	001	WEST END	S MAIN ST	C	AC	2	165	50	8250	60	Fair
NFRANK	NORTH FRANKLIN ST. 004 - NFRANK	004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	A	AC	2	470	43	20210	59	Fair
PARK	PARK ST. 001 - PARK	001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	R	AC/AC	1	600	25	15000	57	Fair
WPINE	WEST PINE ST. - WPINE	002	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	C	AC	2	258	43	11094	57	Fair
OAK	EAST OAK ST. 002 - EOAK	002	E.F. CURB McKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	R	AC	2	1725	40	69000	56	Fair
EPINE	EAST PINE ST. - EPINE	005	N.F. CURB HWY1 0+00	CORRY ST	C	AC	2	1574	43	67682	56	Fair

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Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
NHARRI	NORTH HARRISON ST. - NHARRI	001B	REDWOOD AVE (EAST)	N.F. CURB OAK ST	C	AC	2	1056	44	46464	55	Fair
HAZEL	HAZEL ST. - HAZEL	001	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	R	AC	2	340	32	10880	54	Fair
PARK	PARK ST. 003 - PARK	003	END OF 002 0+00	END OF ST. 1+45	R	AC	1	145	14	2030	54	Fair
SFRANK	SOUTH FRANKLIN ST. 001 - SFRANK	001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	A	AC/AC	2	3220	43	138460	54	Fair
NHAROL	NORTH HAROLD ST. 005 - NHAROL	007	ALDER ST	N.F. CURB OAK ST	C	AC	2	400	52	20800	53	Fair
OCEANV	OCEAN VIEW DRV.EAST 003 - OCEANV	003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	R	AC	2	530	26	13780	53	Fair
OAK	EAST OAK ST. 003 - EOAK	003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	R	AC	2	1610	24	38640	51	Fair
EPINE	EAST PINE ST. - EPINE	010	CORRY ST	W.F. CURB HAROLD ST 19+30	C	AC	2	356	43	15308	51	Fair
NFRANK	NORTH FRANKLIN ST. 002 - NFRANK	002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	A	AC	2	535	43	23005	51	Fair
SFRANK	SOUTH FRANKLIN ST. 002 - SFRANK	002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	A	AC/AC	2	863	43	37109	49	Poor
SHARRI	SOUTH HARRISON ST. - SHARRI	001	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	C	AC	2	2545	44	111980	49	Poor
CEDAR	CEDAR ST. 002 - CEDAR	002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	R	AC	2	350	19	6650	48	Poor
EELM	EAST ELM ST. - EELM	001	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	C	AC	2	325	44	14300	44	Poor
ESPRUC	EAST SPRUCE ST. - ESPRUC	001	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	R	AC	2	507	45	22815	44	Poor
MAPLE	MAPLE ST. 001 - MAPLE	001B	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	C	AC	2	1000	45	45000	44	Poor
PUDDIN	PUDDING CREEK RD. - PUDDIN	001	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	R	AC	2	955	23	21965	43	Poor
EREDWO	REDWOOD AVE (EAST) 001 - EREDWO	005	E.F. CURB HWY 1	N. HAROLD ST	A	AC	2	1929	44	84876	43	Poor
NANCY	NANCY WAY - NANCY	001	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	R	AC	2	266	31	8246	42	Poor
FRONTA	FRONTAGE ROAD(UN-NAMED) - FRONTA	001	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	R	AC	2	680	24	16320	41	Poor
NFRANK	NORTH FRANKLIN ST. 003 - NFRANK	003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	A	AC	2	1351	43	58093	41	Poor
SHAROL	SOUTH HAROLD ST. 001 - SHAROL	001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	C	AC	2	876	52	45552	41	Poor
JOHNCIMO	JOHN CIMOLINO WAY - JOHNCIMO	001	STEWART ST	END	R	AC	2	286	36	10296	40	Poor
NDANA	NORTH DANA ST - NDANA	001	EAST OAK ST	END	R	AC	2	319	28	8932	38	Poor
N600C	N600C - N600C	N600C1	W FIR ST	W BUSH ST	O	AC	2	424	16	6784	37	Poor
S200D	S200D - S200D	S200D1	MAPLE ST	MADRONE ST	O	AC	2	425	16	6800	37	Poor
GLASSB	GLASSBEACH DR - GLASSB	001	WEST ELM ST	END AT BRIDGE	R	AC	2	2199	33	72567	36	Poor

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MAPLE	MAPLE ST. 005 - MAPLE	005B	S. FRANKLIN	E.F. CURB HWY 1	C	AC	2	400	49	19600	36	Poor
STEWCI	STEWART CIRCLE - STEWCI	001	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	R	AC	2	95	90	9000	36	Poor
N600G	N600G - N600G	N600G1	E FIR ST	E BUSH ST	O	AC	2	422	17	7174	34	Poor
N600J	N600J - N600J	N600J1	E FIR ST	N END	O	AC	2	662	14	9268	34	Poor
NOYOPT	NOYO POINT RD - NOYOPT	001	CYPRESS ST	END AT LOT	R	AC	2	1828	24	43872	32	Poor
SUSIE	SUSIE COURT - SUSIE	001	N.F. CURB CHESTNUT ST 0+00	END OF CULDESAC 5+48	R	AC	2	548	36	19728	32	Poor
HOLMES	HOLMES LANE - HOLMES	001	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	R	AC	2	560	36	20160	31	Poor
NOYOHI	NOYO HIEGHTS DRIVE - NOYOHI	001	W.F. CURB SANDERSON 0+00	END OF CULDESAC 4+15	R	AC	2	415	36	14940	28	Poor
TAUBOL	TAUBOLD COURT - TAUBOL	001	E.F. CURB DANA 0+00	END OF CULDESAC 2+31	R	AC	2	231	32	7392	28	Poor
STEWAR	STEWART ST. 002 - STEWAR	002	S.F. CURB W. ELM 0+00	SPRUCE	R	AC/AC	2	413	43	17759	27	Poor
MANZAN	MANZANITA ST. - MANZAN	001	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	R	AC	2	330	26	8580	26	Poor
S400H	S400H - S400H	S400H1	E CHESTNUT ST	N END	O	AC	2	641	14	8974	25	Poor
JEMEST	JERE MELO ST	001	W CYPRESS ST	END (TREATMENT PLANT)	C	AC	2	3200	50	160000	24	Very Poor
NWHIPP	NORTH WHIPPLE ST. - NWHIPP	001	N.F.CURB OAK ST.0+00	ALDER ST	R	AC/AC	2	450	44	19800	23	Very Poor
S201F	S201F - S201F	S201F1	105' N/O MAPLE ST	MADRONE ST	O	AC	2	309	12	3708	22	Very Poor
SFRANK	SOUTH FRANKLIN ST. 003 - SFRANK	003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	A	AC/AC	2	565	43	24295	22	Very Poor
LONNE	LONNE WAY - LONNE	001	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	R	AC	2	487	32	15584	21	Very Poor
S300E	S300E - S300E	S300E1	HAZEL ST	MAPLE ST	O	AC	2	356	16	5696	21	Very Poor
SMcPHE	SOUTH McPHERSON ST. - SMcPHE	002	MADRONE	MAPLE	C	AC/AC	2	422	44	18568	21	Very Poor
STEWAR	STEWART ST. 001 - STEWAR	001	E.F. CURB OLD HAUL RD. 0+00	N.F. CURB ELM ST 13+30	R	AC	2	1330	40	53200	20	Very Poor
WOAKST	WEST OAK ST. - WOAKST	001	CHIEF CELERI DR	S MAIN ST	A	AC	2	200	45	9000	20	Very Poor
N600B	N600B - N600B	N600B1	W FIR ST	W BUSH ST	O	AC	2	416	16	6656	19	Very Poor
S100L	S100L - S100L	S100L1	WILLOW ST	E OAK ST	O	AC	2	608	14	8512	19	Very Poor
S202F	S202F - S202F	S202F1	MAPLE ST	105' N/O MAPLE ST	O	AC	2	105	14	1470	19	Very Poor
S200L	S200L - S200L	S200L1	MAPLE ST	WILLOW ST	O	AC	2	242	14	3388	17	Very Poor
S300J	S300J - S300J	S300J1	S END	MAPLE ST	O	AC	2	356	14	4984	17	Very Poor

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N300F	N300F - N300F	N300F1	E REDWOOD AVE	E LAUREL ST	O	AC	2	414	14	5796	16	Very Poor
N100D	N100D - N100D	N100D1	E OAK ST	E ALDER ST	O	AC	2	417	20	8340	14	Very Poor
DENNIS	DENNISON LANE - DENNIS	001	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	R	AC	2	853	14	11942	13	Very Poor
ECYPRES	EAST CYPRESS ST. 002 - ECYPRES	002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	C	AC	2	813	40	32520	13	Very Poor
N200D	N200D - N200D	N200D1	E ALDER ST	E REDWOOD AVE	O	AC	2	405	18	7290	13	Very Poor
N300D	N300D - N300D	N300D1	E REDWOOD AVE	E LAUREL ST	O	AC	2	413	18	7434	13	Very Poor
N800D	N800D - N800D	N800D1	E SPRUCE ST	E ELM ST	O	AC	2	423	18	7614	13	Very Poor
S200G	S200G - S200G	S200G1	MAPLE ST	MADRONE ST	O	AC	2	425	14	5950	13	Very Poor
SLINCO	SOUTH LINCOLN ST. - SLINCO	005	N.F. CURB CHESTNUT ST	MAPLE ST	C	AC	2	1069	55	58795	13	Very Poor
WALNUT	WALNUT ST. - WALNUT	003	W.F.CURB S.FRANKLIN 0+00	E.F.CURB HWY1 3+54	R	AC/AC	2	354	43	15222	13	Very Poor
WALNUT	WALNUT ST. - WALNUT	004	GROVE ST	EAST END	R	AC/AC	2	188	43	8084	13	Very Poor
WILLOW	WILLOW ST. 003 - WILLOW	003	E.F.CURB S.LINCOLN 0+00	E.F.CURB S HAROLD 6+36	R	AC/AC	2	636	32	20352	13	Very Poor
N500F	N500F - N500F	N500F1	E PINE ST	E FIR ST	O	AC	2	417	16	6672	12	Very Poor
NLINCO	NORTH. LINCOLN ST. - NLINCO	001	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	R	AC	2	652	25	16300	12	Very Poor
S300D	S300D - S300D	S300D1	HAZEL ST	MAPLE ST	O	AC	2	358	16	5728	12	Very Poor
S300P	S300P - S300P	S300P1	WALL ST	WILLOW ST	O	AC	2	955	20	19100	12	Very Poor
WILLOW	WILLOW ST. 002 - WILLOW	002	E.EDGE ALLEY LIVINGSTON 0+00	E.F.CURB S LINCOLN 6+00	R	AC	2	600	42	25200	12	Very Poor
EFIR	EAST FIR ST. 002 - EFIR	002	E.F.CURB @ HWY 1 0+00	RR TRACKS	C	AC	2	142	44	6248	11	Very Poor
S400K	S400K - S400K	S400K1	E CHESTNUT ST	N END	O	AC	2	276	20	5520	11	Very Poor
AZALEA	AZALEA CIRCLE - AZALEA	001	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	R	AC	2	275	38	10450	10	Very Poor
N300J	N300J - N300J	N300J1	E REDWOOD AVE	E LAUREL ST	O	AC	2	419	16	6704	10	Very Poor
N200F	N200F - N200F	N200F1	E ALDER ST	E REDWOOD AVE	O	AC	2	407	14	5698	9	Very Poor
OCEANV	OCEAN VIEW DRV.WEST 002 - OCEANV	002	4+18 FROM HWY 1 0+00	C.L. 4+58	R	AC/AC	2	458	28	12824	9	Very Poor
S200E	S200E - S200E	S200E1	MAPLE ST	MADRONE ST	O	AC	2	402	17	6834	9	Very Poor
WINNIF	WINNIFRED ST. - WINNIF	001	W. EDGE OF PAVEMENT 0+00	E.F. CURB BRANDON WAY 8+42	R	AC	2	842	34	28628	9	Very Poor
DICKWI	DICKWILLIAMS WAY - DICKWI	001	DANA ST	END AT CDS	R	AC	2	185	28	5180	8	Very Poor

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N100H	N100H - N100H	N100H1	E OAK ST	E ALDER ST	O	AC	2	414	16	6624	8	Very Poor
PENITE	PENITENTI WAY - PENITE	001	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	R	AC	2	275	38	10450	8	Very Poor
S100M	S100M - S100M	S100M1	WILLOW ST	E OAK ST	O	AC	2	603	14	8442	8	Very Poor
WALNUT	WALNUT ST. 002 - WALNUT	002	WHIPPLE	E.F.CURB S.FRANKLIN ST. 8+40	R	AC/AC	2	1041	30	31230	8	Very Poor
WEST	WEST ST. - WEST	001	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	R	AC	2	1380	43	59340	8	Very Poor
CHCEDR	CHIEF CELERI DR - CELERI	001	W REDWOOD RD	W OAK ST	C	AC	2	900	15	13500	7	Very Poor
N500G	N500G - N500G	N500G1	E PINE ST	E FIR ST	O	AC	2	428	16	6848	7	Very Poor
S100E	S100E - S100E	S100E1	MADRONE ST	E OAK ST	O	AC	2	417	16	6672	7	Very Poor
HOCKER	HOCKER LANE - HOCKER	001	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	R	AC	2	777	36	27972	6	Very Poor
N100E	N100E - N100E	N100E1	E OAK ST	E ALDER ST	O	AC	2	413	16	6608	6	Very Poor
N400H	N400H - N400H	N400H1	E LAUREL ST	E PINE ST	O	AC	2	414	16	6624	6	Very Poor
N500E	N500E - N500E	N500E1	E PINE ST	E FIR ST	O	AC	2	418	16	6688	6	Very Poor
N100J	N100J - N100J	N100J1	E OAK ST	E ALDER ST	O	AC	2	418	16	6688	5	Very Poor
N400E	N400E - N400E	N400E1	E LAUREL ST	E PINE ST	O	AC	1	426	18	7668	5	Very Poor
N400J	N400J - N400J	N400J1	E LAUREL ST	E PINE ST	O	AC	2	424	16	6784	5	Very Poor
N401G	N401G - N401G	N401G1	214' N/O LAUREL ST	E PINE ST	O	AC	2	206	14	2884	5	Very Poor
N200J	N200J - N200J	N200J1	E ALDER ST	E REDWOOD AVE	O	AC	2	425	16	6800	4	Very Poor
N400D	N400D - N400D	N400D1	E LAUREL ST	E PINE ST	O	AC	2	410	20	8200	4	Very Poor
N402G	N402G - N402G	N402G1	E LAUREL ST	214' N/O LAUREL ST	O	AC	2	214	14	2996	4	Very Poor
N900D	N900D - N900D	N900D1	E ELM ST	E MANZANITA ST	O	AC	2	405	20	8100	4	Very Poor
S100P	S100P - S100P	S100P1	WILLOW ST	E OAK ST	O	AC	2	605	16	9680	4	Very Poor
N500D	N500D - N500D	N500D1	E PINE ST	E FIR ST	O	AC	2	407	18	7326	3	Very Poor
S800E	S800E - S800E	S800E1	N HARBOR DR	SOUTH ST	O	AC	2	592	16	9472	3	Very Poor
HOWLAN	HOWLAND CT. - HOWLAN	001	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	R	AC	2	230	36	8280	2	Very Poor
N300H	N300H - N300H	N300H1	E REDWOOD AVE	E LAUREL ST	O	AC	2	426	16	6816	2	Very Poor
N200H	N200H - N200H	N200H1	E ALDER ST	E REDWOOD AVE	O	AC	2	424	14	5936	1	Very Poor

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N500J	N500J - N500J	N500J1	E PINE ST	E FIR ST	O	AC	2	427	18	7686	1	Very Poor
McKINL	McKINLEY ST. - McKINL	001	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	R	AC	2	410	32	13120	0	Very Poor
N100F	N100F - N100F	N100F1	E OAK ST	E ALDER ST	O	G	2	413	14	5782	0	N/A
N100K	N100K - N100K	N100K1	E OAK ST	E ALDER ST	O	G	2	420	16	6720	0	N/A
N100L	N100L - N100L	N100L1	E OAK ST	E ALDER ST	O	G	2	428	14	5992	0	N/A
N101G	N101G - N101G	N101G1	E OAK ST	300' N/O E OAK ST	O	G	2	300	16	4800	0	N/A
N200G	N200G - N200G	N200G1	E ALDER ST	E REDWOOD AVE	O	G	2	423	14	5922	0	N/A
N200K	N200K - N200K	N200K1	CEDAR ST	E REDWOOD AVE	O	G	2	194	14	2716	0	N/A
N200L	N200L - N200L	N200L1	MORROW ST	E END	O	G	2	200	12	2400	0	N/A
N300G	N300G - N300G	N300G1	E REDWOOD AVE	N END	O	G	2	168	14	2352	0	N/A
N300K	N300K - N300K	N300K1	E REDWOOD AVE	E LAUREL ST	O	G	2	431	16	6896	0	N/A
N400F	N400F - N400F	N400F1	E LAUREL ST	E PINE ST	O	G	2	426	16	6816	0	N/A
N500A	N500A - N500A	N500A1	W PINE ST	W FIR ST	O	G	2	426	18	7668	0	N/A
N500B	N500B - N500B	N500B1	W PINE ST	W FIR ST	O	G	2	427	16	6832	0	N/A
N500H	N500H - N500H	N500H1	E PINE ST	E FIR ST	O	G	2	422	12	5064	0	N/A
N600A	N600A - N600A	N600A1	W FIR ST	W BUSH ST	O	G	2	460	16	7360	0	N/A
N600F	N600F - N600F	N600F1	E FIR ST	E BUSH ST	O	G	2	417	16	6672	0	N/A
N600H	N600H - N600H	N600H1	E FIR ST	E BUSH ST	O	G	2	426	14	5964	0	N/A
N700A	N700A - N700A	N700A1	W BUSH ST	W SPRUCE ST	O	G	2	458	16	7328	0	N/A
N700B	N700B - N700B	N700B1	W BUSH ST	W SPRUCE ST	O	G	2	425	14	5950	0	N/A
N700C	N700C - N700C	N700C1	W BUSH ST	W SPRUCE ST	O	G	2	409	14	5726	0	N/A
N700G	N700G - N700G	N700G1	E BUSH ST	WINIFRED ST	O	G	2	268	14	3752	0	N/A
N700H	N700H - N700H	N700H1	E BUSH ST	WINIFRED ST	O	G	2	264	18	4752	0	N/A
N800G	N800G - N800G	N800G1	WINIFRED ST	N END	O	G	2	358	14	5012	0	N/A
S100D	S100D - S100D	S100D1	S END	E OAK ST	O	AC	2	20	16	320	0	Very Poor
S100F	S100F - S100F	S100F1	MADRONE ST	E OAK ST	O	G	2	418	18	7524	0	N/A

City of Fort Bragg
2026 Pavement Management Program Update
Network Inventory - Sorted Descending PCI

Street ID	Street Name	Section ID	Begin Location	End Location	FC	ST	Lanes	Length (ft)	Width (ft)	Area (sf)	PCI	Condition Category
S100K	S100K - S100K	S100K1	WILLOW ST	E OAK ST	O	AC	2	606	14	8484	0	Very Poor
S100N	S100N - S100N	S100N1	WILLOW ST	E OAK ST	O	G	2	616	16	9856	0	N/A
S200H	S200H - S200H	S200H1	MAPLE ST	MADRONE ST	O	G	2	410	14	5740	0	N/A
S200K	S200K - S200K	S200K1	MAPLE ST	WILLOW ST	O	G	2	258	16	4128	0	N/A
S300F	S300F - S300F	S300F1	HAZEL ST	MAPLE ST	O	G	2	363	10	3630	0	N/A
S300H	S300H - S300H	S300H1	S END	MAPLE ST	O	G	2	364	15	5460	0	N/A
S500J	S500J - S500J	S500J1	WALNUT ST	E CHESTNUT ST	O	G	2	378	18	6804	0	N/A
SOUTH	SOUTH ST. 015 - SOUTH	015	END OF GD. PAVEMENT 0+00 @001	S.EAST P.L. ROSSI RES. 4+30	R	G	2	430	22	9460	0	N/A

Appendix B

Maintenance and Rehabilitation (M&R) Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

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

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

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

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

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

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

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

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

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$8.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$11.25		5	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$14.50			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$79.50			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$240.25			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$8.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$11.25		5	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$14.50			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$79.50			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$240.25			
	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			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$14.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Arterial			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		IV - Poor		THIN OVERLAY w/FABRIC	$7.02			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$14.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	$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

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$7.75		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$10.75		6	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$13.75			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$78.25			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$228.25			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$7.75		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$10.75		6	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$13.75			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$78.25			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$228.25			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$0.60	3		
			Surface Treatment	SLURRY SEAL	$0.78		4	
			Restoration Treatment	LC & THICK OL W/ FABRIC	$8.82			1
		II - Good, Non-Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		III - Good, Load Related		MILL & THIN OL W/FABRIC	$10.08			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$11.38			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Collector			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	$5.76			
		IV - Poor		PULVERIZE,RESHAPE,COMPACT	$9.45			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$11.38			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	$1.51			
		IV - Poor		SINGLE CHIP SEAL	$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$7.47			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$6.75		7	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$8.50		7	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$12.00		7	
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$70.75			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$154.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$6.75		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$8.50		7	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$12.00		7	
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$70.75			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$154.75			
	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			
		III - Good, Load Related		THIN OVERLAY w/FABRIC	$7.02			
		IV - Poor		LC & THICK OL W/ FABRIC	$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$8.75			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Residential/Local			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		THICK OVERLAY W/ FABRIC (2")	$8.12			
		V - Very Poor		PULVERIZE,RESHAPE,COMPACT	$9.45			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		SINGLE CHIP SEAL	$4.25			
		IV - Poor		DOUBLE CHIP SEAL	$8.25			
		V - Very Poor		AC OVERLAY 1.5 INCHES	$49.25			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$6.75		8	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$8.50		8	
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$12.00			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$70.75			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$154.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	$6.75		8	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		MICROSURFACING W/ 3% DIGOUTS	$8.50			
		III - Good, Load Related		MICROSURFACING W/ 5% DIGOUTS	$12.00			
		IV - Poor		THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	$70.75			
		V - Very Poor		THICK MILL AND OVERLAY W/ 10% DIGOUTS	$154.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	$15.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	$6.14			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$8.75			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 8/5/2026

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	**Default**							
Other			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	$14.20			
		V - Very Poor		THICK AC OVERLAY(2 INCHES)	$26.95			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	$1.51			
		IV - Poor		SINGLE CHIP SEAL	$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	$7.27			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix C

Budget Needs

Appendix C-1

Projected PCI Cost Summary

Needs - Projected PCI/Cost Summary

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

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 10-year period.

Needs - Projected PCI/Cost Summary

Inflation: 3.00% Printed: 9/18/2026

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2027	85	56	$743,364	$29,207,657	$29,951,020
2028	82	53	$28,100	$897,336	$925,436
2029	81	51	$109,254	$894,688	$1,003,942
2030	80	48	$193,034	$564,834	$757,868
2031	79	46	$0	$408,406	$408,406
2032	80	43	$1,734,780	$834,312	$2,569,092
2033	79	41	$55,613	$708,291	$763,904
2034	80	39	$735,397	$1,870,953	$2,606,349
2035	80	36	$706,801	$777,398	$1,484,200
2036	79	34	$0	$404,486	$404,486

	% PM	PM Total Cost	Rehab Total Cost	Total Cost
	10.54%	$4,306,342	$36,568,361	$40,874,704

Appendix C-2

Preventive Maintenance Treatment Cost Summary

Needs - Preventive Maintenance Treatment/Cost Summary

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

Column	Description
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e., 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation: 3.00%

Printed: 9/18/2026

Treatment	Year	Area Treated		Cost
SLURRY SEAL W/ CRACK SEAL	2027	106,414	sq. yd.	$743,364
	2028	4,041.78	sq. yd.	$28,100
	2029	13,957.33	sq. yd.	$109,254
	2030	23,440.89	sq. yd.	$193,034
	2032	204,930.44	sq. yd.	$1,734,780
	2033	6,900	sq. yd.	$55,613
	2034	87,285.11	sq. yd.	$735,397
	2035	77,081.11	sq. yd.	$706,801
	Total	524,050.67		$4,306,342
	Total Quantity	524,050.67		$4,306,342

Appendix C-3

Rehabilitation Treatment Cost Summary

Needs - Rehabilitation Treatment/Cost Summary

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

Column	Description
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e., 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

Needs - Rehabilitation
Treatment/Cost Summary

Inflation: 3.00% Printed: 9/18/2026

Treatment	Year	Area Treated	Cost
MICROSURFACING W/ 3% DIGOUTS	2027	41,349.22 sq.yd.	$394,280
	2028	1,835.56 sq.yd.	$16,070
	2029	12,261.67 sq.yd.	$130,473
	2031	8,387.78 sq.yd.	$101,486
	2032	6,428.89 sq.yd.	$63,349
	2033	17,326.44 sq.yd.	$222,403
	2034	22,113.89 sq.yd.	$231,177
	2035	10,172.78 sq.yd.	$133,299
	2036	3,924.44 sq.yd.	$43,524
	Total	123,800.67 sq.yd.	$1,336,061
MICROSURFACING W/ 5% DIGOUTS	2027	180,575.89 sq.yd.	$2,414,716
	2028	60,661.11 sq.yd.	$881,265
	2029	51,475.78 sq.yd.	$764,216
	2030	36,753.78 sq.yd.	$564,834
	2031	19,246.78 sq.yd.	$306,921
	2032	40,318 sq.yd.	$616,670
	2033	28,820.78 sq.yd.	$485,888
	2034	72,508.44 sq.yd.	$1,132,970
	2035	36,515.67 sq.yd.	$644,099
	2036	19,857.89 sq.yd.	$360,962
	Total	546,734.11 sq.yd.	$8,172,541
THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS	2027	83,973.11 sq.yd.	$6,313,200
	2032	1,700.89 sq.yd.	$154,293
	2034	5,824.44 sq.yd.	$506,806
	Total	91,498.44 sq.yd.	$6,974,299
THICK MILL AND OVERLAY W/ 10% DIGOUTS	2027	112,464.22 sq.yd.	$20,085,461
	Total	112,464.22 sq.yd.	$20,085,461

Total Cost	$36,568,361

Appendix D

Scenario Results

Appendix D-1

Scenario 1

Scenarios - Cost Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	13%	$1,325,000	II $353,081	Non-Project	$52,238	$0	$28,746,884	Funded	$120,750
			III $798,817					Unmet	$0
			IV $0	Project	$0				
			V $0						
			Total $1,151,898						
			Project $0						
2028	13%	$1,325,000	II $39,672	Non-Project	$180,025	$0	$29,856,535	Funded	$0
			III $575,251					Unmet	$0
			IV $528,549	Project	$0				
			V $0						
			Total $1,143,472						
			Project $0						
2029	13%	$1,325,000	II $130,473	Non-Project	$172,092	$43	$32,264,784	Funded	$115
			III $456,195					Unmet	$0
			IV $563,345	Project	$0				
			V $0						
			Total $1,150,013						
			Project $0						
2030	10%	$1,325,000	II $118,080	Non-Project	$131,545	$0	$33,077,707	Funded	$998
			III $254,669					Unmet	$0
			IV $819,259	Project	$0				
			V $0						
			Total $1,192,008						
			Project $0						
2031	10%	$1,325,000	II $118,516	Non-Project	$135,005	$0	$38,141,740	Funded	$0
			III $890,622					Unmet	$0
			IV $149,799	Project	$0				
			V $28,448						
			Total $1,187,385						
			Project $0						
2032	13%	$1,325,000	II $128,319	Non-Project	$10,481	$0	$41,278,694	Funded	$166,326
			III $622,196					Unmet	$0
			IV $396,615	Project	$0				
			V $0						
			Total $1,147,130						
			Project $0						
2033	10%	$1,325,000	II $195,043	Non-Project	$140,891	$0	$42,158,351	Funded	$0
			III $416,759					Unmet	$0
			IV $570,200	Project	$0				
			V $0						
			Total $1,182,002						
			Project $0						
2034	13%	$1,325,000	II $269,952	Non-Project	$203,022	$0	$43,838,532	Funded	$0
			III $725,625					Unmet	$0
			IV $64,293	Project	$0				
			V $60,988						
			Total $1,120,859						
			Project $0						

Scenarios Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	13%	$1,325,000	II	$133,299	Non-Project	$209,866	$0	$46,247,044	Funded	$0
			III	$428,555					Unmet	$0
			IV	$485,711	Project	$0				
			V	$65,257						
			Total	$1,112,822						
			Project	$0						
2036	13%	$1,325,000	II	$255,164	Non-Project	$173,766	$0	$48,851,718	Funded	$0
			III	$42,484					Unmet	$0
			IV	$772,681	Project	$0				
			V	$76,009						
			Total	$1,146,339						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$4,065,941	$539,807	$11,668	$0
Collector	$4,918,085	$308,589	$103,498	$0
Other	$257,351	$19,223	$59,061	$0
Residential/Local	$2,292,553	$541,313	$113,961	$0
Grand Total:	$11,533,930	$1,408,932	$288,189	$0

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year	Budget	PM
2027	$1,325,000	13%
2028	$1,325,000	13%
2029	$1,325,000	13%
2030	$1,325,000	10%

Year	Budget	PM
2031	$1,325,000	10%
2032	$1,325,000	13%
2033	$1,325,000	10%
2034	$1,325,000	13%

Year	Budget	PM
2035	$1,325,000	13%
2036	$1,325,000	13%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	56	58	4.37	8.43
2028	53	57	3.25	6.50
2029	51	56	2.96	5.92
2030	48	55	2.36	4.73
2031	46	54	3.85	7.63
2032	43	54	2.66	5.33
2033	41	53	2.73	5.55
2034	39	53	4.15	7.90
2035	36	52	2.80	5.60
2036	34	52	2.04	3.78

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	9.4%	19.0%	1.6%	31.2%
II / III	7.2%	15.5%	14.5%	0.0%	37.2%
IV	3.2%	4.2%	5.5%	0.5%	13.5%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.0%	11.7%	26.2%	1.6%	43.4%
II / III	4.6%	13.2%	7.3%	0.0%	25.1%
IV	3.2%	4.2%	5.5%	0.5%	13.5%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	17.0%	18.5%	1.8%	49.0%
II / III	0.0%	4.1%	13.1%	0.0%	17.2%
IV	0.0%	0.9%	2.2%	0.0%	3.0%
V	0.6%	12.3%	12.3%	5.6%	30.8%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Appendix D-2

Scenario 2

Scenarios - Cost Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	20%	$2,500,000	II $394,280	Non-Project	$385,512	$0	$27,568,527	Funded	$116,229
			III $1,089,546					Unmet	$0
			IV $513,155	Project	$0				
			V $0						
			Total $1,996,981						
			Project $0						
2028	1%	$3,300,000	II $16,070	Non-Project	$48,987	$0	$26,617,345	Funded	$0
			III $1,746,307					Unmet	$0
			IV $1,488,487	Project	$0				
			V $0						
			Total $3,250,864						
			Project $0						
2029	10%	$3,000,000	II $130,473	Non-Project	$315,501	$0	$26,671,233	Funded	$0
			III $1,101,557					Unmet	$0
			IV $1,452,103	Project	$0				
			V $0						
			Total $2,684,133						
			Project $0						
2030	5%	$3,200,000	II $0	Non-Project	$163,157	$0	$24,990,951	Funded	$0
			III $526,476					Unmet	$0
			IV $2,428,490	Project	$0				
			V $81,807						
			Total $3,036,773						
			Project $0						
2031	0%	$3,400,000	II $101,486	Non-Project	$4,368	$0	$22,768,146	Funded	$0
			III $360,711					Unmet	$0
			IV $463,799	Project	$0				
			V $2,465,404						
			Total $3,391,400						
			Project $0						
2032	10%	$3,300,000	II $63,349	Non-Project	$243,220	$0	$21,279,718	Funded	$92,280
			III $496,036					Unmet	$0
			IV $154,293	Project	$0				
			V $2,248,012						
			Total $2,961,690						
			Project $0						
2033	0%	$3,200,000	II $222,403	Non-Project	$0	$0	$19,751,757	Funded	$0
			III $589,903					Unmet	$0
			IV $0	Project	$0				
			V $2,385,833						
			Total $3,198,139						
			Project $0						
2034	20%	$3,000,000	II $342,822	Non-Project	$598,142	$1,858	$18,947,120	Funded	$0
			III $756,567					Unmet	$0
			IV $0	Project	$0				
			V $1,300,329						
			Total $2,399,719						
			Project $0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	5%	$3,000,000	II $133,299	Non-Project	$219,081	$0	$18,285,765	Funded	$0
			III $991,539					Unmet	$0
			IV $0	Project	$0				
			V $1,654,995						
			Total $2,779,833						
			Project $0						
2036	8%	$3,000,000	II $85,816	Non-Project	$300,998	$0	$16,780,640	Funded	$0
			III $448,831					Unmet	$0
			IV $0	Project	$0				
			V $2,163,303						
			Total $2,697,950						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$4,976,534	$543,360	$5,596	$0
Collector	$7,642,524	$598,203	$68,730	$0
Other	$6,515,488	$18,466	$48,887	$0
Residential/Local	$9,262,933	$1,118,937	$85,296	$0
Grand Total:	$28,397,479	$2,278,966	$208,509	$0

Scenarios Criteria:

Scenarios - Network Condition Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year	Budget	PM
2027	$2,500,000	20%
2028	$3,300,000	1%
2029	$3,000,000	10%
2030	$3,200,000	5%

Year	Budget	PM
2031	$3,400,000	0%
2032	$3,300,000	10%
2033	$3,200,000	0%
2034	$3,000,000	20%

Year	Budget	PM
2035	$3,000,000	5%
2036	$3,000,000	8%

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	56	59	7.73	15.15
2028	53	61	6.40	12.50
2029	51	62	6.48	12.66
2030	48	64	3.90	7.74
2031	46	65	2.39	4.77
2032	43	66	4.43	8.95
2033	41	67	3.25	6.11
2034	39	68	6.68	12.96
2035	36	69	4.87	9.74
2036	34	70	3.94	7.52

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	9.4%	19.0%	1.6%	31.2%
II / III	7.2%	15.5%	14.5%	0.0%	37.2%
IV	3.2%	4.2%	5.5%	0.5%	13.5%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.0%	13.0%	26.7%	1.6%	46.3%
II / III	4.6%	11.9%	6.7%	0.0%	23.2%
IV	2.2%	4.2%	5.5%	0.5%	12.4%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	12.4%	25.0%	28.7%	7.4%	73.4%
II / III	0.0%	4.1%	12.3%	0.0%	16.4%
V	0.0%	5.2%	5.0%	0.0%	10.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Scenarios Criteria:

Appendix D-3

Scenario 3

Scenarios - Cost Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S3: No Funds

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2027	0%	$0	II	$0	Non-Project	$0	$0	$29,951,020	Funded	$0
			III	$0					Unmet	$133,367
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2028	0%	$0	II	$0	Non-Project	$0	$0	$32,156,988	Funded	$0
			III	$0					Unmet	$246
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2029	0%	$0	II	$0	Non-Project	$0	$0	$36,654,944	Funded	$0
			III	$0					Unmet	$1,806
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2030	0%	$0	II	$0	Non-Project	$0	$0	$39,509,503	Funded	$0
			III	$0					Unmet	$2,486
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2031	0%	$0	II	$0	Non-Project	$0	$0	$46,039,446	Funded	$0
			III	$0					Unmet	$2,810
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2032	0%	$0	II	$0	Non-Project	$0	$0	$57,023,194	Funded	$0
			III	$0					Unmet	$219,289
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2033	0%	$0	II	$0	Non-Project	$0	$0	$61,896,394	Funded	$0
			III	$0					Unmet	$701
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2034	0%	$0	II	$0	Non-Project	$0	$0	$68,697,213	Funded	$0
			III	$0					Unmet	$3,127
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2035	0%	$0	II	$0	Non-Project	$0	$0	$73,919,755	Funded	$0
			III	$0					Unmet	$3,000
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2036	0%	$0	II	$0	Non-Project	$0	$0	$83,153,008	Funded	$0
			III	$0					Unmet	$7,753
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$0	$0	$0	$42,118
Collector	$0	$0	$0	$127,914
Other	$0	$0	$0	$59,400
Residential/Local	$0	$0	$0	$145,153
Grand Total:	$0	$0	$0	$374,585

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S3: No Funds

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2027	$0	0%	2031	$0	0%	2035	$0	0%
2028	$0	0%	2032	$0	0%	2036	$0	0%
2029	$0	0%	2033	$0	0%			
2030	$0	0%	2034	$0	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2027	56	56	0	0
2028	53	53	0	0
2029	51	51	0	0
2030	48	48	0	0
2031	46	46	0	0
2032	43	43	0	0
2033	41	41	0	0
2034	39	39	0	0
2035	36	36	0	0
2036	34	34	0	0

Percent Network Area by Functional Class and Condition Category

Condition in base year 2027, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	9.4%	19.0%	1.6%	31.2%
II / III	7.2%	15.5%	14.5%	0.0%	37.2%
IV	3.2%	4.2%	5.5%	0.5%	13.5%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	9.4%	19.0%	1.6%	31.2%
II / III	7.2%	15.5%	14.5%	0.0%	37.2%
IV	3.2%	4.2%	5.5%	0.5%	13.5%
V	0.6%	5.2%	7.0%	5.3%	18.1%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Condition in year 2036 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.0%	2.6%	8.7%	1.4%	13.7%
II / III	0.4%	4.6%	13.2%	0.2%	18.4%
IV	4.3%	12.2%	11.5%	0.0%	28.0%
V	6.7%	14.9%	12.5%	5.8%	39.9%
Total	12.4%	34.3%	46.0%	7.4%	100.0%

Scenarios Criteria:

Appendix E

Sections Selected for Treatment

Appendix E-1

Scenario 1

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year	Budget	PM
2027	$1,325,000	13%
2028	$1,325,000	13%
2029	$1,325,000	13%
2030	$1,325,000	10%

Year	Budget	PM
2031	$1,325,000	10%
2032	$1,325,000	13%
2033	$1,325,000	10%
2034	$1,325,000	13%

Year	Budget	PM
2035	$1,325,000	13%
2036	$1,325,000	13%

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	R	AC	0	82	81	89	$18,564	16,278	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	82	82	89	$17,707	18,453	SLURRY SEAL W/ CRACK SEAL
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		85	84	91	$5,445	15,154	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	HAZEL	002	315	32	10,080	R	AC	0	84	83	90	$7,560	12,416	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	83	82	89	$1,395	15,825	SLURRY SEAL W/ CRACK SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		84	84	91	$1,568	12,133	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$52,238		
EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	EBBING	001	562	37	20,794	R	AC	0	66	65	75	$19,639	9,046	MICROSURFACING W/ 3% DIGOUTS
EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	R	AC	0	61	60	71	$36,144	8,289	MICROSURFACING W/ 3% DIGOUTS
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	C	AC	0	69	68	77	$34,926	8,078	MICROSURFACING W/ 3% DIGOUTS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	66	66	75	$12,314	9,467	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	60	60	71	$3,315	11,140	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	61	61	71	$4,231	11,557	MICROSURFACING W/ 3% DIGOUTS
HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	54	53	66	$10,276	9,825	MICROSURFACING W/ 3% DIGOUTS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	61	61	71	$19,743	9,871	MICROSURFACING W/ 3% DIGOUTS
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		68	68	77	$1,768	10,665	MICROSURFACING W/ 3% DIGOUTS
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	C	AC	0	67	66	76	$118,565	9,096	MICROSURFACING W/ 3% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	61	61	71	$11,492	9,625	MICROSURFACING W/ 3% DIGOUTS
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	57	57	68	$14,167	10,125	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	SSANDE	005	412	30	12,360	R	AC	0	70	70	79	$11,673	10,128	MICROSURFACING W/ 3% DIGOUTS
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	60	59	70	$9,854	7,628	MICROSURFACING W/ 3% DIGOUTS
WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	WOODLA	001	555	38	21,090	R	AC	0	67	67	76	$19,918	9,274	MICROSURFACING W/ 3% DIGOUTS
WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	WPINE	001	617	43	26,531	R	AC	0	67	66	76	$25,057	7,765	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$353,081		
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	65	65	75	$72,297	7,853	MICROSURFACING W/ 5% DIGOUTS
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	63	63	73	$125,832	7,794	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	59	58	69	$32,561	8,416	MICROSURFACING W/ 5% DIGOUTS
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	R	AC	0	70	70	79	$108,533	8,431	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	62	73	$233,813	9,256	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	R	AC	0	54	53	66	$2,707	7,127	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	53	65	$223,074	9,454	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$798,817		
				Year 2027 Area Total			939,435					Year 2027 Total		$1,204,136		

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	85	92	$36,919	15,517	SLURRY SEAL W/ CRACK SEAL
MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	MINNES	001	630	32	20,160	R	AC	0	81	80	88	$15,574	14,823	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	SHAROL	002	975	20	19,500	R	AC/AC	0	83	82	89	$15,064	13,294	SLURRY SEAL W/ CRACK SEAL
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	79	77	85	$40,665	14,902	SLURRY SEAL W/ CRACK 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	R	AC	0	81	80	88	$39,749	14,801	SLURRY SEAL W/ CRACK SEAL
WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	WALDER	001	150	43	6,450	R	AC	0	83	81	89	$4,983	10,370	SLURRY SEAL W/ CRACK SEAL
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	R	AC	0	84	82	89	$27,072	15,355	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$180,025		
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	R	AC	0	71	69	78	$16,070	9,193	MICROSURFACING W/ 3% DIGOUTS
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	68	64	74	$23,602	7,233	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$39,672		
CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	CEDAR	001	2,275	27	61,425	R	AC	0	60	58	69	$84,357	6,895	MICROSURFACING W/ 5% DIGOUTS
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	R	AC	0	61	59	70	$25,508	6,952	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	56	68	$126,800	7,328	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	59	67	76	$33,537	8,602	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	58	69	$75,282	7,115	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	63	73	$229,767	10,258	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$575,251		
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	A	AC	0	41	37	100	$528,549	7,185	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$528,549		
				Year 2028 Area Total			676,800					Year 2028 Total		$1,323,497		

** - Treatment from Project Selection

MTC StreetSaver

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	88	84	91	$30,351	14,021	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	87	84	91	$26,310	13,748	SLURRY SEAL W/ CRACK SEAL
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	R	AC	0	84	82	89	$21,922	12,576	SLURRY SEAL W/ CRACK SEAL
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	215	13	2,795	R	AC/AC	0	88	85	92	$2,224	9,785	SLURRY SEAL W/ CRACK 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	R	AC	0	82	80	87	$58,566	13,100	SLURRY SEAL W/ CRACK 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	R	AC	0	75	72	81	$32,718	13,474	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$172,092		
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	C	AC	0	74	68	78	$95,083	8,363	MICROSURFACING W/ 3% DIGOUTS
EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	ELAURE	005	412	40	16,480	R	AC	0	72	69	78	$16,512	10,535	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	73	69	78	$18,877	9,192	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$130,473		
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	A	AC	0	60	65	75	$130,604	7,330	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	67	77	$77,540	7,249	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	68	78	$248,052	9,192	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$456,195		
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	43	100	$215,586	6,818	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	A	AC/AC	0	49	42	100	$347,759	6,829	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$563,345		
				Year 2029 Area Total			645,903					Year 2029 Total		$1,322,106		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	BOATYA	001	1,030	24	24,720	A	AC/AC	0	89	83	90	$24,011	14,835	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	85	80	88	$26,618	14,437	SLURRY SEAL W/ CRACK SEAL
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	R	AC/AC	0	90	86	93	$4,241	9,676	SLURRY SEAL W/ CRACK 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	C	AC/AC	0	83	78	86	$48,779	14,567	SLURRY SEAL W/ CRACK SEAL
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	R	AC	0	83	79	87	$7,653	12,485	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	83	80	88	$20,243	15,315	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$131,545		
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	R	AC	0	74	68	78	$18,885	8,798	MICROSURFACING W/ 3% DIGOUTS
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	77	69	78	$99,195	8,182	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$118,080		
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		73	66	75	$10,910	5,314	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	70	79	$243,759	10,219	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$254,669		
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	A	AC	0	43	31	100	$819,259	6,858	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$819,259		
				Year 2030 Area Total			469,184					Year 2030 Total		$1,323,553		

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	C	AC	0	83	76	84	$14,170	13,457	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS& HARISON 12+23	EBUSH	001	471	33	15,543	R	AC	0	84	79	87	$13,120	12,453	SLURRY SEAL W/ CRACK SEAL
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	93	88	94	$8,188	11,486	SLURRY SEAL W/ CRACK SEAL
GROVE ST.	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	GROVE	001	625	30	18,750	R	AC	0	92	88	94	$15,827	12,586	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	HAZEL	003	295	27	7,965	R	AC	0	89	84	91	$6,724	11,092	SLURRY SEAL W/ CRACK SEAL
NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	R	AC/AC	0	85	79	87	$9,623	10,829	SLURRY SEAL W/ CRACK SEAL
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	R	AC	0	87	83	90	$19,128	12,689	SLURRY SEAL W/ CRACK SEAL
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	R	AC/AC	0	83	78	86	$22,454	12,001	SLURRY SEAL W/ CRACK SEAL
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	R	AC	0	84	79	87	$25,771	12,452	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$135,005		
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	C	AC/AC	0	75	68	77	$41,944	9,725	MICROSURFACING W/ 3% DIGOUTS
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPPE	005	433	37	16,021	R	AC	0	76	69	78	$17,030	8,700	MICROSURFACING W/ 3% DIGOUTS
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	C	AC	0	72	61	72	$59,542	7,143	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$118,516		
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	R	AC	0	70	62	72	$22,263	5,665	MICROSURFACING W/ 5% DIGOUTS
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	C	AC/AC	0	77	70	79	$69,125	7,642	MICROSURFACING W/ 5% DIGOUTS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	R	AC	0	62	52	65	$28,052	5,461	MICROSURFACING W/ 5% DIGOUTS
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	R	AC	0	66	57	68	$59,427	5,359	MICROSURFACING W/ 5% DIGOUTS
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	R	AC	0	74	67	76	$33,369	6,101	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	69	79	$138,558	6,933	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
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	A	AC	0	59	70	79	$36,647	7,973	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	52	65	$204,885	5,111	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	R	AC	0	75	68	77	$23,867	6,083	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	53	66	$79,587	5,151	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE	SOUTH	010	447	38	16,986	R	AC	0	67	57	68	$25,491	4,982	MICROSURFACING W/ 5% DIGOUTS
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	C	AC	0	69	56	67	$131,716	4,932	MICROSURFACING W/ 5% DIGOUTS
WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	WALL	001A	660	38	25,080	R	AC/AC	0	75	68	78	$37,637	6,227	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$890,622		
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	C	AC	0	51	34	100	$149,799	4,820	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$149,799		
S202F	MAPLE ST	105' N/O MAPLE ST	S202F	S202F1	105	14	1,470	O	AC		19	3	100	$28,448	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$28,448		
				Year 2031 Area Total			796,996					Year 2031 Total		$1,322,390		

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	R	AC	0	93	88	94	$4,686	10,759	SLURRY SEAL W/ CRACK SEAL
WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	WLAURE	001	155	43	6,665	R	AC	0	88	81	88	$5,795	10,856	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$10,481		
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	R	AC	0	68	59	70	$11,036	9,253	MICROSURFACING W/ 3% DIGOUTS
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	R	AC	0	64	51	64	$19,270	7,073	MICROSURFACING W/ 3% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		68	70	79	$2,050	9,199	MICROSURFACING W/ 3% DIGOUTS
OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	R	AC/AC	0	72	65	75	$16,476	10,316	MICROSURFACING W/ 3% DIGOUTS
STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	STEWAR	003	1,380	43	59,340	R	AC	0	77	69	78	$64,970	8,680	MICROSURFACING W/ 3% DIGOUTS
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	R	AC	0	65	55	67	$14,518	8,177	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$128,319		
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	R	AC/AC	0	74	66	75	$33,379	6,112	MICROSURFACING W/ 5% DIGOUTS
MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	MADRON	001	650	43	27,950	R	AC	0	69	60	70	$43,202	5,916	MICROSURFACING W/ 5% DIGOUTS
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	R	AC	0	74	64	74	$86,126	5,966	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	62	72	$211,032	5,740	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	63	73	$81,974	5,784	MICROSURFACING W/ 5% DIGOUTS
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	C	AC	0	69	65	74	$135,667	5,373	MICROSURFACING W/ 5% DIGOUTS
WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	WILLOW	001	623	32	19,936	R	AC	0	69	59	70	$30,815	5,832	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$622,196		
NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	NANCY	001	266	31	8,246	R	AC	0	42	28	100	$75,147	4,303	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	NHAROL	007	400	52	20,800	C	AC	0	53	32	100	$209,648	4,691	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	C	AC	0	57	33	100	$111,819	4,682	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$396,615		
				Year 2032 Area Total			536,632					Year 2032 Total		$1,157,611		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	82	79	87	$21,143	16,083	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	85	92	$42,799	13,416	SLURRY SEAL W/ CRACK SEAL
N800C	W SPRUCE ST	W ELM ST	N800C	N800C1	422	16	6,752	O	AC		93	86	92	$6,047	10,411	SLURRY SEAL W/ CRACK 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	R	AC	0	85	79	87	$13,039	15,084	SLURRY SEAL W/ CRACK SEAL
PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	PERKIN	001	1,053	33	34,749	R	AC	0	83	76	84	$31,119	13,902	SLURRY SEAL W/ CRACK SEAL
S302N	S301N	WALL ST	S302N	S302N1	139	16	2,224	O	AC		90	79	87	$1,992	9,743	SLURRY SEAL W/ CRACK SEAL
SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	SHAROL	002	975	20	19,500	R	AC/AC	0	83	84	91	$17,463	10,776	SLURRY SEAL W/ CRACK SEAL
WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	WREDWO	001	185	44	8,140	R	AC	0	90	82	89	$7,290	10,869	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$140,891		
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	C	AC	0	69	61	71	$41,703	6,093	MICROSURFACING W/ 3% DIGOUTS
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	C	AC	0	67	61	72	$141,573	6,999	MICROSURFACING W/ 3% DIGOUTS
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	60	52	65	$11,766	5,901	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$195,043		
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	R	AC/AC	0	79	68	78	$14,787	5,608	MICROSURFACING W/ 5% DIGOUTS
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		73	69	78	$11,921	4,806	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	69	78	$87,272	6,465	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	70	79	$279,184	8,234	MICROSURFACING W/ 5% DIGOUTS
SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	SLINCO	015B	494	30	14,820	R	AC	0	80	69	78	$23,594	5,674	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$416,759		
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	C	AC	0	55	30	100	$482,372	4,555	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	65	41	100	$87,829	4,468	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$570,200		
				Year 2034 Area Total			563,709					Year 2034 Total		$1,322,893		

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	AIRPOR	001B	268	22	5,896	R	AC	0	90	78	86	$5,439	9,799	SLURRY SEAL W/ CRACK SEAL
BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	88	82	89	$35,185	14,008	SLURRY SEAL W/ CRACK SEAL
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	R	AC	0	82	82	89	$22,831	13,091	SLURRY SEAL W/ CRACK SEAL
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		85	84	91	$6,697	12,283	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	83	83	90	$1,716	12,770	SLURRY SEAL W/ CRACK 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	A	AC	0	51	83	90	$25,150	12,616	SLURRY SEAL W/ CRACK SEAL
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	A	AC	0	41	82	89	$63,509	13,906	SLURRY SEAL W/ CRACK SEAL
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	A	AC/AC	0	49	83	90	$40,568	12,616	SLURRY SEAL W/ CRACK SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		84	82	89	$1,928	10,714	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$203,022		
EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	EBBING	001	562	37	20,794	R	AC	0	66	62	72	$24,153	7,310	MICROSURFACING W/ 3% DIGOUTS
EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	R	AC	0	61	55	67	$44,452	6,721	MICROSURFACING W/ 3% DIGOUTS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	66	62	73	$15,144	7,630	MICROSURFACING W/ 3% DIGOUTS
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	R	AC/AC	0	81	69	78	$10,593	7,968	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	60	60	71	$4,077	9,072	MICROSURFACING W/ 3% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	61	62	72	$5,204	9,457	MICROSURFACING W/ 3% DIGOUTS
HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	54	53	65	$12,638	7,972	MICROSURFACING W/ 3% DIGOUTS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	61	59	70	$24,281	7,961	MICROSURFACING W/ 3% DIGOUTS
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	61	58	69	$14,134	7,758	MICROSURFACING W/ 3% DIGOUTS
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	57	56	68	$17,423	8,233	MICROSURFACING W/ 3% DIGOUTS
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	68	55	67	$28,182	5,497	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	SSANDE	005	412	30	12,360	R	AC	0	70	67	77	$14,357	8,183	MICROSURFACING W/ 3% DIGOUTS
WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	WOODLA	001	555	38	21,090	R	AC	0	67	63	73	$24,497	7,489	MICROSURFACING W/ 3% DIGOUTS
WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	WPINE	001	617	43	26,531	R	AC	0	67	59	70	$30,817	6,419	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$269,952		
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	65	64	74	$88,917	6,359	MICROSURFACING W/ 5% DIGOUTS
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	63	62	73	$154,757	6,320	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	68	77	$223,884	6,026	MICROSURFACING W/ 5% DIGOUTS
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	R	AC/AC	0	81	69	78	$23,843	5,644	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	R	AC	0	54	53	66	$3,329	5,791	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	69	78	$86,966	6,099	MICROSURFACING W/ 5% DIGOUTS
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	C	AC	0	69	69	79	$143,929	5,445	MICROSURFACING W/ 5% DIGOUTS
											Treatment Total			$725,625		
CEDAR ST. 002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	CEDAR	002	350	19	6,650	R	AC	0	48	30	100	$64,293	4,053	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
											Treatment Total			$64,293		

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
N401G	214' N/O LAUREL ST	E PINE ST	N401G	N401G1	206	14	2,884	O	AC		5	0	100	$60,988	1,858	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$60,988		
				Year 2035 Area Total			836,316					Year 2035 Total		$1,323,880		

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	BOATYA	001	1,030	24	24,720	A	AC/AC	0	89	81	89	$27,835	14,034	SLURRY SEAL W/ CRACK SEAL
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	215	13	2,795	R	AC/AC	0	88	84	91	$2,655	9,079	SLURRY SEAL W/ CRACK SEAL
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	71	80	$155,908	16,017	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	83	84	91	$23,467	12,452	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$209,866		
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	C	AC	0	74	63	73	$113,534	6,397	MICROSURFACING W/ 3% DIGOUTS
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	R	AC	0	71	66	75	$19,764	7,450	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$133,299		
CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	CEDAR	001	2,275	27	61,425	R	AC	0	60	57	68	$103,748	5,590	MICROSURFACING W/ 5% DIGOUTS
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	R	AC	0	61	58	69	$31,372	5,608	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	68	77	$155,948	6,176	MICROSURFACING W/ 5% DIGOUTS
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	R	AC	0	70	69	78	$137,487	6,582	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$428,555		
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	64	29	100	$485,711	4,295	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$485,711		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
N402G	E LAUREL ST	214' N/O LAUREL ST	N402G	N402G1	214	14	2,996	O	AC		4	0	100	$65,257	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$65,257		
				Year 2036 Area Total			567,136					Year 2036 Total		$1,322,688		

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	85	80	87	$31,783	12,267	SLURRY SEAL W/ CRACK SEAL
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	A	AC	0	43	82	89	$98,439	13,108	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	87	82	89	$32,358	12,443	SLURRY SEAL W/ CRACK SEAL
S500H	WALNUT ST	E CHESTNUT ST	S500H	S500H1	635	18	11,430	O	AC		95	85	92	$11,185	10,882	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$173,766		
EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	ELAURE	005	412	40	16,480	R	AC	0	72	68	78	$20,308	8,546	MICROSURFACING W/ 3% DIGOUTS
REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	EREDWO	010	401	44	17,644	R	AC	0	84	70	79	$21,742	7,861	MICROSURFACING W/ 3% DIGOUTS
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	77	64	74	$118,444	6,268	MICROSURFACING W/ 3% DIGOUTS
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	79	70	79	$71,453	7,434	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	73	66	76	$23,216	7,426	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$255,164		
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	A	AC	0	59	68	77	$42,484	6,811	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$42,484		
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	C	AC	0	64	27	100	$772,681	4,180	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$772,681		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S1: Existing Budget $1,325,000

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
S200L	MAPLE ST	WILLOW ST	S200L	S200L1	242	14	3,388	O	AC		17	0	100	$76,009	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$76,009		
						Year 2036 Area Total		419,916				Year 2036 Total		$1,320,105		
						Grand Total Section Area:		6,452,027				Grand Total		$12,942,859		

** - Treatment from Project Selection

Scenarios Criteria:

Appendix E-2

Scenario 2 (Recommended Scenario)

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year	Budget	PM
2027	$2,500,000	20%
2028	$3,300,000	1%
2029	$3,000,000	10%
2030	$3,200,000	5%

Year	Budget	PM
2031	$3,400,000	0%
2032	$3,300,000	10%
2033	$3,200,000	0%
2034	$3,000,000	20%

Year	Budget	PM
2035	$3,000,000	5%
2036	$3,000,000	8%

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	R	AC	0	82	81	89	$18,564	16,278	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	82	82	89	$17,707	18,453	SLURRY SEAL W/ CRACK SEAL
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		85	84	91	$5,445	15,154	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	87	93	$35,844	15,591	SLURRY SEAL W/ CRACK SEAL
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	R	AC	0	83	83	90	$7,004	12,303	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	HAZEL	002	315	32	10,080	R	AC	0	84	83	90	$7,560	12,416	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	83	82	89	$1,395	15,825	SLURRY SEAL W/ CRACK SEAL
MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	MINNES	001	630	32	20,160	R	AC	0	81	81	89	$15,120	15,017	SLURRY SEAL W/ CRACK 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	R	AC	0	82	82	89	$55,205	13,119	SLURRY SEAL W/ CRACK SEAL
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	77	76	85	$65,444	13,827	SLURRY SEAL W/ CRACK SEAL
SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	SHAROL	002	975	20	19,500	R	AC/AC	0	83	83	90	$14,625	13,194	SLURRY SEAL W/ CRACK SEAL
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	79	79	87	$39,480	15,800	SLURRY SEAL W/ CRACK SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		84	84	91	$1,568	12,133	SLURRY SEAL W/ CRACK 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	R	AC	0	81	81	89	$38,591	14,992	SLURRY SEAL W/ CRACK 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	R	AC	0	75	75	83	$30,840	14,337	SLURRY SEAL W/ CRACK SEAL

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	WALDER	001	150	43	6,450	R	AC	0	83	83	90	$4,838	9,935	SLURRY SEAL W/ CRACK SEAL
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	R	AC	0	84	83	90	$26,284	15,474	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$385,512		
EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	EBBING	001	562	37	20,794	R	AC	0	66	65	75	$19,639	9,046	MICROSURFACING W/ 3% DIGOUTS
EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	R	AC	0	61	60	71	$36,144	8,289	MICROSURFACING W/ 3% DIGOUTS
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	C	AC	0	69	68	77	$34,926	8,078	MICROSURFACING W/ 3% DIGOUTS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	66	66	75	$12,314	9,467	MICROSURFACING W/ 3% DIGOUTS
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	C	AC	0	51	50	64	$18,285	6,996	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	60	60	71	$3,315	11,140	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	61	61	71	$4,231	11,557	MICROSURFACING W/ 3% DIGOUTS
HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	54	53	66	$10,276	9,825	MICROSURFACING W/ 3% DIGOUTS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	61	61	71	$19,743	9,871	MICROSURFACING W/ 3% DIGOUTS
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		68	68	77	$1,768	10,665	MICROSURFACING W/ 3% DIGOUTS
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	C	AC	0	67	66	76	$118,565	9,096	MICROSURFACING W/ 3% DIGOUTS
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	61	61	71	$11,492	9,625	MICROSURFACING W/ 3% DIGOUTS
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	57	57	68	$14,167	10,125	MICROSURFACING W/ 3% DIGOUTS
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	68	67	76	$22,914	7,764	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	SSANDE	005	412	30	12,360	R	AC	0	70	70	79	$11,673	10,128	MICROSURFACING W/ 3% DIGOUTS
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	60	59	70	$9,854	7,628	MICROSURFACING W/ 3% DIGOUTS
WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	WOODLA	001	555	38	21,090	R	AC	0	67	67	76	$19,918	9,274	MICROSURFACING W/ 3% DIGOUTS
WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	WPINE	001	617	43	26,531	R	AC	0	67	66	76	$25,057	7,765	MICROSURFACING W/ 3% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

											Treatment Total				$394,280		
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	65	65	75	$72,297	7,853	MICROSURFACING W/ 5% DIGOUTS
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	R	AC	0	70	70	79	$19,780	6,396	MICROSURFACING W/ 5% DIGOUTS
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	R	AC	0	61	61	71	$24,765	7,238	MICROSURFACING W/ 5% DIGOUTS
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	63	63	73	$125,832	7,794	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	59	70	$123,107	7,629	MICROSURFACING W/ 5% DIGOUTS
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	50	64	$37,064	7,361	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	59	58	69	$32,561	8,416	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	60	71	$73,089	7,430	MICROSURFACING W/ 5% DIGOUTS
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	R	AC	0	70	70	79	$108,533	8,431	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	62	73	$233,813	9,256	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	R	AC	0	54	53	66	$2,707	7,127	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	53	65	$223,074	9,454	MICROSURFACING W/ 5% DIGOUTS
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	65	64	74	$12,925	5,759	MICROSURFACING W/ 5% DIGOUTS
											Treatment Total				$1,089,546		
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	A	AC	0	41	40	100	$513,155	7,311	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
											Treatment Total				$513,155		
					Year 2027 Area Total		1,641,292				Year 2027 Total				$2,382,493		

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	87	86	92	$25,544	13,023	SLURRY SEAL W/ CRACK SEAL
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	R	AC	0	84	83	90	$21,284	12,457	SLURRY SEAL W/ CRACK SEAL
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	215	13	2,795	R	AC/AC	0	88	87	93	$2,159	9,104	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$48,987		

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	R	AC	0	71	69	78	$16,070	9,193	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$16,070		
CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	CEDAR	001	2,275	27	61,425	R	AC	0	60	58	69	$84,357	6,895	MICROSURFACING W/ 5% DIGOUTS
CHESTNUT ST. 002	S. WHIPPLE	SANDERSON WY	CHESTN	010	2,937	32	93,984	C	AC	0	63	59	70	$147,894	5,269	MICROSURFACING W/ 5% DIGOUTS
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	C	AC	0	64	60	70	$107,182	5,679	MICROSURFACING W/ 5% DIGOUTS
EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	EPINE	005	1,574	43	67,682	C	AC	0	56	52	65	$106,505	5,432	MICROSURFACING W/ 5% DIGOUTS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	R	AC	0	62	59	70	$25,672	6,033	MICROSURFACING W/ 5% DIGOUTS
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	R	AC	0	66	63	73	$54,384	5,894	MICROSURFACING W/ 5% DIGOUTS
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	64	60	71	$69,396	5,152	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	67	77	$126,800	7,568	MICROSURFACING W/ 5% DIGOUTS
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	61	71	$38,176	7,372	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	59	67	76	$33,537	8,602	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	65	61	71	$75,282	5,588	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	69	78	$75,282	7,492	MICROSURFACING W/ 5% DIGOUTS
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	C	AC	0	55	51	64	$73,116	5,467	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	61	72	$187,499	6,386	MICROSURFACING W/ 5% DIGOUTS
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	R	AC	0	56	53	66	$94,760	6,145	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	63	73	$229,767	10,258	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	62	73	$72,833	6,450	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE	SOUTH	010	447	38	16,986	R	AC	0	67	64	74	$23,327	5,387	MICROSURFACING W/ 5% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
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	C	AC	0	69	65	75	$120,539	6,106	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$1,746,307		
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	C	AC	0	44	38	100	$128,060	5,224	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	A	AC	0	43	39	100	$772,230	7,149	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	C	AC	0	36	29	100	$175,523	5,283	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
N600J	E FIR ST	N END	N600J	N600J1	662	14	9,268	O	AC		34	30	100	$75,042	4,837	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	A	AC/AC	0	49	45	100	$337,630	6,914	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$1,488,487		
				Year 2028 Area Total			1,362,668					Year 2028 Total		$3,299,851		

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	88	84	91	$30,351	14,021	SLURRY SEAL W/ CRACK SEAL
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS& HARISON 12+23	EBUSH	001	471	33	15,543	R	AC	0	84	82	89	$12,367	12,576	SLURRY SEAL W/ CRACK SEAL
REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	EREDWO	010	401	44	17,644	R	AC	0	84	81	88	$14,039	10,887	SLURRY SEAL W/ CRACK SEAL
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	R	AC/AC	0	79	75	84	$7,390	10,601	SLURRY SEAL W/ CRACK SEAL
GROVE ST.	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	GROVE	001	625	30	18,750	R	AC	0	92	90	95	$14,919	11,622	SLURRY SEAL W/ CRACK SEAL
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	R	AC/AC	0	81	77	86	$7,257	10,681	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	E.F.CURB S. McPHERSON 0+00	W.F.CURB S.HARRISON 2+95	HAZEL	003	295	27	7,965	R	AC	0	89	87	93	$6,338	10,175	SLURRY SEAL W/ CRACK SEAL

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPPE	005	433	37	16,021	R	AC	0	76	72	81	$12,748	11,575	SLURRY SEAL W/ CRACK SEAL
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	R	AC	0	74	70	79	$17,693	11,543	SLURRY SEAL W/ CRACK SEAL
MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	MYRTLE	001	555	26	14,430	R	AC	0	85	82	89	$11,482	10,423	SLURRY SEAL W/ CRACK SEAL
NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	R	AC/AC	0	85	82	89	$9,071	10,470	SLURRY SEAL W/ CRACK SEAL
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	R	AC	0	74	70	79	$14,560	11,415	SLURRY SEAL W/ CRACK SEAL
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	R	AC/AC	0	81	77	86	$11,569	10,682	SLURRY SEAL W/ CRACK SEAL
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	R	AC	0	75	71	80	$12,654	11,467	SLURRY SEAL W/ CRACK SEAL
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	R	AC	0	87	85	92	$18,030	12,377	SLURRY SEAL W/ CRACK SEAL
SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	SLINCO	015B	494	30	14,820	R	AC	0	80	76	85	$11,792	10,869	SLURRY SEAL W/ CRACK SEAL
STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	STEWAR	003	1,380	43	59,340	R	AC	0	77	74	82	$47,215	11,913	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	WALL	001A	660	38	25,080	R	AC/AC	0	75	72	80	$19,956	11,634	SLURRY SEAL W/ CRACK SEAL
WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	WLAURE	001	155	43	6,665	R	AC	0	88	85	92	$5,303	9,899	SLURRY SEAL W/ CRACK SEAL
WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	WREDWO	001	185	44	8,140	R	AC	0	90	87	93	$6,477	9,163	SLURRY SEAL W/ CRACK SEAL
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	R	AC	0	84	82	89	$24,292	12,574	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$315,501		
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	C	AC	0	74	68	78	$95,083	8,363	MICROSURFACING W/ 3% DIGOUTS
EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	ELAURE	005	412	40	16,480	R	AC	0	72	69	78	$16,512	10,535	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	73	69	78	$18,877	9,192	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$130,473		
CHESTNUT ST. 002	S. WHIPPLE	SANDERSON WY	CHESTN	010	2,937	32	93,984	C	AC	0	63	67	76	$152,331	5,681	MICROSURFACING W/ 5% DIGOUTS
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	C	AC	0	64	68	77	$110,397	6,245	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	EPINE	005	1,574	43	67,682	C	AC	0	56	62	72	$109,700	6,008	MICROSURFACING W/ 5% DIGOUTS
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	64	68	77	$71,478	5,494	MICROSURFACING W/ 5% DIGOUTS
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		73	68	77	$10,592	5,436	MICROSURFACING W/ 5% DIGOUTS
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	69	78	$39,321	7,304	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	65	68	78	$77,540	6,097	MICROSURFACING W/ 5% DIGOUTS
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	C	AC	0	55	61	72	$75,310	6,097	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	69	79	$193,124	7,246	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	68	78	$248,052	9,192	MICROSURFACING W/ 5% DIGOUTS
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	65	68	78	$13,712	5,724	MICROSURFACING W/ 5% DIGOUTS
											Treatment Total			$1,101,557		
MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	MAPLE	001B	1,000	45	45,000	C	AC	0	44	33	100	$415,077	5,119	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
N600C	W FIR ST	W BUSH ST	N600C	N600C1	424	16	6,784	O	AC		37	31	100	$56,578	4,694	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
N600G	E FIR ST	E BUSH ST	N600G	N600G1	422	17	7,174	O	AC		34	27	100	$59,830	4,704	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
NORTH DANA ST	EAST OAK ST	END	NDANA	001	319	28	8,932	R	AC		38	31	100	$74,492	4,689	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	NHAROL	007	400	52	20,800	C	AC	0	53	45	100	$191,858	4,946	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
S200D	MAPLE ST	MADRONE ST	S200D	S200D1	425	16	6,800	O	AC		37	31	100	$56,711	4,694	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
SOUTH HAROLD ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	SHAROL	001	876	52	45,552	C	AC	0	41	30	100	$420,169	5,135	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
STEWART CIRCLE	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	STEWCI	001	95	90	9,000	R	AC	0	36	29	100	$75,059	4,699	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	C	AC	0	57	48	100	$102,330	4,905	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

														Treatment Total		$1,452,103	
							Year 2029 Area Total		1,333,463					Year 2029 Total		$2,999,634	

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	BOATYA	001	1,030	24	24,720	A	AC/AC	0	89	83	90	$24,011	14,835	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	85	80	88	$26,618	14,437	SLURRY SEAL W/ CRACK 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	C	AC	0	83	78	86	$13,757	14,309	SLURRY SEAL W/ CRACK 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	C	AC/AC	0	83	78	86	$48,779	14,567	SLURRY SEAL W/ CRACK SEAL
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	93	89	94	$7,949	10,337	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	83	80	88	$20,243	15,315	SLURRY SEAL W/ CRACK SEAL
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	R	AC/AC	0	83	79	87	$21,800	12,094	SLURRY SEAL W/ CRACK SEAL
													Treatment Total	$163,157		
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	C	AC	0	55	70	79	$77,569	6,868	MICROSURFACING W/ 5% DIGOUTS
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	70	79	$243,759	10,219	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	68	77	$77,269	6,763	MICROSURFACING W/ 5% DIGOUTS
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	C	AC	0	69	70	79	$127,879	6,187	MICROSURFACING W/ 5% DIGOUTS
													Treatment Total	$526,476		
CEDAR ST. 002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	CEDAR	002	350	19	6,650	R	AC	0	48	40	100	$57,124	4,436	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
EAST SPRUCE ST.	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	ESPRUC	001	507	45	22,815	R	AC	0	44	36	100	$195,982	4,506	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
FRONTAGE ROAD(UN-NAMED)	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	FRONTA	001	680	24	16,320	R	AC	0	41	31	100	$140,190	4,552	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	GLASSB	001	2,199	33	72,567	R	AC		36	26	100	$623,354	4,570	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
JOHN CIMOLINO WAY	STEWART ST	END	JOHNCIMO	001	286	36	10,296	R	AC		40	31	100	$88,443	4,556	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	NANCY	001	266	31	8,246	R	AC	0	42	34	100	$70,834	4,534	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	PUDDIN	001	955	23	21,965	R	AC	0	43	35	100	$188,680	4,519	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
SOUTH HARRISON ST.	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	SHARRI	001	2,545	44	111,980	C	AC	0	49	35	100	$1,063,883	4,956	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$2,428,490		
N401G	214' N/O LAUREL ST	E PINE ST	N401G	N401G1	206	14	2,884	O	AC		5	0	100	$54,187	2,091	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S202F	MAPLE ST	105' N/O MAPLE ST	S202F	S202F1	105	14	1,470	O	AC		19	7	100	$27,620	2,091	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$81,807		
						Year 2030 Area Total	762,217					Year 2030 Total		$3,199,930		

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	R	AC/AC	0	90	85	92	$4,368	10,176	SLURRY SEAL W/ CRACK SEAL
												Treatment Total		$4,368		
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	C	AC/AC	0	75	68	77	$41,944	9,725	MICROSURFACING W/ 3% DIGOUTS
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	C	AC	0	72	61	72	$59,542	7,143	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$101,486		
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	C	AC/AC	0	77	70	79	$69,125	7,642	MICROSURFACING W/ 5% DIGOUTS
EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	EPINE	005	1,574	43	67,682	C	AC	0	56	68	77	$116,381	6,220	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	69	78	$138,558	6,955	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
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	A	AC	0	59	70	79	$36,647	7,973	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$360,711		
EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	OAK	003	1,610	24	38,640	R	AC	0	51	41	100	$341,877	4,307	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	OCEANV	003	530	26	13,780	R	AC	0	53	41	100	$121,922	4,301	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
												Treatment Total		$463,799		
AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	R	AC	0	10	0	100	$202,234	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	DENNIS	001	853	14	11,942	R	AC	0	13	0	100	$231,108	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
DICKWILLIAMS WAY	DANA ST	END AT CDS	DICKWI	001	185	28	5,180	R	AC		8	0	100	$100,246	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
HOCKER LANE	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	HOCKER	001	777	36	27,972	R	AC	0	6	0	100	$541,328	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
HOLMES LANE	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	HOLMES	001	560	36	20,160	R	AC	0	31	17	100	$390,146	2,030	THICK MILL AND OVERLAY W/ 10% DIGOUTS
SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	SFRANK	003	565	43	24,295	A	AC/AC	0	22	0	100	$729,939	2,214	THICK MILL AND OVERLAY W/ 10% DIGOUTS
WEST OAK ST.	CHIEF CELERI DR	S MAIN ST	WOAKST	001	200	45	9,000	A	AC		20	0	100	$270,403	2,214	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$2,465,404		
					Year 2031 Area Total		446,587					Year 2031 Total		$3,395,768		

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	AIRPOR	001B	268	22	5,896	R	AC	0	90	81	88	$5,126	9,607	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	82	81	88	$20,527	16,203	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	86	93	$41,553	13,554	SLURRY SEAL W/ CRACK SEAL
N800C	W SPRUCE ST	W ELM ST	N800C	N800C1	422	16	6,752	O	AC		93	87	93	$5,871	9,963	SLURRY SEAL W/ CRACK SEAL
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	R	AC	0	93	88	94	$4,686	10,759	SLURRY SEAL W/ CRACK SEAL
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	A	AC	0	41	83	90	$59,863	13,385	SLURRY SEAL W/ CRACK 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	R	AC	0	85	80	88	$12,659	15,521	SLURRY SEAL W/ CRACK SEAL
PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	PERKIN	001	1,053	33	34,749	R	AC	0	83	77	85	$30,213	14,368	SLURRY SEAL W/ CRACK SEAL
SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	SHAROL	002	975	20	19,500	R	AC/AC	0	83	85	91	$16,954	10,687	SLURRY SEAL W/ CRACK SEAL
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	79	78	86	$45,768	13,581	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$243,220		
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	R	AC	0	68	59	70	$11,036	9,253	MICROSURFACING W/ 3% DIGOUTS
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	R	AC	0	64	51	64	$19,270	7,073	MICROSURFACING W/ 3% DIGOUTS
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		68	70	79	$2,050	9,199	MICROSURFACING W/ 3% DIGOUTS
OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	R	AC/AC	0	72	65	75	$16,476	10,316	MICROSURFACING W/ 3% DIGOUTS
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	R	AC	0	65	55	67	$14,518	8,177	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$63,349		
CHESTNUT ST. 002	S. WHIPPLE	SANDERSON WY	CHESTN	010	2,937	32	93,984	C	AC	0	63	68	77	$166,456	5,272	MICROSURFACING W/ 5% DIGOUTS
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	R	AC/AC	0	74	66	75	$33,379	6,112	MICROSURFACING W/ 5% DIGOUTS
MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	MADRON	001	650	43	27,950	R	AC	0	69	60	70	$43,202	5,916	MICROSURFACING W/ 5% DIGOUTS
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	64	68	78	$78,106	5,066	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	70	79	$42,967	6,650	MICROSURFACING W/ 5% DIGOUTS
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	R	AC	0	74	64	74	$86,126	5,966	MICROSURFACING W/ 5% DIGOUTS
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	65	69	79	$14,984	5,360	MICROSURFACING W/ 5% DIGOUTS
WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	WILLOW	001	623	32	19,936	R	AC	0	69	59	70	$30,815	5,832	MICROSURFACING W/ 5% DIGOUTS
											Treatment Total			$496,036		
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	C	AC	0	51	47	100	$154,293	4,478	THICK (2") MILL AND OVERLAY W/ 8% DIGOUTS
											Treatment Total			$154,293		
HOWLAND CT.	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	HOWLAN	001	230	36	8,280	R	AC	0	2	0	100	$165,046	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
LONNE WAY	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	LONNE	001	487	32	15,584	R	AC	0	21	2	100	$310,637	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	R	AC	0	26	8	100	$171,026	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
McKINLEY ST.	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	McKINL	001	410	32	13,120	R	AC	0	0	0	100	$261,522	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N100D	E OAK ST	E ALDER ST	N100D	N100D1	417	20	8,340	O	AC		14	0	100	$166,242	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N100E	E OAK ST	E ALDER ST	N100E	N100E1	413	16	6,608	O	AC		6	0	100	$131,718	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N100H	E OAK ST	E ALDER ST	N100H	N100H1	414	16	6,624	O	AC		8	0	100	$132,037	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N100J	E OAK ST	E ALDER ST	N100J	N100J1	418	16	6,688	O	AC		5	0	100	$133,312	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N200D	E ALDER ST	E REDWOOD AVE	N200D	N200D1	405	18	7,290	O	AC		13	0	100	$145,312	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N200F	E ALDER ST	E REDWOOD AVE	N200F	N200F1	407	14	5,698	O	AC		9	0	100	$113,579	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
N200H	E ALDER ST	E REDWOOD AVE	N200H	N200H1	424	14	5,936	O	AC		1	0	100	$118,323	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N200J	E ALDER ST	E REDWOOD AVE	N200J	N200J1	425	16	6,800	O	AC		4	0	100	$135,545	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N300D	E REDWOOD AVE	E LAUREL ST	N300D	N300D1	413	18	7,434	O	AC		13	0	100	$148,182	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N300F	E REDWOOD AVE	E LAUREL ST	N300F	N300F1	414	14	5,796	O	AC		16	0	100	$115,532	1,971	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$2,248,012		
				Year 2032 Area Total			733,029					Year 2032 Total		$3,204,911		

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	ECYPRES	003	680	43	29,240	C	AC	0	69	61	71	$41,703	6,093	MICROSURFACING W/ 3% DIGOUTS
NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	NHARRI	001A	2,256	44	99,264	C	AC	0	67	61	72	$141,573	6,999	MICROSURFACING W/ 3% DIGOUTS
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	68	59	70	$27,361	5,870	MICROSURFACING W/ 3% DIGOUTS
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	60	52	65	$11,766	5,901	MICROSURFACING W/ 3% DIGOUTS
												Treatment Total		$222,403		
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	C	AC	0	64	67	77	$124,253	5,510	MICROSURFACING W/ 5% DIGOUTS
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		73	69	78	$11,921	4,809	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	65	68	77	$87,272	5,339	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	61	69	78	$87,272	6,462	MICROSURFACING W/ 5% DIGOUTS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB McKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	63	70	79	$279,184	8,234	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$589,903		
N300H	E REDWOOD AVE	E LAUREL ST	N300H	N300H1	426	16	6,816	O	AC		2	0	100	$139,940	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
N300J	E REDWOOD AVE	E LAUREL ST	N300J	N300J1	419	16	6,704	O	AC		10	0	100	$137,640	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N400D	E LAUREL ST	E PINE ST	N400D	N400D1	410	20	8,200	O	AC		4	0	100	$168,355	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N400E	E LAUREL ST	E PINE ST	N400E	N400E1	426	18	7,668	O	AC		5	0	100	$157,432	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N400H	E LAUREL ST	E PINE ST	N400H	N400H1	414	16	6,624	O	AC		6	0	100	$135,998	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N400J	E LAUREL ST	E PINE ST	N400J	N400J1	424	16	6,784	O	AC		5	0	100	$139,283	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N402G	E LAUREL ST	214' N/O LAUREL ST	N402G	N402G1	214	14	2,996	O	AC		4	0	100	$61,511	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N500D	E PINE ST	E FIR ST	N500D	N500D1	407	18	7,326	O	AC		3	0	100	$150,411	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N500E	E PINE ST	E FIR ST	N500E	N500E1	418	16	6,688	O	AC		6	0	100	$137,312	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N500F	E PINE ST	E FIR ST	N500F	N500F1	417	16	6,672	O	AC		12	0	100	$136,983	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N500G	E PINE ST	E FIR ST	N500G	N500G1	428	16	6,848	O	AC		7	0	100	$140,597	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N500J	E PINE ST	E FIR ST	N500J	N500J1	427	18	7,686	O	AC		1	0	100	$157,802	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N600B	W FIR ST	W BUSH ST	N600B	N600B1	416	16	6,656	O	AC		19	0	100	$136,655	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N800D	E SPRUCE ST	E ELM ST	N800D	N800D1	423	18	7,614	O	AC		13	0	100	$156,324	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
N900D	E ELM ST	E MANZANITA ST	N900D	N900D1	405	20	8,100	O	AC		4	0	100	$166,302	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
OCEAN VIEW DRV.WEST 002	4+18 FROM HWY 1 0+00	C.L. 4+58	OCEANV	002	458	28	12,824	R	AC/AC	0	9	0	100	$263,290	1,914	THICK MILL AND OVERLAY W/ 10% DIGOUTS
													Treatment Total	$2,385,833		
				Year 2033 Area Total			588,549						Year 2033 Total	$3,198,139		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	88	82	89	$35,185	14,008	SLURRY SEAL W/ CRACK SEAL
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	R	AC	0	82	82	89	$22,831	13,091	SLURRY SEAL W/ CRACK SEAL
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		85	84	91	$6,697	12,283	SLURRY SEAL W/ CRACK SEAL
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	C	AC	0	44	81	89	$15,145	9,984	SLURRY SEAL W/ CRACK SEAL
REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	EREDWO	005	1,929	44	84,876	A	AC	0	43	82	89	$92,788	13,906	SLURRY SEAL W/ CRACK SEAL
FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	FERN	001	322	29	9,338	R	AC	0	83	81	88	$8,613	10,723	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	HAZEL	002	315	32	10,080	R	AC	0	84	81	89	$9,298	10,796	SLURRY SEAL W/ CRACK SEAL
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	83	83	90	$1,716	12,770	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	87	84	91	$30,501	12,153	SLURRY SEAL W/ CRACK SEAL
MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	MINNES	001	630	32	20,160	R	AC	0	81	81	88	$18,596	12,236	SLURRY SEAL W/ CRACK SEAL
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	R	AC	0	70	70	79	$75,084	12,195	SLURRY SEAL W/ CRACK SEAL
S302N	S301N	WALL ST	S302N	S302N1	139	16	2,224	O	AC		90	78	86	$2,051	9,779	SLURRY SEAL W/ CRACK SEAL
S500H	WALNUT ST	E CHESTNUT ST	S500H	S500H1	635	18	11,430	O	AC		95	87	93	$10,543	10,361	SLURRY SEAL W/ CRACK 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	R	AC	0	82	80	88	$67,895	11,095	SLURRY SEAL W/ CRACK SEAL
SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	SFRANK	002	863	43	37,109	A	AC/AC	0	49	82	89	$40,568	13,906	SLURRY SEAL W/ CRACK SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		84	82	89	$1,928	10,714	SLURRY SEAL W/ CRACK 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	R	AC	0	81	81	88	$47,462	12,219	SLURRY SEAL W/ CRACK 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	R	AC	0	75	74	83	$37,929	11,677	SLURRY SEAL W/ CRACK SEAL
WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	WBUSH	001	815	43	35,045	R	AC	0	84	84	91	$32,326	12,493	SLURRY SEAL W/ CRACK SEAL
WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	900	43	38,700	C	AC/AC	0	88	76	84	$40,986	11,747	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

										Treatment Total			$598,142			
EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	EBBING	001	562	37	20,794	R	AC	0	66	62	72	$24,153	7,310	MICROSURFACING W/ 3% DIGOUTS
EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	EBUSH	005	890	43	38,270	R	AC	0	61	55	67	$44,452	6,721	MICROSURFACING W/ 3% DIGOUTS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	66	62	73	$15,144	7,630	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	60	60	71	$4,077	9,072	MICROSURFACING W/ 3% DIGOUTS
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	61	62	72	$5,204	9,457	MICROSURFACING W/ 3% DIGOUTS
HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	54	53	65	$12,638	7,972	MICROSURFACING W/ 3% DIGOUTS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	61	59	70	$24,281	7,961	MICROSURFACING W/ 3% DIGOUTS
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	61	58	69	$14,134	7,758	MICROSURFACING W/ 3% DIGOUTS
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	57	56	68	$17,423	8,233	MICROSURFACING W/ 3% DIGOUTS
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	77	70	79	$111,645	7,339	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	SSANDE	005	412	30	12,360	R	AC	0	70	67	77	$14,357	8,183	MICROSURFACING W/ 3% DIGOUTS
WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	WOODLA	001	555	38	21,090	R	AC	0	67	63	73	$24,497	7,489	MICROSURFACING W/ 3% DIGOUTS
WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	WPINE	001	617	43	26,531	R	AC	0	67	59	70	$30,817	6,419	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$342,822		
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	65	64	74	$88,917	6,359	MICROSURFACING W/ 5% DIGOUTS
EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	EBUSH	010	345	43	14,835	R	AC	0	70	65	75	$24,327	5,217	MICROSURFACING W/ 5% DIGOUTS
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	R	AC	0	61	59	70	$30,458	5,835	MICROSURFACING W/ 5% DIGOUTS
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	63	62	73	$154,757	6,320	MICROSURFACING W/ 5% DIGOUTS
NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	NMcPHE	001	2,708	44	119,152	C	AC	0	65	68	78	$223,884	6,106	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	PARK	003	145	14	2,030	R	AC	0	54	53	66	$3,329	5,791	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	66	69	78	$86,966	6,141	MICROSURFACING W/ 5% DIGOUTS
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	C	AC	0	69	69	79	$143,929	5,447	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

											Treatment Total			$756,567		
NORTH. LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	NLINCO	001	652	25	16,300	R	AC	0	12	0	100	$344,696	1,858	THICK MILL AND OVERLAY W/ 10% DIGOUTS
NOYO HIEGHTS DRIVE	W.F. CURB SANDERSON 0+00	END OF CULDESAC 4+15	NOYOHI	001	415	36	14,940	R	AC	0	28	2	100	$315,936	1,858	THICK MILL AND OVERLAY W/ 10% DIGOUTS
NORTH WHIPPLE ST.	N.F.CURB OAK ST.0+00	ALDER ST	NWHIPP	001	450	44	19,800	R	AC/AC	0	23	0	100	$418,711	1,858	THICK MILL AND OVERLAY W/ 10% DIGOUTS
PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	PENITE	001	275	38	10,450	R	AC	0	8	0	100	$220,986	1,858	THICK MILL AND OVERLAY W/ 10% DIGOUTS
											Treatment Total			$1,300,329		
					Year 2034 Area Total		1,370,377				Year 2034 Total			$2,997,860		

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BOATYARD DR. 001	5+30 FORM HWY1 0+00	N.SIDE DRIVE WY HARVEST 0+00	BOATYA	001	1,030	24	24,720	A	AC/AC	0	89	81	89	$27,835	14,034	SLURRY SEAL W/ CRACK SEAL
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	93	88	94	$9,215	10,228	SLURRY SEAL W/ CRACK SEAL
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	215	13	2,795	R	AC/AC	0	88	83	90	$2,655	9,346	SLURRY SEAL W/ CRACK SEAL
SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	SFRANK	001	3,220	43	138,460	A	AC/AC	0	54	71	80	$155,908	16,017	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	83	84	91	$23,467	12,452	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$219,081		
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	C	AC	0	74	63	73	$113,534	6,397	MICROSURFACING W/ 3% DIGOUTS
EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	ELAURE	010	413	40	16,520	R	AC	0	71	66	75	$19,764	7,450	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$133,299		
CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	CEDAR	001	2,275	27	61,425	R	AC	0	60	57	68	$103,748	5,590	MICROSURFACING W/ 5% DIGOUTS
CHESTNUT ST. 002	S. WHIPPLE	SANDERSON WY	CHESTN	010	2,937	32	93,984	C	AC	0	63	69	79	$181,891	4,940	MICROSURFACING W/ 5% DIGOUTS
EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	EPINE	005	1,574	43	67,682	C	AC	0	56	68	77	$130,988	5,551	MICROSURFACING W/ 5% DIGOUTS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	R	AC	0	62	55	67	$31,573	4,866	MICROSURFACING W/ 5% DIGOUTS

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2035

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	MADRON	005	900	44	39,600	R	AC	0	66	59	70	$66,885	4,776	MICROSURFACING W/ 5% DIGOUTS
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	64	69	78	$85,349	4,671	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	60	67	77	$155,948	6,158	MICROSURFACING W/ 5% DIGOUTS
NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	NHARRI	001B	1,056	44	46,464	C	AC	0	55	68	77	$89,924	5,731	MICROSURFACING W/ 5% DIGOUTS
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	R	AC	0	56	51	64	$116,543	4,970	MICROSURFACING W/ 5% DIGOUTS
SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE	SOUTH	010	447	38	16,986	R	AC	0	67	57	69	$28,690	4,412	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$991,539		
NOYO POINT RD	CYPRESS ST	END AT LOT	NOYOPT	001	1,828	24	43,872	R	AC		32	4	100	$955,594	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S100E	MADRONE ST	E OAK ST	S100E	S100E1	417	16	6,672	O	AC		7	0	100	$145,326	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S100K	WILLOW ST	E OAK ST	S100K	S100K1	606	14	8,484	O	AC		0	0	100	$184,793	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S100L	WILLOW ST	E OAK ST	S100L	S100L1	608	14	8,512	O	AC		19	0	100	$185,403	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S100M	WILLOW ST	E OAK ST	S100M	S100M1	603	14	8,442	O	AC		8	0	100	$183,879	1,804	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$1,654,995		
				Year 2035 Area Total			901,005				Year 2035 Total			$2,998,914		

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	85	80	87	$31,783	12,267	SLURRY SEAL W/ CRACK 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	C	AC	0	83	75	84	$16,426	11,575	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS& HARISON 12+23	EBUSH	001	471	33	15,543	R	AC	0	84	80	88	$15,210	10,556	SLURRY SEAL W/ CRACK 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	C	AC/AC	0	83	78	86	$58,245	12,252	SLURRY SEAL W/ CRACK 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	C	AC/AC	0	77	71	80	$45,167	11,793	SLURRY SEAL W/ CRACK SEAL
MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	MORROW	002	656	42	27,552	R	AC	0	84	80	88	$26,962	10,620	SLURRY SEAL W/ CRACK SEAL
RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	RIVER	001	515	44	22,660	R	AC	0	87	84	91	$22,175	10,580	SLURRY SEAL W/ CRACK SEAL
SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	SFRANK	003	565	43	24,295	A	AC/AC	0	22	83	90	$28,177	11,892	SLURRY SEAL W/ CRACK SEAL
WEST OAK ST.	CHIEF CELERI DR	S MAIN ST	WOAKST	001	200	45	9,000	A	AC		20	83	90	$10,438	11,892	SLURRY SEAL W/ CRACK SEAL
WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	WOODWA	001	650	26	16,900	R	AC/AC	0	95	86	92	$16,538	10,522	SLURRY SEAL W/ CRACK SEAL
WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	WSPRUC	001	710	43	30,530	R	AC	0	84	80	88	$29,876	10,555	SLURRY SEAL W/ CRACK SEAL
											Treatment Total			$300,998		
EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	ELAURE	005	412	40	16,480	R	AC	0	72	68	78	$20,308	8,546	MICROSURFACING W/ 3% DIGOUTS
KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	KEMPPE	005	433	37	16,021	R	AC	0	76	69	79	$19,742	7,497	MICROSURFACING W/ 3% DIGOUTS
NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	NSANDE	001	631	29	18,299	R	AC	0	74	67	77	$22,550	7,364	MICROSURFACING W/ 3% DIGOUTS
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	73	66	76	$23,216	7,426	MICROSURFACING W/ 3% DIGOUTS
											Treatment Total			$85,816		
EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	EALDER	002A	1,584	43	68,112	C	AC	0	64	70	79	$135,775	5,217	MICROSURFACING W/ 5% DIGOUTS
MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	MORROW	001	654	34	22,236	R	AC	0	74	67	77	$38,684	5,277	MICROSURFACING W/ 5% DIGOUTS
NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	NFRANK	002	535	43	23,005	A	AC	0	51	68	78	$48,360	5,928	MICROSURFACING W/ 5% DIGOUTS
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	A	AC	0	59	68	77	$42,484	6,811	MICROSURFACING W/ 5% DIGOUTS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	65	69	79	$95,364	5,004	MICROSURFACING W/ 5% DIGOUTS
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	R	AC	0	75	68	78	$27,668	5,244	MICROSURFACING W/ 5% DIGOUTS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Year: 2036

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	65	68	77	$16,864	4,631	MICROSURFACING W/ 5% DIGOUTS
WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	WALL	001A	660	38	25,080	R	AC/AC	0	75	69	79	$43,632	5,358	MICROSURFACING W/ 5% DIGOUTS
												Treatment Total		$448,831		
S100P	WILLOW ST	E OAK ST	S100P	S100P1	605	16	9,680	O	AC		4	0	100	$217,169	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S200E	MAPLE ST	MADRONE ST	S200E	S200E1	402	17	6,834	O	AC		9	0	100	$153,320	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S200G	MAPLE ST	MADRONE ST	S200G	S200G1	425	14	5,950	O	AC		13	0	100	$133,487	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S200L	MAPLE ST	WILLOW ST	S200L	S200L1	242	14	3,388	O	AC		17	0	100	$76,009	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S201F	105' N/O MAPLE ST	MADRONE ST	S201F	S201F1	309	12	3,708	O	AC		21	0	100	$83,188	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S300D	HAZEL ST	MAPLE ST	S300D	S300D1	358	16	5,728	O	AC		12	0	100	$128,507	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S300E	HAZEL ST	MAPLE ST	S300E	S300E1	356	16	5,696	O	AC		21	0	100	$127,789	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S300J	S END	MAPLE ST	S300J	S300J1	356	14	4,984	O	AC		17	0	100	$111,815	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S300P	WALL ST	WILLOW ST	S300P	S300P1	955	20	19,100	O	AC		12	0	100	$428,506	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S400H	E CHESTNUT ST	N END	S400H	S400H1	641	14	8,974	O	AC		25	0	100	$201,330	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S400K	E CHESTNUT ST	N END	S400K	S400K1	276	20	5,520	O	AC		11	0	100	$123,840	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
S800E	N HARBOR DR	SOUTH ST	S800E	S800E1	592	16	9,472	O	AC		3	0	100	$212,503	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
TAUBOLD COURT	E.F. CURB DANA 0+00	END OF CULDESAC 2+31	TAUBOL	001	231	32	7,392	R	AC	0	28	0	100	$165,838	1,751	THICK MILL AND OVERLAY W/ 10% DIGOUTS
												Treatment Total		$2,163,303		
				Year 2036 Area Total			678,341					Year 2036 Total		$2,998,948		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Inflation: 3.00% Printed: 9/18/2026

Scenario: 2026 S2: Improve PCI to 70

Grand Total Section Area:	9,817,528	Grand Total	$30,676,448

Appendix F

GIS Maps

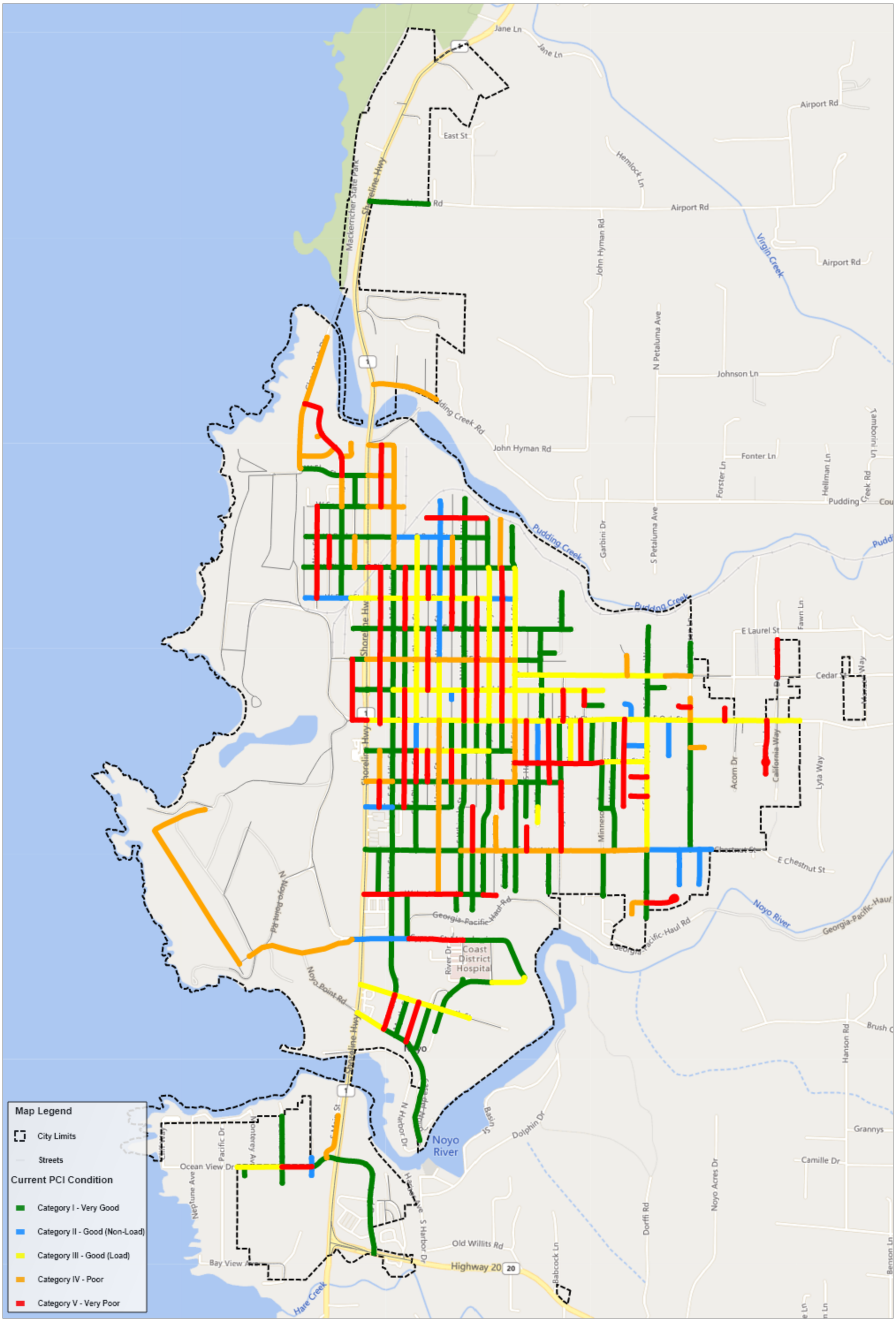
Appendix F-1

Current PCI Conditions

CITY OF FORT BRAGG

Current PCI Condition

Printed: 8/6/2026



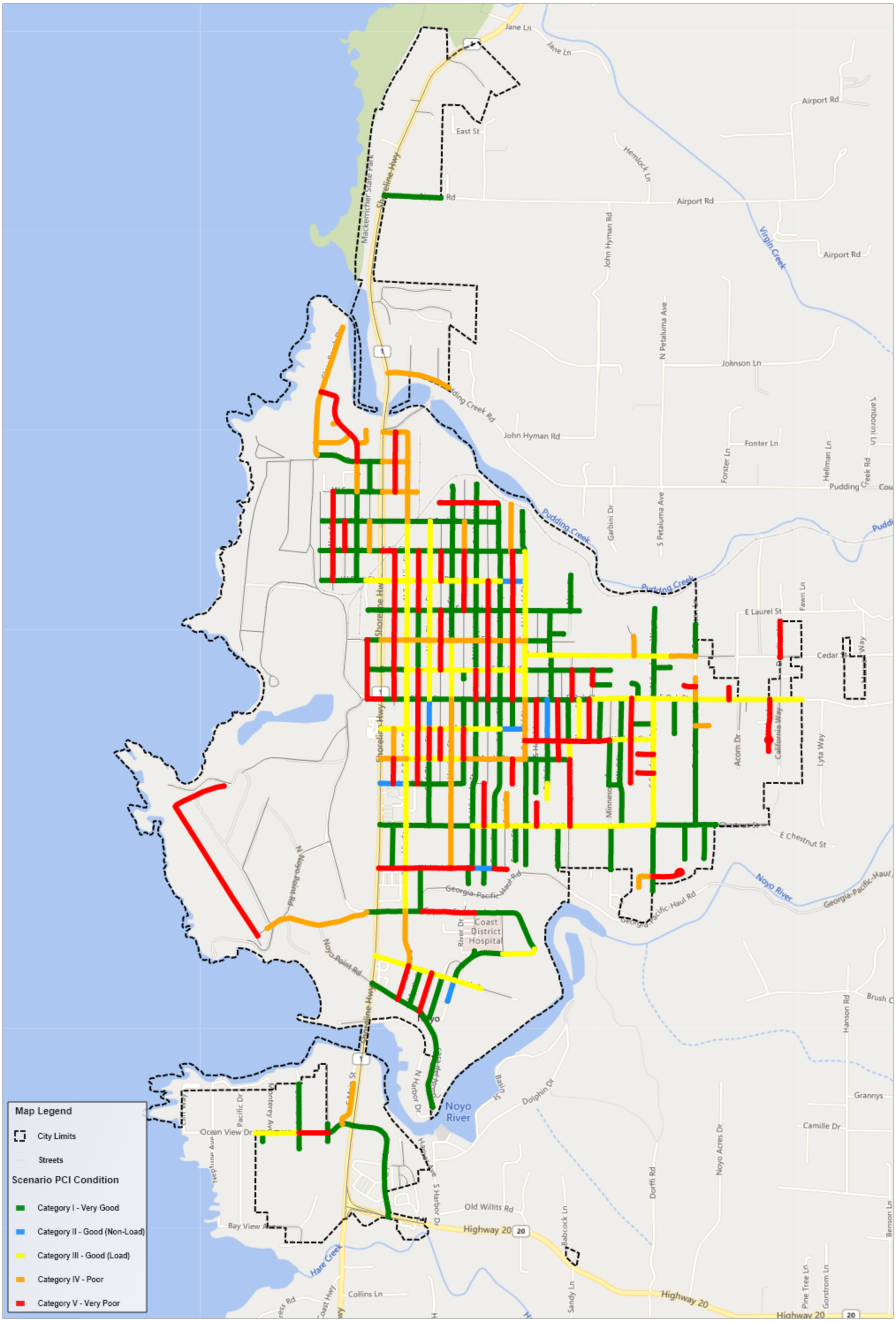
Appendix F-2

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

CITY OF FORT BRAGG

Scenario PCI Condition

2026 S1: Existing Budget $1,325,000 - 2027 Project Period - Total Rehab for 2036: $1,146,339 - Printed: 9/18/2026



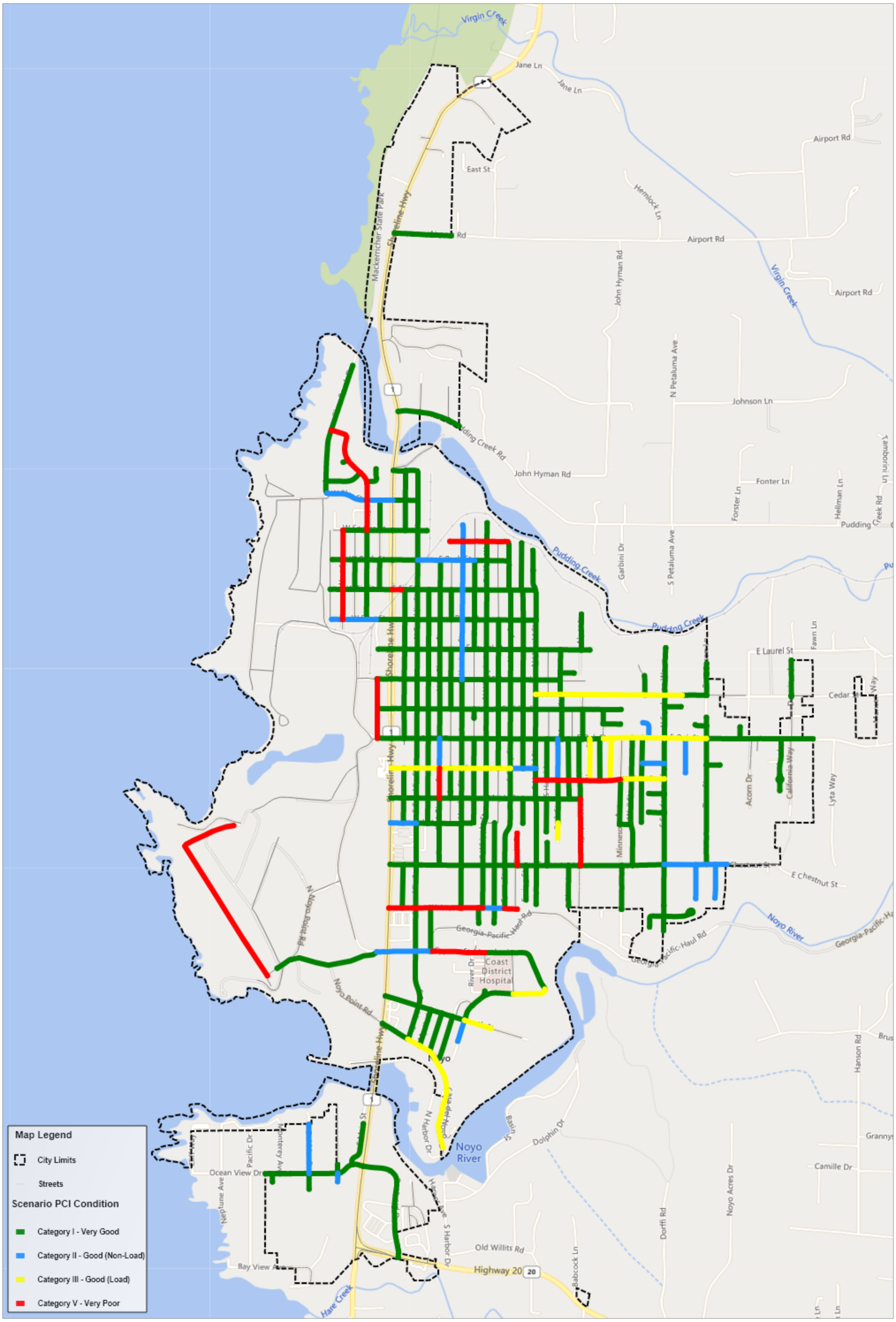
Appendix F-3

Scenario 2: Improve PCI to 70 - PCI Conditions by FY 35/36

CITY OF FORT BRAGG

Scenario PCI Condition

2026 S2: Improve PCI to 70 - 2036 Project Period - Total Rehab for 2036: $2,697,950 - Printed: 9/18/2026



Appendix F-4

Scenario 3: Do Nothing - PCI Conditions by FY 35/36

CITY OF FORT BRAGG

Scenario PCI Condition

2026 S3: No Funds - 2036 Project Period - Total Rehab for 2036: $0 - Printed: 9/18/2026

