ATTACHMENT 1

City of Arroyo Grande





2022 PMP Update Final Report April 2022



THE CITY OF ARROYO GRANDE 2022 Pavement Management Program Update

Table of Contents

Section Description

I. Executive Summary

Introduction

Work Performed

Findings

Budget Analysis

Conclusions and Recommendations

II. Background

Pavement Design Basics
Pavement Deterioration

Typical Pavement Defects

Pavement Maintenance Treatments
Pavement Rehabilitation Treatments

III. Pavement Management Program Specifics

Background (StreetSaver®)

Program Assumptions

Pavement Maintenance & Rehabilitation (M&R) Units Costs Annual Pavement Maintenance/ Rehabilitation Program

Visual Evaluations Program Updates

IV. Reference Reports

Street Name Alphabetical Listing Street List PCI High to Low

V. GIS Toolbox

GIS Toolbox Terminology

Base Map Implementation Current PCI Condition Map

Appendix A Summarized System Information

Network Summary Statistics Network Replacement Cost

Decision Tree

Appendix B Budget Scenarios

Needs Analysis & Zero Budget

Maintain Current PCI Increase PCI by 5 Points

Current Funding

Appendix C Definitions

Section I Executive Summary



EXECUTIVE SUMMARY

The City of Arroyo Grande currently maintains approximately 67.5 centerline miles of roads representing 13,922,291 square feet of pavement with a replacement value of approximately \$313,566,000 as calculated by the Metropolitan Transportation Commission's (MTC) StreetSaver® Program.

Pavement Engineering Inc. (PEI) updated all the streets in the City's Pavement Management Program, using StreetSaver[®]. The purpose of a Pavement Management Program is to track inventory, store work history and furnish budget estimates to optimize funding for improving the City's pavement system.

INTRODUCTION

A Pavement Management Program has several distinctive uses:

- As a budgeting tool, a Pavement Management Program uses treatment costs that are based on recently bid projects, by the participating agency, so that budgets reflect historical costs for the area.
- As an inventory tool, a Pavement Management Program provides a quick and easy reference for pavement areas and use.
- As a pavement condition record, a Pavement Management Program provides age, load-related, non-load related and climate-related pavement condition and deterioration information. The Pavement Management Program uses pavement deterioration curves, based on nationwide research, which allow the program to predict a pavement's future condition.

A Pavement Management Program is not capable of providing detailed engineering designs for a street. The Pavement Management Program instead helps the user identify candidate streets for potential repair and maintenance. Project level pavement analysis and engineering is an essential feature of future pavement maintenance and rehabilitation projects. Additional investigation, or project level analysis, can optimize the City's pavement management dollars. Project level engineering examines the pavements in significantly more detail than the visual evaluation required for the Pavement Management Program Update and optimizes designs for all of the peculiar constraints of a set of project streets.



WORK PERFORMED

Pavement Distress Survey and Database Update

For this update, PEI performed inspections on approximately 67.5 centerline miles of road. Field inspections were completed in February 2022.

PEI measured the following distress types as part of our review: alligator cracking (fatigue), block cracking, distortions, longitudinal & transverse cracking, patching & utility cut patching, rutting / depressions, weathering, and raveling. All the collected data was entered into the City's StreetSaver® database.

As part of our field review, all the streets were measured to confirm lengths and widths. Lengths were measured using a vehicle-mounted electronic measuring device and widths were measured using a hand-held measuring wheel. Measurement discrepancies were tabulated and reviewed with the City to determine if corrections were needed.

PEI performed a quality control (QC) check on our work. PEI's QC check consists of performing a field review of any street segment where the Pavement Condition Index (PCI) showed a decrease of 3 or more points per year, or an increase of 1 PCI without a documented Maintenance and Rehabilitation (M&R) treatment, when compared to the last inspection for the same road segment in the StreetSaver® database. Each segment in the QC process was visually reviewed to determine if the StreetSaver® calculated PCI was representative of the observed overall pavement condition for that road segment. Variations found were re-inspected by a Senior Engineering Technician, or the Project Manager, and the segments' PCI was recalculated.

FINDINGS

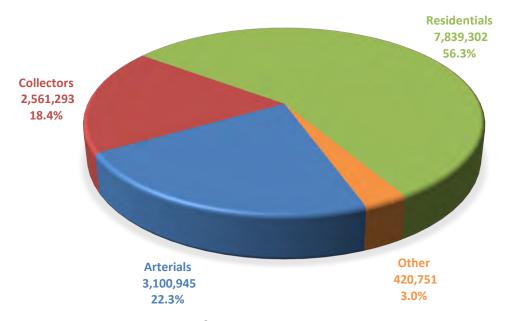
The updated Pavement Management Program showed that the City's overall average PCI is **56**.

The breakdown by functional classification is as follows:

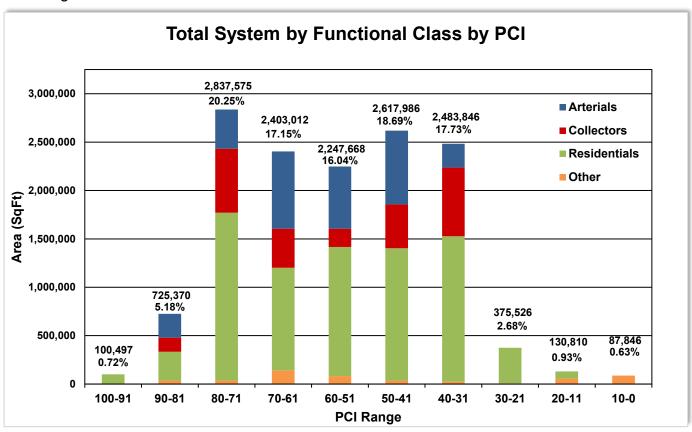
Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Arterial	11.32	29.66	3,100,945	22.3%	58
Collector	12.38	24.91	2,561,293	18.4%	55
Residential	43.41	86.53	7,839,302	56.3%	56
Other	0.39	1.73	420,751	3.0%	55
Totals	67.50	142.83	13,922,291	100.0%	56



The pie graph below shows the percentage of each functional classification, by area.



The bar graph below shows the City's street system broken down into 10-point PCI ranges.





The breakdown by Condition Category and corresponding PCI range is shown below:

Condition Category Breakdown			
Condition	PCI Range	% Of Total	Square Feet
Excellent	100-91	0.72%	100,497
Good	90-71	25.59%	3,562,945
Fair	70-51	33.40%	4,650,680
Poor	50-31	36.65%	5,101,832
Failed	30-0	3.64%	506,336

The analysis shows that **70.05**% of the City's pavement are in **Fair** to **Poor** condition. Details of each street segment are provided in **Section IV: Reference Reports**.

BUDGET ANALYSIS

StreetSaver® uses a decision tree to model the decision-making process that agencies follow to select a maintenance or rehabilitation strategy. The decision tree contains "branches" for each functional classification, surface type and condition category. Jurisdictions can outline their maintenance and rehabilitation strategy by choosing a treatment for each branch.

The treatments listed in the decision tree are generalized to provide a range of treatments. Typical treatments within each generalized treatment range are listed below. The exact treatment would need to be determined during the design phase of the project.

StreetSaver® assigns a treatment action and estimated cost to each street segment based on the pavement's current PCI.



Treatment Category	Typical Treatment
Light Maintenance	Slurry Seal or Micro-Surface
	Fog Seal or Scrub Seal
Heavy Maintenance	Chip Seal, Cape SealSlurry Seal or Micro-Surface with DigoutsThin Maintenance Overlay (TMO)
Light Rehab.	 Overlay (2" and under) or Thin Mill and Fill
Heavy Rehab.	 Overlay (greater than 2") or Thick Mill and Fill Cold-In-Place Recycling Full Depth Reclamation Pulverize and Resurfacing
Reconstruct	Full Section Reconstruction

Decision Tree Unit Prices

As a minimum, recent bid tabulations should be used to determine the appropriate unit costs. Further, the unit costs include other costs such as design, construction management, contingencies or other related construction costs (ADA ramps, curb & gutters, striping etc.) to form a more comprehensive unit cost for the selected treatments.

For the City of Arroyo Grande, the unit costs on the following table were used:

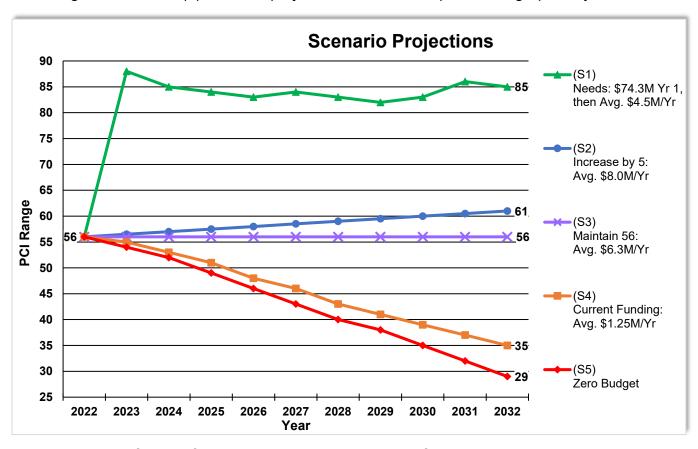
Treatment	Arterial	Collector	Residential	
Cost/ Sq Yd				
Crack Seal (\$\$/LF)	\$1.59	\$1.27	\$1.27	
Light Maintenance	\$5.72	\$4.57	\$4.57	
Heavy Maintenance	\$21.20	\$17.66	\$17.66	
Light Rehab	\$60.05	\$56.52	\$52.99	
Heavy Rehab	\$91.85	\$84.78	\$84.78	
Reconstruct	\$229.61	\$197.82	\$173.09	



For this update, PEI analyzed several scenarios, which are summarized below:

Budget Scenario Projections

PEI generated Five (5) scenario projections which are represented graphically below:



A summary of each of the scenario projections are as follows:

Scenario 1: Unconstrained Budget/ Funds Needed to obtain an Optimum PCI of 85

(\$74.3M for Year 1, \$4.5M/Yr Avg. for Years 2-10.)

Scenario 2: Amount of funding to increase PCI by 5 (Avg. \$8.0M/Yr.)

Scenario 3: Amount of funding to maintain PCI of 56 (Avg. \$6.3M/Yr.)

Scenario 4: Impact of the current funding amount (\$1.25M/Yr.).

The Average Citywide PCI would decline from 56 to 35, a 21 point drop

over the next 10 years.

Scenario 5: Represents the impact to the PCI if Zero dollars are spent

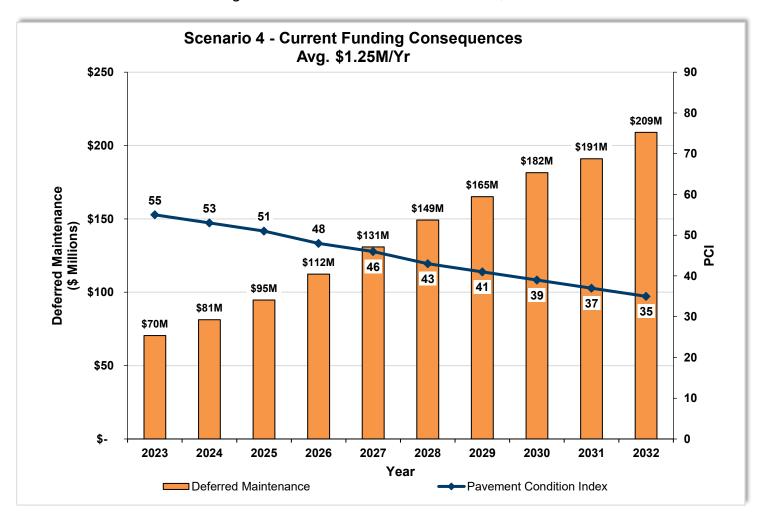
The full report for the various budget scenarios can be found in **Appendix B**.



Budget Consequences

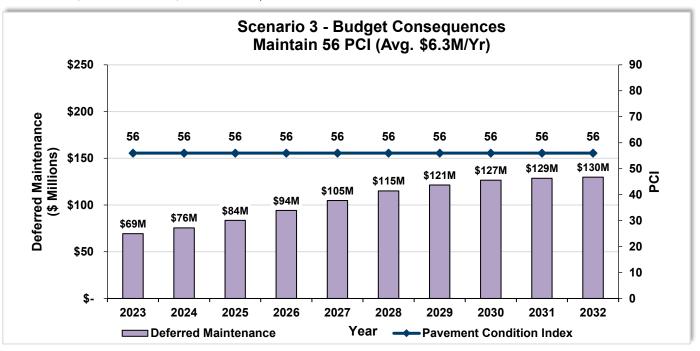
The following graphs illustrate the consequences to the City's overall weighted PCI and Deferred Maintenance Amount, based on the scenario projections:

At the current funding level of \$1.25M/Yr., the PCI of the entire system will deteriorate from 56 to 35, a 21 PCI point drop over the next 10 years. In addition, the backlog of deferred maintenance grows from \$70 million to \$209 million, an increase of 197%.

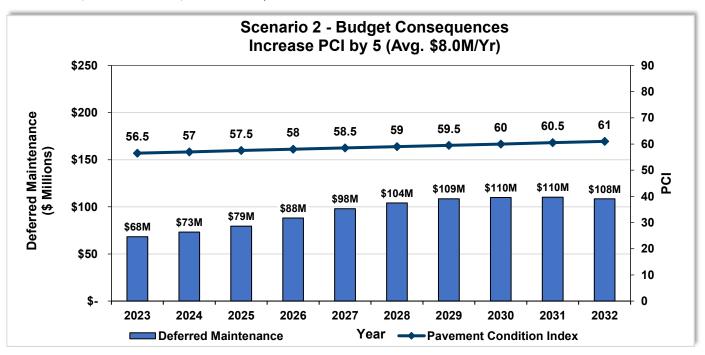




To maintain the current PCI of 56, it is projected that an average funding level of \$6.3M/YR is necessary. At this funding level the backlog of deferred maintenance grows from \$69 million to \$130 million, an increase of 87%.



To increase the PCI 5 points from 56 to 61, it is projected that an average funding level of \$8.0M/Yr is necessary. At this funding level the backlog of deferred maintenance grows from \$68 million to \$108 million, an increase of 59%.





CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2022 Pavement Management Program Update performed by PEI. PEI inspected all road segments in the City of Arroyo Grande. The average overall PCI for the City is 56, and 70.05% of the City's pavement is in Fair to Poor condition.

To maintain the system at its current overall PCI of 56, the City will need to spend an average of \$6.3 million annually over the next 10 years. Maintaining the current funding level of approximately \$1.25 Million annually will result in a PCI loss of 21 points in 10 years to a PCI of 35.

A review of the City's street system, by functional classification, shows that the Arterial streets have the highest average PCI of 58, the Collector streets have an average PCI of 55, and the Residential streets have an average PCI of 56. As a general rule, agencies typically try to keep their arterials in the best condition because they carry the bulk of the traffic and loading, followed by collectors, then the residential/ local streets.

Moving forward, PEI recommends the City carefully evaluate the overall annual budget to determine the amount it wants to commit to pavement maintenance and rehabilitation projects. We recommend the City set priorities for each functional classification and perhaps certain streets within each classification.

This Pavement Management Program will assist the City in its efforts to monitor treatments and track their effectiveness and help the City in setting future priorities and treatment policies. To ensure the City is evaluating accurate data, PEI suggests the City update its Pavement Management Program on a regular basis and review the entire system every three years, this includes a thorough review of the Decision Tree and the unit costs contained within. As the City maintains and updates its Pavement Management Program, the program will become a valuable tool in its efforts to maximize performance and minimize the spending for pavements.

Section II
Background



BACKGROUND

This section is intended to introduce important pavement design definitions and calculations as a background for understanding the Pavement Management Program (PMP) assumptions.

PAVEMENT DESIGN BASICS

Pavements are a structural support system generally considered to act like a beam. But unlike beams in buildings, which generally have static loads, the pavement structure is flexed many times from traffic loading. Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The impact of trucks is measured in equivalent single 18,000-pound axle loads (EALs). The total EALs are converted into a design Traffic Index (TI). As an example, a design TI of 5 is equal to 7,160 EALs. A Design TI of 8 is equal to 372,000 EALs. Therefore, the design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20-year period are used. For rehabilitation treatments such as overlays, 10 years is generally used.

The other element of pavement design is the support of the beam. The support is provided by the sub-grade soils. The support value is designated by the R-value test.

Using the design TI and R-value, the pavement designer chooses various materials to construct the structural section. The most common pavement section is a thin layer of asphalt concrete over aggregate base(s). Many options are available depending on specific project requirements and conditions.

The Design Life of a pavement is the period of time that a pavement is engineered, or planned, to perform at a satisfactory level. The Service Life of a pavement is the actual amount of time that a pavement performs at that satisfactory level. The design methods used in California are based on a 50 percent reliability rate. So, the average service life, of all pavements constructed using those design procedures, will be the design life. This generally means that about half of the pavements will not last the full design life and the other half will last longer than the design life. Therefore, the expected service life of a pavement is generally expressed in a range of years. For a pavement with a 20-year design life, the expected service life of that pavement will be 17 to 23 years.

PAVEMENT DETERIORATION

Pavement deteriorates from two processes, **Fatigue** and **Aging**, which occur simultaneously. In a well-designed and constructed pavement, the two processes result in the need to rehabilitate the pavement at approximately the same time. This is called the design life. The design life for most new pavements is <u>20 years</u>. Each deterioration process has its own set of pavement defects, which are related to the process.



Fatique

The first deterioration process, fatigue, is caused by heavy axle loads. As the pavement structure flexes or bends from heavy wheel loads, the asphalt concrete layer's ability to flex is consumed. With enough bending, the asphalt concrete layer begins to break at the bottom. These cracks progress upward until they reach the surface and appear as alligator cracking. These areas are repaired by removal and replacement of the asphalt concrete in the affected areas. These repairs are commonly called digouts.

As the pavement structure, its supporting soils, and the precise loading from wheel loads vary, so does the time it takes for alligator cracking to appear. As alligator cracking appears, the pavement should be repaired with digouts. Generally, when the total cumulative quantity of digouts reaches approximately 10 percent, or more, of the total area, the pavement is considered to have reached its service life and requires major rehabilitation.

Aging

The major element of the pavement structure that ages is the asphalt concrete layer. To a minor extent, aggregate bases can age if contaminated by fine soil particles, which are transported from the subsoil into the aggregate base.

Asphalt Concrete (AC) pavement is composed of aggregates and asphalt binder. The aggregates used are generally of fair quality and will experience some breakdown over time. Aggregate aging problems need to be addressed with maintenance treatments. As the asphalt binder ages, it loses volume through the loss of volatile components in the asphalt. As the volume decreases, or shrinks, the pavement will progressively crack from the resulting tensile strain in the layer. Normally, these cracks first show up as transverse cracks. They also show up in weak areas, such as paving joints. These cracks widen and increase over time until the pavement has a checkerboard appearance.

The aging process also causes the pavement to become more brittle. The increased stiffness results in additional cracking from loaded vehicles. This load induced cracking from the brittleness of the asphalt concrete is very similar to fatigue cracking in appearance.

The major agent for deterioration of the asphalt concrete binder is oxygen, whose carrier is water. Water enters the pavement either from the surface or as water vapor from underneath.

TYPICAL PAVEMENT DEFECTS

StreetSaver® identifies eight different Asphalt Concrete distress types. These are:

- 1. Alligator Cracking (Fatigue)
- 2. Block Cracking
- 3. Distortions
- 4. Longitudinal and Transverse Cracking
- 5. Patching and Utility Cut Patching
- 6. Rutting and Depression
- 7. Raveling
- 8. Weathering

These defects are common to virtually the entire pavement as aging progresses.

For purposes of understanding the levels of these distresses, the condition level descriptions from the ASTM D6433 "Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys" are included herein:

Alligator Cracking (Fatigue)



Image 1: Alligator Cracking

Description:

Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where tensile stress and strain are highest under wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are generally less than 0.6 m (2 ft) on the longest side. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. Therefore, it would not occur over an entire area unless the entire area were subject to traffic loading (pattern-type cracking that occurs over an entire area not subjected to loading is called "block cracking," which is not a load-associated distress).

Severity Levels:

- **L** Fine, longitudinal hairline cracks running parallel to each other with no, or only a few interconnecting cracks. The cracks are not spalled.
- **M** Further development of light alligator cracks into a pattern or network of cracks that may be lightly spalled.
- H Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges, with some pieces rocking under vehicle traffic.



Block Cracking



Image 2: Block Cracking

Description:

Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 0.3 by 0.3 m (1 by 1 ft) to 3 by 3 m (10 by 10 ft). Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block cracks, alligator cracks are caused by repeated traffic loadings and therefore found only in traffic areas (i.e., wheel paths).

Severity Levels: (*See definitions of longitudinal transverse cracking.)

L Blocks are defined by low-severity* cracks.

M Blocks are defined by medium-severity* cracks.

H Blocks are defined by high-severity* cracks.



Distortions



Image 3: Distortions

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Description:

Distortions are usually caused by corrugations, bumps, sags and shoving. They are localized abrupt upward or downward displacements in the pavement surface, a series of closely spaced ridges and valley or localized longitudinal displacements of the pavement surface. Distortions affect ride quality.

Severity Levels:

- L Distortion produces vehicle vibrations, which are noticeable, but no reduction in speed is necessary for comfort or safety and/or individual distortions cause the vehicle to bounce slightly but create little discomfort.
- **M** Distortion produces vehicle vibrations, which are significant, and some reduction in speed is necessary for safety and comfort.
- **H** Distortion produces vehicle vibrations, which are so excessive that speed must be reduced considerably for safety and comfort.



Longitudinal and Transverse Cracking (Non-PCC Slab Joint Reflective)



Image 4: Longitudinal and Transverse Cracking

Description:

Longitudinal cracks are parallel to the pavement's centerline or laydown direction. They may be caused by:

- 1. A poorly constructed paving lane joint.
- 2. Shrinkage of the AC surface due to low temperature or hardening of the asphalt and/or daily temperature cycling.
- A reflective crack caused by cracking beneath the surface course, including crack in PCC slabs.
- 4. Decreased support or thickness near the edge of the pavement.

Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These may be caused by conditions (2) and (3) above. These types of cracks are not usually load-associated.

Severity Levels:

- L One of the following conditions exists:
 - (1) Non-filled crack where the width is less than 10 mm (3/8 in.) or
 - (2) filled crack of any width, where crack filler in satisfactory condition.
- **M** One of the following conditions exists:
 - (1) non-filled crack width is greater than or equal to 10 mm and less than 75 mm (3/8 to 3 in.)
 - (2) non-filled crack is less than or equal to 75 mm (3 in.) surrounded by light and random cracking, or
 - (3) filled crack is of any width surrounded by light random cracking.
- **H** One of the following conditions exists:
 - (1) any crack filled or non-filled surrounded by medium or high severity random cracking.
 - (2) non-filled crack greater than 75 mm (3 in.) or
 - (3) A crack of any width where approximately 100 mm (4 in.) of pavement around the crack is severely broken.



Patching and Utility Cut Patching



Image 5: Patching and Utility Cut Patching

Description:

A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performed (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

Severity Levels:

- **L** Patch is in good condition and satisfactory. Ride quality* is rated as low severity or better.
- **M** Patch is moderately deteriorated and/or ride quality* is rated as medium severity.
- **H** Patch is badly deteriorated and/or ride quality* is rated as high severity. Needs replacement soon.

^{*}Ride quality is defined in the severity levels of distortions.



Rutting and Depressions



Image 6: Rutting and Depressions

Description:

A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or sub-grades, usually caused by consolidated or lateral movement of the materials due to traffic load. Significant rutting can lead to major structural failure of the pavement.

Depressions are localized areas where the pavement structure is lower than the surrounding area, but the transition is not abrupt enough to be considered a distortion. They are often referred to as "bird baths".

Severity Levels: (Average Rut or Depression Depth)

L 1/2" to less than 1" (13 to 25mm).

M 1" to less than 2" (25 to 50mm).

H equal to or greater than 2" (over 50mm).



Raveling



Image 7: Raveling

Description:

Raveling is the dislodging of coarse aggregate particles. Raveling may be caused by insufficient asphalt binder, poor mixture quality, insufficient compaction, segregation, or stripping.

Coarse aggregate refers to the predominant coarse aggregate size of the asphalt mix, and aggregate clusters refers to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (square meter) should be examined and the number of missing aggregate particles/clusters is counted.

Severity Levels:

- **M** Considerable loss of coarse aggregate greater than 20 per square yard (square meter), and/ or clusters of missing coarse aggregate are present.
- **H** Surface is rough and pitted, and it may be completely removed in places.



Weathering



Image 8: Weathering

Description:

Weathering is the wearing away of the asphalt binder and fine aggregate matrix.

Coarse aggregate refers to predominant coarse aggregate size of the asphalt mix. Loss or dislodging of coarse aggregate is covered under Raveling. Surface wear is normally caused by oxidation, inadequate compaction, insufficient asphalt content, excessive natural sand, surface water erosion, and traffic. Weathering occurs faster in areas with high solar radiation.

Severity Levels:

- Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions loss of fine aggregate mix is noticeable and may be accompanied by fading of the asphalt color. Edges of the aggregates are beginning to be exposed (less than 0.05 inches or 1 mm).
- **M** Loss of the fine aggregate matrix is noticeable and the edges of the coarse aggregate have been exposed up to 1/4th of the width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.
- H Edges of the coarse aggregate have been exposed greater than 1/4th of the width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.



PAVEMENT MAINTENANCE TREATMENTS

Pavement maintenance treatments are designed to slow the pavement aging process. Mainly, the treatments are designed to protect the pavement from the adverse effects of water and to some extent vehicle traffic.

Maintenance treatments, which protect the pavement from aging, are crack sealing, digouts, slurry seals, and cape seals. When pavements have extensive cracking and are beyond their design life, interim holding measures including skin patches and thin overlays are used as a stop gap prior to major rehabilitation.

The following outlines some of the more common types of maintenance treatments:

Crack Sealing

Crack sealing prevents surface water from getting beneath the asphalt concrete layer into the aggregate bases. Crack sealing is generally performed using hot rubberized crack sealing material. The procedure includes routing small cracks, cleaning and sealing.

Digouts

Digouts are small areas of deteriorated pavements, which are removed and replaced with new asphalt concrete. Pavement removal is accomplished by cold planning or saw cutting and excavation. New asphalt is installed in at least two lifts. The digout depth is determined depending on the street type and construction.

Slurry Seals

Slurry seals consist of a combination of fine aggregate and emulsified oil. A new type of slurry seal called Rubberized Asphalt Slurry (RAS) is in the development stage. Currently, the cost of RAS is 2 to 3 times as much as a conventional slurry seal, which makes the product economically unattractive. Slurry seals are used when the existing pavement surface is severely raveled.

Cape Seals

Cape seals consist of a chip seal over coated with a slurry seal. A chip seal is an application of small angular rock (chips) approximately 1/4" to 3/8" in a maximum size embedded into a thick application of asphalt emulsion. Most chip seals incorporate polymer modified binders.

Cape seals are used on residential and collector streets to maintain a pavement, which may need an overlay, but there are not sufficient funds available. Cape seals are placed over low to moderate alligator cracks and block shrinkage cracking. Due to the distress covered by the cape seal, small areas of disbanding or failure may occur and will require patching.



Cape sealed surfaces are fairly coarse compared to new paving. Due to this characteristic, they may not be acceptable to some residential areas.

Interim Holding Measures (or "Stop Gap" in StreetSaver® Terms)

Interim holding measures or stop gap treatments are used to "hold" the pavement together until funds become available for major rehabilitation. Common holding measures used include skin patches and thin overlays.

Skin patches are thin lifts of fine asphalt concrete placed over deteriorated areas.

Thin maintenance overlays are placed to hold the surface together. The asphalt concrete layer is generally 1 to 1-1/2 inches thick. A 3/8 inch aggregate is used with a rubberized asphalt binder, where the rubber has been mixed into solution with the asphalt binder during the refinement process. This is referred to as Terminally Blended Asphalt Rubber Binder.

PAVEMENT REHABILITATION TREATMENTS

Pavement rehabilitation consists of treatments used to restore the existing pavement quality or to add additional structural support to the pavement. Rehabilitation treatments include conventional overlays; pulverization and resurfacing; ARHM (asphalt rubber hot mix) overlays; AC removal and replacement (Mill and Fill); and reconstruction.

The following outlines some of the more common types of rehabilitation treatments:

Conventional Overlays

Conventional overlays generally consist of surface preparation and varying thicknesses of asphalt concrete. Surface preparation can consist of crack filling, pavement repairs of base failures and leveling courses.

The overlay thickness is determined by the structural requirement of the deflection analysis and reflective cracking criteria. The reflective cracking criteria requires the thickness of the overlay to be a minimum 1/2 the thickness of the existing bonded layers. Pavement fabric can account for 0.10 ft of asphalt for reflective cracking criteria if the structural requirements from the deflection analysis are met.

Conventional overlays have an expected service life of 7 to 13 years if they are designed to meet structural and reflective cracking criteria and are well constructed.



Pulverization and Resurfacing

Pulverization and resurfacing is an alternative to conventional overlays for streets that are structurally adequate but exhibit sufficient cracking to warrant improvement to the asphalt surface.

Pulverization and resurfacing are an intermediate step between overlays and reconstruction. The existing asphalt concrete is recycled into aggregate base and the recycled base increases the total structural section. The surface is re-graded to conform to flush facilities similar to the way the pavement is keycut for overlays. The re-grading allows for some improvement to the cross section and profile. This method eliminates the stress history and cracking of the old asphalt concrete pavement, thus eliminating negative impacts on the new asphalt concrete surface.

Some instability can be encountered when the pulverization method is used. PEI typically recommends budgeting 5 to 10 percent of the pulverized sub-grade area for stabilization. Stabilization can be performed using 6-inch deep lift asphalt concrete.

Pulverization and resurfacing has a life expectancy of 13 to 18 years. The life expectancy is slightly less than full reconstruction because some residual deficiencies in thickness or quality of the unaffected layers may still exist. Additional testing is necessary to determine if pulverization is a viable alternative. This testing includes measuring the existing structural section and testing the native soil for bearing capacity (R-value).

RHMA Overlays

Rubberized Hot Mix Asphalt (RHMA) is a material that uses crumb rubber mixed with traditional asphalt binders to produce a more flexible paving material than conventional dense graded hot mix asphalt (HMA).

Caltrans has developed design criteria for use of this material based on accelerated performance testing using its dual wheel accelerated pavement testing equipment. The Caltrans criteria allows RHMA to be used in a one to two ratio to conventional hot mix asphalt. Thus 1 inch of RHMA is equal to 2 inches of conventional hot mix asphalt for reflective cracking criteria.

RHMA costs approximately 1-3/4 times as much as conventional asphalt and provides a similar service life to that of conventional hot mix asphalt, 7 to 13 years. RHMA is generally only feasible when vertical constraints such as curb and gutter restrict the thickness of the overlay. RHMA typically has more open surface than conventional hot mix asphalt and is more difficult to obtain a high-quality finished product.



AC Removal and Replacement (Mill and Fill)

On some thick asphalt concrete pavements, the most economical approach to rehabilitating the pavement is to remove some of the existing asphalt concrete surface, which matches the existing profile. The replacement material can be either conventional hot mix asphalt (HMA) or RHMA, depending on the design criteria.

In other cases, due to drainage or other physical constraints, additional thickness cannot be placed. If the underlying base is sufficient to support anticipated loading, the asphalt layer can be removed and replaced. Depending on existing conditions, this method should have a life of 15 to 20 years.

Reconstruction

When the pavement has severe cross section deficiencies or requires significant structural strengthening, reconstruction may be the only alternative. Generally, existing pavement materials are recycled and incorporated into the new pavement structure. Structural section material alternatives include treated soils, full depth asphalt concrete, recycled materials and Portland cement concrete.

Section III Pavement Management Program Specifics



PAVEMENT MANAGEMENT PROGRAM SPECIFICS

This section discusses the characteristics of the Pavement Management Program and its application for the City of Arroyo Grande.

BACKGROUND (STREETSAVER®)

During the early years of Pavement Management software development, many companies developed private software packages focused on management of municipal street systems. Though these programs were versatile and sophisticated, the user was also dependent upon the software vendor for training, program updates, and software servicing. Many of the vendors had difficulty maintaining their software, leaving agencies stranded after making a substantial investment.

In 1982, the Metropolitan Transportation Commission (MTC) completed a study of local road and street maintenance needs and revenue short falls in the San Francisco Bay Area. The results of the study indicated that local jurisdictions were spending only 60 percent of funds required to maintain roads in a condition considered adequate. This indicated a need to improve pavement maintenance and rehabilitation techniques and practices. A committee was formed to evaluate pavement management efforts. At approximately the same time, six public works directors reviewed a proposal to develop a prototype Pavement Management Program (PMP); however, it was felt that the proposed system was too complex. This group strongly emphasized that simplicity was the most important objective to be developed in a PMP if it was to be adopted and used by cities and counties.

In 1983, a consultant was retained to assist MTC in determining PMP needs, PMP resources, and problems. In addition, they were to develop three basic elements of a standardized prototype PMP: a pavement condition index (PCI), effective maintenance treatments for the Bay Area, and a network level assignment procedure. The result was the first version of the MTC PMP. Since that time the program has evolved into StreetSaver®.

Today, MTC uses StreetSaver® to help local cities and counties better allocate resources, predict the future condition of their pavements at different levels of funding, and demonstrate the effects of underfunded road programs. The Bay Area was one of the first regions in the country to implement a Pavement Management Program that is used by nearly all of its localities. Using StreetSaver®, cities and counties can plan and manage road improvement projects, document budget needs and shortfalls, and use the collected data to build support for additional transportation funding.



StreetSaver® manages a collection of related data organized for easy storage and retrieval. The StreetSaver® program includes a database comprised of several sets of related data ("tables") that contain information about the street network in the jurisdiction. This information includes pavement condition, the available maintenance/rehabilitation treatments and their costs, and the history of the network. Based on this information, budget analyses are performed. A budget analysis allows the user to project network maintenance and rehabilitation needs, and costs to evaluate the consequences of various budget allocation alternatives. Alternatives can be evaluated in terms of maintenance and rehabilitation that can actually be performed, future pavement condition, and deferred costs. For some agencies, use of the StreetSaver® program is cyclical. For others, pavement management is integrated into an ongoing effort to manage their street networks.

<u>Implementation</u>

There are several steps involved in implementing an effective Pavement Management Program. These tasks should be completed on a periodic basis. These tasks include:

- 1. Collect pavement condition and maintenance/rehabilitation data.
- 2. Enter re-inspection data and/or applied maintenance and rehabilitation information.
- 3. Check/update maintenance treatment definitions and pavement category definitions.
- 4. Calculate Pavement Condition Index (PCI)
- 5. Evaluate system and current Maintenance/Rehabilitation strategies. Determine Budget needs and if necessary, develop alternate Budget Summaries.
- 6. Present analysis outputs to funding bodies.
- 7. Acquire funds and apply maintenance/rehabilitation treatments.

PROGRAM ASSUMPTIONS

The goal of the Pavement Management Program is to furnish budgetary amounts in order to achieve system wide improvements in the overall pavement condition. The goal of project engineering is to obtain the proper structural affect, for the lowest financial amount, for a given subset of the network to be maintained. Using the Pavement Management Program, management is able to realistically budget for economically maintaining the City's pavement Network. Annually updating maintenance activity and costs keeps the program current.



PAVEMENT MAINTENANCE AND REHABILITATION (M&R) UNIT COSTS

The reliability and accuracy of any PMP is based on the information contained in its Decision Tree. The listed treatments in the Decision Tree are generalized to provide a range of treatments. The exact treatment would need to be determined during the design phase of a project.

Typical treatments within each generalized treatment range are listed in table 3 below.

Treatment Category	Typical Treatment	
Light Maintenance	Slurry Seal or Micro-SurfaceFog Seal or Scrub Seal	
Heavy Maintenance	 Chip Seal, Cape Seal Slurry Seal or Micro-Surface with Digouts Thin Maintenance Overlay (TMO) 	
Light Rehab.	Overlay (2" and under) or Thin Mill and Fill	
Heavy Rehab.	 Overlay (greater than 2") or Thick Mill and Fill Cold-In-Place Recycling Full Depth Reclamation Pulverize and Resurfacing 	
Reconstruct	Full Section Reconstruction	

Table 3: General Treatment Categories with Typical Treatments

Based on a street segment's current PCI condition, StreetSaver[®] assigns a treatment action and estimated cost to perform the suggested treatment. This cost is not just what is paid to the contractor but should include all the "Soft Costs" incurred by the City.

Soft Costs can include the surface preparation, engineering cost, materials testing, and construction inspection. Even if these tasks are done "in-house", the inclusion in combination with the construction costs will tend to show the "true picture" of the cost of a specific project.

The following costs were used to develop the indicated budget numbers for each street segment PEI reviewed. The costs include, but are not limited to, miscellaneous work such as transitions, striping, and digouts.

The costs are averages. Small systems will have higher unit costs and large systems will have lower unit costs. The larger the annual project size, the better the economies of scale. Timing is also important. Bidding the work in early spring will result in significantly lower prices than bids solicited in the late summer or fall. If small packages are used, costs could be 25 to 50 percent higher.



The unit costs include a 30% increase to account for potential ADA Curb Ramp repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street section. The unit costs also include a 17% allowance to account for "Soft Costs". As well as a 10% contingency. These prices are in today's dollars (2022) and do not account for inflation.

Treatment	Arterial	Collector	Residential	
Cost/ Sq Yd				
Crack Seal (\$\$/LF)	\$1.59	\$1.27	\$1.27	
Light Maintenance	\$5.72	\$4.57	\$4.57	
Heavy Maintenance	\$21.20	\$17.66	\$17.66	
Light Rehab	\$60.05	\$56.52	\$52.99	
Heavy Rehab	\$91.85	\$84.78	\$84.78	
Reconstruct	\$229.61	\$197.82	\$173.09	

Table 1: General Treatment Unit Costs used in Arroyo Grande StreetSaver® Database.

<u>Decision Trees / Treatment Strategies</u>

The Decision Trees are broken down into two main areas; Preventive Maintenance (PM) and Rehabilitation. StreetSaver® makes preventive maintenance a top priority. The longer a segment can be kept in good condition the lower the overall cost of its treatments. Preventive Maintenance addresses the sections that have a PCI of 71 and greater. This area is further broken down to specific treatments that could be better termed as Crack Sealing, Surface Treating and Restoration Treatments.

The Decision Tree allows the user to program these treatments on a cyclical basis. As part of this cyclical process, once a road has reached the point where it can no longer be maintained by a crack seal or a surface seal the program will shift to a Restoration Treatment. The program uses this treatment to restore the pavement in long term budgeting scenarios to the Very Good category.

The Decision Tree for Preventive Maintenance and Rehabilitation was reviewed with the City of Arroyo Grande and updated by PEI. The decision tree customizes the logic for how and what maintenance and rehabilitation treatments StreetSaver® selects.

Five general pavement treatment categories were used to account for the various treatments in the decision tree: Reconstruction, Heavy Rehabilitation, Light Rehabilitation, Heavy Maintenance, and Light Maintenance. Specifying a general



treatment category allows the user to stay focused on a budget level analysis rather than moving to a project level analysis.

The PMP software assumes average construction and material quality. Pavement life is very sensitive to materials and workmanship quality. Poor quality new construction may result in up to a 50 percent loss in the pavement life. In other words, poor quality new construction may last 10 to 15 years, whereas excellent quality construction may last 20 to 30 years. Investing in quality, both in design and construction, provides significant returns in extended pavement life resulting in lowered annual maintenance costs.

The Decision Tree for the City of Arroyo Grande can be found in **Appendix A** of this report.

ANNUAL PAVEMENT MAINTENANCE / REHABILITATION PROGRAM

The PCI range of 0 to 100 is broken down into five condition categories for budget calculation purposes. StreetSaver® default PCI breakpoints were used during the update of the City of Arroyo Grande's Pavement Management Program.

The breakpoints are as follows:

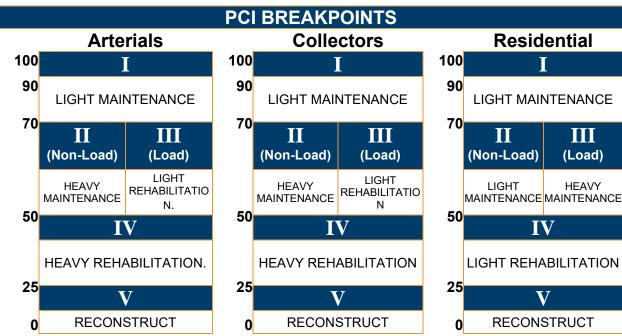


Figure 3: PCI Breakpoints

When a pavement section is identified for maintenance or rehabilitation, a user defined network-level cost category for a pavement of that functional class, type and condition is used to determine the needed funds for that section.



For sections falling within the preventive maintenance category, or category one (1), a time sequence is used to identify the appropriate treatment and cost. For those sections falling into a rehabilitation category, or categories two (2), three (3), four (4), or five (5), the PCI is used to determine the repair category for a pavement section.

The repair category is combined with functional classification (as a surrogate for traffic index) and surface type (as a surrogate for structural adequacy) to identify the appropriate treatment and cost. The treatment and cost identified for the section is a network-level budget planning treatment and is generally considered as a cost category for budgeting purposes rather than an actual treatment. Some sections will require more money than estimated, some will require less. A project-level analysis is used to determine the actual treatment to be used for a given section based on condition, structural capacity and other factors.

The funding needs are summed for all sections needing work for each year of the analysis period to determine the annual budget needs. The needs analysis provides a list of sections needing work over the selected analysis period and an estimate of the funds needed. In StreetSaver[®], this analysis period is 5 years. It identifies maintenance and rehabilitation needs without considering funding constraints, i.e. the Needs Analysis is unconstrained by the available budget. StreetSaver[®] identifies candidate sections and funds needed to provide the level of service to meet agency-defined goals.

When an agency has a considerable backlog of maintenance and repair needs, the first-year needs will include the bulk of sections needing work. From a funding standpoint, this may appear unrealistic; however, the needs analysis is only the first step in planning and programming. The information from the needs analysis is generally best presented to management as the total 5 year needs or the average needs per year of the 5-year period. Few agencies will be able to meet the first year needs as developed by the program.

The StreetSaver® Needs Analysis provides information on the condition of the network over the analysis period with and without application of the treatments. Since the application of treatments assume no limit on funds, this can be considered the upper limit of condition that could be reached by the agency and the condition without treatment can be considered the lower limit.

StreetSaver® uses a ranking process based on cost-effectiveness concepts. Basically, the longer a pavement is in good condition, the more benefit the user gets from the pavement. This can be approximated by the area under the PCI vs Time curve.

The larger that area, the longer the pavement provides the desired level of service. That area is divided by annualized costs per unit area. This ratio is weighted for different usage so that arterial streets are selected for repair before collectors in the same condition,



which are selected for repair before residential/locals in the same condition. Sections of pavements that provide the best service for the least money are then selected as those that should be repaired first. StreetSaver® provides a ranked listing based on this cost-effectiveness analysis. StreetSaver® also shows the condition with and without treatment, the estimated costs for each section, the calculations used to determine the ranking, and a listing of sections not recommended for treatment.

VISUAL EVALUATIONS

PEI's technical staff evaluated all of the streets. The Visual Evaluations of the streets were performed in accordance with the process described in ASTM D6433 using MTC's Modified pavement distresses described in Section II: Background, of this report. Once the data was entered into the program, PEI completed a quality assurance review of the system and verified the results in the field. The street inventory was based on visual evaluations.

PROGRAM UPDATES

The Pavement Management Program is a dynamic program. It is expected that the City will continue to visually rate their street network and update their StreetSaver® database at least every three years. In addition to the visual review, the City should update the database by adding new streets incorporated into the City, as well as any maintenance or rehabilitation treatments applied to any particular street segment.

Section IV Reference Reports



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
Α	Acorn Drive	10	Equestrian Way (N)	Equestrian Way (S)	R	2	1,500	37	55,500			35	Poor (50-31)
D	Alder Street	10	Farroll Avenue	Cameron Court	R	2	690	38	26,220	08/07/2012	SLURRY SEAL	41	Poor (50-31)
D	Alder Street	20	Farroll Avenue	Fair Oaks Ave	R	2	730	37	27,010	08/30/2012	SLURRY SEAL	37	Poor (50-31)
D	Alder Street	25	Fair Oaks Avenue	Ash St	R	2	680	37	25,160			40	Poor (50-31)
Е	Alder Street	30	Ash St	East Grand Ave	MaC	2	1,450	38	55,100	08/12/2012	SLURRY SEAL	52	Fair (70-51)
В	Allen Street	10	Traffic Way	Garden Street	R	2	2,150	31	66,650	08/05/2013	SLURRY SEAL	63	Fair (70-51)
С	Alpine Street (North)	10	Grand Avenue	Faeh Ave	R	2	1,058	34	35,972	05/16/2018	SLURRY SEAL	67	Fair (70-51)
С	Alpine Street (South)	10	Cerro Vista Circle (EOS)	Cerro Vista Lane	R	2	270	32	8,640	05/16/2018	SLURRY SEAL	69	Fair (70-51)
С	Alpine Street (South)	20	Cerro Vista Ln	Dodson Way	R	2	242	34	8,228	05/16/2018	SLURRY SEAL	44	Poor (50-31)
С	Alpine Street (South)	30	Dodson Way	E. Grand	R	2	1,430	34	48,620	05/16/2018	SLURRY SEAL	63	Fair (70-51)
Α	Andre Drive	15	Jenny Place	CDS	R	2	1,470	29	42,630			66	Fair (70-51)
Α	Arabian Circle	10	Vista Drive	Cul-de-Sac	R	2	633	37	23,421			49	Poor (50-31)
С	Arroyo Avenue	10	Pilgram Way	West Cherry Avenue	R	2	607	33	20,031	07/01/2010	RECONSTRUCT SURFACE (AC)	75	Good (90-71)
D	Ash Street	10	City Limit	CIW East of Spruce	MaC	2	1,470	41	60,270	08/05/2012	SLURRY SEAL	63	Fair (70-51)
D	Ash Street	20	CIW E. of Spuce St	S. Elm St	R	2	600	33	19,800			34	Poor (50-31)
D	Ash Street	30	S. Elm St	Walnut Street	R	2	1,015	37	37,555	08/05/2012	SLURRY SEAL	52	Fair (70-51)
D	Ash Street	40	Walnut Street	Alder St	R	2	1,015	37	37,555			42	Poor (50-31)
D	Ash Street Bathrooms Parking L	Soto-010	Ash Street at Spruce St	Bathrooms	0	1	240	60	14,400	08/12/2014	SLURRY SEAL	66	Fair (70-51)
Α	Asilo Street	10	La Canada Street (North end)	La Canada Street (South End)	R	2	1,320	29	38,280	07/01/2011	SLURRY SEAL	74	Good (90-71)
Α	Asilo Street	20	La Canada	Vista Drive	R	2	1,300	29	37,700	07/01/2011	SLURRY SEAL	78	Good (90-71)
Е	Aspen Street	10	Ash Street	Poplar Street	R	2	1,480	37	54,760			56	Fair (70-51)
Α	Avenida de Diamente	10	Via Bandolero (North end)	Via Bandolero (South End)	R	2	3,000	37	111,000			34	Poor (50-31)
D	Bakeman Lane (N)	10	Farroll Avenue (East Side)	Farroll Avenue (West Side)	R	2	1,400	33	46,200	07/01/2012	SLURRY SEAL	76	Good (90-71)
D	Bakeman Lane (S)	10	Farroll Road (West Side)	Farroll Road (East Side)	R	2	1,590	36	57,240	07/01/2012	SLURRY SEAL	51	Fair (70-51)
С	Bambi Court	10	Tiger Tail Drive	Cul-de-Sac	R	2	400	37	14,800			43	Poor (50-31)
В	Bedloe Lane	10	West Cherry Lane	Fair Oaks Avenue	R	2	500	19	9,500	07/01/2011	SLURRY SEAL	50	Poor (50-31)
D	Beech Street	10	Farroll Avenue	Fair Oaks Avenue	R	2	700	34	23,800	08/06/2012	SLURRY SEAL	30	Failed (30-0)
С	Bell Street	10	Grand Avenue (East)	El Camino Real	R	2	1,050	35	36,750	08/15/2015	SLURRY SEAL	50	Poor (50-31)
Е	Bennett Avenue	10	Linda Drive	Halcyon (North)	R	2	1,020	35	35,700	08/12/2014	SLURRY SEAL	43	Poor (50-31)
С	Bennett Avenue	20	Halcyon (North)	El Camino Real	R	2	1,210	37	44,770	08/15/2015	SLURRY SEAL	60	Fair (70-51)
Е	Beta Court	10	Brighton Avenue	Cul-de-Sac	R	2	230	36	8,280			30	Failed (30-0)
Е	Blackberry Avenue	15	Boysenberry St	Cranberry St	R	2	1,050	33	34,650			80	Good (90-71)
Е	Blueberry Avenue	10	Boysenberry Street	Courtland Street	R	2	483	33	15,939			79	Good (90-71)
Е	Boysenberry Street	10	Raspberry Avenue	Strawberry Street	R	2	930	33	30,690			80	Good (90-71)
В	Branch Mill Road	10	East Cherry Avenue	City Limit	MaC	2	3,280	26	85,280	05/15/2017	SEAL CRACKS	36	Poor (50-31)
В	Branch Street (E)	70	Bridge St (Bricks)	Mason St (Bricks)	Α	2	875	42	36,750	12/01/2017	CHIP SEAL AND SLURRY SEAL	72	Good (90-71)
В	Branch Street (E)	80	Mason St (Bricks)	Garden St	Α	2	1,460	48	70,080	07/01/2012	SLURRY SEAL	46	Poor (50-31)
В	Branch Street (E)	90	Garden St	Huasna	Α	2	1,030	32	32,960	12/01/2017	SLURRY SEAL	59	Fair (70-51)
Α	Branch Street (W)	10	Oak Park Boulevard	Camino Mercado	MiA	2	1,740	44	77,430	07/01/2019	DEEP PATCH	55	Fair (70-51)
Α	Branch Street (W)	20	Camino Mercado	Brisco Road	MiA	2	2,880	67	192,960	07/01/2019	DEEP PATCH	66	Fair (70-51)
Α	Branch Street (W)	30	Brisco Road	COP East of Library entrance	MiA	2	1,080	42	45,360	07/01/2019	DEEP PATCH	59	Fair (70-51)
В	Branch Street (W)	40	COP East of Library entrance	Vernon	MiA	2	1,610	42	67,620	07/01/2019	DEEP PATCH	85	Good (90-71)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Branch Street (W)	45	Vernon St	E. Grand	MaC	2	830	28	23,240	07/01/2019	DEEP PATCH	48	Poor (50-31)
В	Branch Street (W)	50	E. Grand Ave	Traffic Way	Α	3	275	50	13,750			79	Good (90-71)
В	Branch Street (W)	60	Traffic Way	Bridge St	Α	2	685	40	27,400	12/01/2017	CHIP SEAL AND SLURRY SEAL	60	Fair (70-51)
В	Bridge Street	10	Branch Street (East)	Traffic Way	R	2	950	39	37,050			52	Fair (70-51)
Е	Brighton Avenue	10	Oak Park Boulevard	Change of Pavement	R	2	360	43	15,480	08/30/2015	SLURRY SEAL	61	Fair (70-51)
Е	Brighton Avenue	15	Change of Pavement	Courtland Street	R	2	355	43	15,265			80	Good (90-71)
Е	Brighton Avenue	20	Courtland Street	Elm Street (North)	R	2	1,900	37	70,300			37	Poor (50-31)
Е	Brisco Road	10	Grand Ave (East)	Linda Drive	MiA	2	750	37	27,750			77	Good (90-71)
Е	Brisco Road	20	Linda Drive	El Camino Real	MiA	2	1,350	37	49,950			72	Good (90-71)
Е	Brisco Road	30	El Camino Real	Branch Street (West)	MiA	2	300	32	9,600	07/01/2015	MILL AND THICK OVERLAY	85	Good (90-71)
D	Brittany Avenue	10	South Elm	Carrington Place	R	2	310	37	11,470			73	Good (90-71)
С	California Street	10	Cherry Avenue (West)	Fair Oaks Avenue	R	2	525	38	19,950	07/01/2011	SLURRY SEAL	45	Poor (50-31)
Α	Calle Carmen	10	Via Bandolero	Cul-de-Sac	R	2	250	37	9,250			39	Poor (50-31)
Α	Calle Cuervo	10	Via Las Aguilas	Cul-de-Sac	R	2	260	29	7,540			70	Fair (70-51)
В	Callie Court	10	Huasna Road	Cul-de-Sac	R	2	235	37	8,695			57	Fair (70-51)
D	Cameron Court	10	Alder Street	Halcyon Road (South)	R	2	562	37	20,794	08/06/2012	SLURRY SEAL	40	Poor (50-31)
Α	Camino Mercado	10	Branch Street (West)	COP West of Walmart Entrance	MaC	2	1,000	38	38,000	12/01/2016	SLURRY SEAL	65	Fair (70-51)
Α	Camino Mercado	20	COP West of Walmart Entrance	Rancho Parkway	MaC	2	1,490	41	61,090			48	Poor (50-31)
В	Campana Place	10	Gularte Road	Cul-de-Sac	R	2	625	38	23,750			36	Poor (50-31)
В	Canyon Way	10	Tally Ho	CIW	R	2	1,300	38	49,400	08/12/2014	SLURRY SEAL	56	Fair (70-51)
В	Car Corral Parking Lot (Lower)	Corral-010	E. Branch St	Beginning of Middle Corral Parking Lot	0	1	300	62	18,870	08/15/2015	SLURRY SEAL	68	Fair (70-51)
В	Car Corral Parking Lot (Upper)	Corral-020	Corral-010, Rear of Business	E. Le Point St and Cross Gutter.	0	1	200	73	14,600	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
В	Car Corral Parking Lot (Upper)	Corral-030	E. Le Point St at Miller Way	Cross Gutter at bottom and West Side	0	1	200	160	32,000			76	Good (90-71)
Α	Cardinal Court	10	Robin Circle	Cul-de-Sac	R	2	150	37	5,550	12/01/2016	SLURRY SEAL	60	Fair (70-51)
D	Carmella Crive	10	Farroll Avenue	CDS	R	2	900	35	31,500	07/01/2012	SLURRY SEAL	54	Fair (70-51)
D	Carol Place	10	Carmella Drive	Farroll Avenue	R	2	580	35	20,300	07/01/2012	SLURRY SEAL	50	Poor (50-31)
D	Carrington Place	10	Brittany Ave	CDS	R	2	175	37	6,475			71	Good (90-71)
Α	Castillo Court	10	Vista Drive	Cul-de-Sac	R	2	345	29	10,005			79	Good (90-71)
С	Castillo del Mar	10	End of Street	Orchard Avenue	R	2	2,790	37	103,230	07/01/2011	SLURRY SEAL	74	Good (90-71)
С	Castillo del Mar	20	Orchard Avenue	Valley Road	R	2	163	37	6,031	07/01/2011	SLURRY SEAL	76	Good (90-71)
Е	Cedar Street	10	Aspen Street	Spruce Street	R	2	540	35	18,900			56	Fair (70-51)
Е	Cedar Street	25	Spruce Street	Courtland Street	R	2	887	32	28,384			70	Fair (70-51)
С	Cerro Vista Circle	10	Cerro Vista Lane	Alpine Street (South)	R	2	715	37	26,455	05/16/2018	SLURRY SEAL	51	Fair (70-51)
С	Cerro Vista Lane	10	Alpine Street (South)	Cerro Visto Circle	R	2	550	42	23,375	08/12/2014	SLURRY SEAL	48	Poor (50-31)
Α	Chaparral Lane	15	Spanish Moss Ln	Cul-de-Sac	R	2	860	37	31,820			42	Poor (50-31)
Е	Chelsea Court	10	Brighton Ave	Cul-de-sac	R	2	175	37	6,475			49	Poor (50-31)
В	Cherry Avenue (East)	10	Traffic Way	PC Railway Place	MaC	2	1,420	45	63,900	07/01/2013	SLURRY SEAL	85	Good (90-71)
В	Cherry Avenue (East)	10	Traffic Way	End of Street (US 101)	R	2	200	40	8,000	07/01/2019	DEEP PATCH	93	Excellent (100-91)
В	Cherry Avenue (East)	20	PC Railway Place	Branch Mill Road	MaC	2	1,125	40	45,000	07/01/2013	SLURRY SEAL	52	Fair (70-51)
В	Cherry Avenue (East)	30	Branch Mill Road	End of Pavement	R	2	600	22	13,200			77	Good (90-71)
С	Cherry Avenue (West)	20	Arroyo Avenue	End of Street (AGHS)	R	2	878	39	34,242	08/05/2013	SLURRY SEAL	76	Good (90-71)
Е	Chilton Avenue	10	Oak Park Boulevard	Robles Road	R	2	1,500	19	28,500	07/01/2012	SLURRY SEAL	34	Poor (50-31)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	City Hall Parking Lot	CtyHal-010	Mason Street (South)	End of Lot	0	1	126	60	7,560			26	Failed (30-0)
В	Clarence Avenue	10	Huasna Road	End of Street	R	2	646	27	17,442	08/12/2014	SLURRY SEAL	65	Fair (70-51)
Α	Clinton Court	10	James Way	Cul-de-Sac	R	2	290	29	8,410			69	Fair (70-51)
В	Coach Road	10	Branch Mill Road	Flora Road - CIW North of Flora	MaC	2	743	36	26,748	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	86	Good (90-71)
В	Cobre Place	10	Gularte Road	Cul-de-Sac	R	2	550	37	20,350			28	Failed (30-0)
Α	Colina Street	10	Via La Barranca	James Way	R	2	435	26	11,310	08/12/2014	SLURRY SEAL	32	Poor (50-31)
Α	Collado Corte	10	Avenida de Diamante	Cul-de-Sac	R	2	315	37	11,655	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)
В	Corbett Canyon Road	10	Route 227	City Limit	MaC	2	1,230	24	29,520	12/30/2021	DEEP PATCH	45	Poor (50-31)
В	Corbett Canyon Road	20	Huasna Rd	Printz Rd	Α	2	2,700	26	70,200			51	Fair (70-51)
С	Cornwall Avenue	10	El Camino Real	N. Rena Street	R	2	1,361	35	47,635	08/15/2015	SLURRY SEAL	61	Fair (70-51)
Е	Corona del Tierra	10	Brighton Avenue	Cul-de-Sac	R	2	420	37	15,540			45	Poor (50-31)
D	Corporation Yard Parking Lot	CrpYrd-010	East Entrance to Corp Yard (Front)	West End at Gate	0	1	250	72	18,000	08/15/2015	SLURRY SEAL	69	Fair (70-51)
D	Corporation Yard Parking Lot	CrpYrd-020	Rear Maintenance Area	Rear	0	1	270	241	65,286				
В	Corral Place	10	Corbett Canyon Road	Cul-de-Sac	R	2	660	28	18,480			46	Poor (50-31)
Е	Courtland Street (N)	10	Grand Avenue (East)	Brighton Avenue	MaC	2	850	37	31,450			64	Fair (70-51)
Е	Courtland Street (N)	20	Brighton Avenue	Newport Avenue	MaC	2	550	36	19,800			75	Good (90-71)
Е	Courtland Street (S)	10	Ash Street	Raspberry Avenue	MaC	2	390	37	14,430			65	Fair (70-51)
Е	Courtland Street (S)	20	Raspberry Avenue	Strawberry Avenue	MaC	2	1,070	37	39,590			71	Good (90-71)
Е	Courtland Street (S)	30	Strawberry Avenue	COP at CIW	MaC	2	300	40	12,000			73	Good (90-71)
Е	Courtland Street (S)	40	COP at CIW	E. Grand Ave	MaC	2	510	41	20,910			81	Good (90-71)
Е	Cranberry Avenue	10	Raspberry Avenue	Blackberry Avenue	R	2	715	33	23,595			80	Good (90-71)
С	Creekside Drive	10	Woodland Drive	Cul-de-Sac	R	2	445	37	16,465	08/12/2014	SLURRY SEAL	33	Poor (50-31)
В	Cross Street	10	Ide Street	Allen Street	R	2	660	37	24,420	08/05/2013	SLURRY SEAL	20	Failed (30-0)
В	Crown Hill	10	Branch Street (East)	End of Street	R	2	1,640	30	49,200	12/01/2017	SLURRY SEAL	72	Good (90-71)
В	Crown Terrace	10	Crown Hill	Le Point Street	R	2	450	20	9,000	12/01/2017	SLURRY SEAL	42	Poor (50-31)
В	Crown Terrace	20	Le Point Street	North End	R	2	230	37	8,510	12/01/2017	SLURRY SEAL	69	Fair (70-51)
Α	Cuerda Corte	10	Avenida de Diamante	Cul-de-Sac	R	2	240	37	8,880			34	Poor (50-31)
Α	Cuesta Place	10	Via La Barranca	Cul-de-Sac	R	2	265	26	6,890	08/12/2014	SLURRY SEAL	38	Poor (50-31)
Α	Deer Trail Circle	10	Equestrian Way	Cul-de-Sac	R	2	800	25	20,000			30	Failed (30-0)
С	Del Mar Place	10	Castillo del Mar	South End (Cul-de-Sac)	R	2	240	36	8,640			90	Good (90-71)
D	Del Sol Street	10	The Pike	Tierra St	R	2	730	37	27,010	07/01/2012	SLURRY SEAL	54	Fair (70-51)
С	Del Sur	10	Castillo del Mar	South End (Cul-de-Sac)	R	2	430	36	15,480			90	Good (90-71)
С	Diamond Circle	10	Leanna Drive	Cul-de-Sac	R	2	205	34	6,970	07/01/2011	SLURRY SEAL	69	Fair (70-51)
D	Diana Place	10	Farroll Ave	End of Street	R	2	950	37	35,150	08/06/2012	SLURRY SEAL	61	Fair (70-51)
D	Dixson Street	10	Oak Park Boulevard	CDS	R	2	735	37	27,195	07/01/2012	SLURRY SEAL	75	Good (90-71)
Е	Dodson Way	10	Alder Street	Halcyon Road (South)	R	2	600	27	16,200	08/12/2012	SLURRY SEAL	53	Fair (70-51)
С	Dodson Way	20	Halcyon Road (South)	Alpine Street (South)	R	2	730	35	25,550	08/12/2014	SLURRY SEAL	70	Fair (70-51)
D	Don Robert's Field Parking Lot	DonRob-010	Oak Park Bl. North of Dixson St	End of Parking Lot	0	1	223	93	20,850			83	Good (90-71)
Α	Dos Cerros	10	Via Las Aguilas	Cul-de-Sac	R	2	345	29	10,005			50	Poor (50-31)
Е	E Grand Avenue (EB)	510	City Limit @ COP E. of Oak Park	Juniper St	Α	2	1,250	38	47,500	07/01/2011	SLURRY SEAL	58	Fair (70-51)
Е	E Grand Avenue (EB)	520	Juniper Street	S. Elm Street	Α	2	1,100	40	44,000	07/01/2011	SLURRY SEAL	38	Poor (50-31)
Е	E Grand Avenue (EB)	530	S. Elm St	South Halcyon Road	Α	2	2,800	40	112,000	07/01/2011	SLURRY SEAL	65	Fair (70-51)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
С	E Grand Avenue (EB)	540	South Halycon Road	El Camino Real	А	2	1,820	30	54,600	12/30/2021	DEEP PATCH	43	Poor (50-31)
С	E Grand Avenue (EB)	545	El Camino Real	PCC @ 101 Overcrossing	Α	2	700	30	21,000	07/01/2014	MILL AND THICK OVERLAY	86	Good (90-71)
В	E Grand Avenue (EB)	550	AC @ Hwy 101 overpass	W. Branch	Α	2	500	30	15,000			88	Good (90-71)
В	E Grand Avenue (WB)	510	W. Branch	PCC @ Highway 101 overpass	Α	2	500	30	15,000			88	Good (90-71)
С	E Grand Avenue (WB)	515	PCC @ 101 Overcrossing	El Camino Real	Α	2	700	30	21,000	07/01/2014	MILL AND THICK OVERLAY	85	Good (90-71)
С	E Grand Avenue (WB)	520	El Camino Real	North Halcyon Rd	Α	2	1,850	30	55,500	12/30/2021	DEEP PATCH	44	Poor (50-31)
Е	E Grand Avenue (WB)	530	North Halcyon Rd	North Elm St	Α	2	2,750	40	110,000	07/01/2011	SLURRY SEAL	61	Fair (70-51)
Е	E Grand Avenue (WB)	540	North Elm St	Fairview	Α	2	950	40	38,000	07/01/2011	SLURRY SEAL	41	Poor (50-31)
Е	E Grand Avenue (WB)	550	Fairview	City Limit @ COP, East of Oak Park	Α	2	1,400	38	53,200	07/01/2011	SLURRY SEAL	44	Poor (50-31)
Е	El Camino Real	10	City Limit	Oak Park Boulevard	MaC	2	95	50	4,750	07/01/2012	THIN OVERLAY w/FABRIC	78	Good (90-71)
Е	El Camino Real	20	Oak Park Boulevard	Hillcrest Drive	MiA	2	2,050	30	61,500	07/01/2012	THIN OVERLAY w/FABRIC	84	Good (90-71)
Е	El Camino Real	30	Hillcrest Drive	W/C 850' E/O Hillcrest Dr	MiA	2	850	40	34,000	07/01/2012	THIN OVERLAY w/FABRIC	79	Good (90-71)
Е	El Camino Real	35	W/C 850' E/O Hillcrest Dr	Brisco Rd	MiA	2	1,550	32	49,600	07/01/2012	THIN OVERLAY w/FABRIC	78	Good (90-71)
Е	El Camino Real	40	Brisco Road	Halcyon Road (North)	MiA	2	700	50	35,000	07/01/2012	THICK AC OVERLAY(2.5 INCHES)	70	Fair (70-51)
С	El Camino Real	50	Halcyon Road (North)	Bennett.	MiA	2	1,160	68	78,880	07/01/2012	RECONSTRUCT SURFACE (AC)	76	Good (90-71)
С	El Camino Real	60	Bennett	E. Grand Ave	MiA	2	820	37	30,340	07/01/2012	THIN OVERLAY w/FABRIC	77	Good (90-71)
Е	Elm Street (North)	10	Grand Ave (East)	Brighton Avenue	R	2	875	38	33,250	08/12/2014	SLURRY SEAL	43	Poor (50-31)
Е	Elm Street (North)	20	Brighton Avenue	CDS	R	2	475	37	17,575	08/12/2014	THICK AC OVERLAY(2.5 INCHES)	48	Poor (50-31)
D	Elm Street (South)	10	City Limit	The Pike	MiA	2	800	47	37,600	12/30/2021	DEEP PATCH	35	Poor (50-31)
D	Elm Street (South)	20	The Pike	Farroll Avenue	MiA	2	1,510	62	93,620	12/30/2021	DEEP PATCH	61	Fair (70-51)
D	Elm Street (South)	30	Farroll Avenue	Ash Street	MiA	2	1,450	62	89,900	12/30/2021	DEEP PATCH	45	Poor (50-31)
Е	Elm Street (South) (NB)	540	Ash Street	Grand Ave (East)	MiA	2	2,030	31	62,930	07/01/2011	SLURRY SEAL	60	Fair (70-51)
Е	Elm Street (South) (SB)	540	E. Grand Ave	Ash St	MiA	2	2,100	31	65,100	07/01/2011	SLURRY SEAL	59	Fair (70-51)
D	Elm Street Comm Center Parkin	ElmSt-020	End of Driveway	End of Lot	0	1	220	78	17,160	08/12/2015	SLURRY SEAL	60	Fair (70-51)
D	Elm Street Comminty Center Dri	ElmSt-010	Driveway East of Ash St Bathrooms	Elm St Rec Center parking lot	0	1	490	27	13,230			49	Poor (50-31)
С	Eman Court	10	Alpine Street (South)	Cul-de-Sac	R	2	480	34	16,320	08/12/2014	SLURRY SEAL	43	Poor (50-31)
Α	Emerald Bay Drive (East)	10	Rodeo Drive	Cul-de-Sac	R	2	446	37	16,502	07/01/2015	MILL AND THICK OVERLAY	50	Poor (50-31)
Α	Emerald Bay Drive (West)	10	Rodeo Drive	Cul-de-Sac	R	2	465	37	17,205	07/01/2015	MILL AND THICK OVERLAY	65	Fair (70-51)
Α	Equestrian Way	10	James Way	Vista Circle	MaC	2	2,600	37	96,200			33	Poor (50-31)
Α	Equestrian Way	20	Vista Circle	Noyes Road	MaC	2	1,906	37	70,522			33	Poor (50-31)
С	Faeh Avenue	10	Halcyon Road (North)	El Camino Real	R	2	600	36	21,600	08/15/2015	SLURRY SEAL	78	Good (90-71)
D	Fair Oaks Avenue	10	Elm Street (South)	Alder St	MaC	2	2,200	41	90,200	08/05/2013	SLURRY SEAL	46	Poor (50-31)
D	Fair Oaks Avenue	20	Alder St	Halcyon Road (South)	MaC	2	625	41	25,625	08/05/2013	SLURRY SEAL	78	Good (90-71)
С	Fair Oaks Avenue	30	Halcyon Road (South)	PCC E. of Woodland	MiA	2	1,100	57	62,700	12/30/2021	DEEP PATCH	41	Poor (50-31)
С	Fair Oaks Avenue	40	PCC E. of Woodland	Valley Road	MiA	4	2,240	60	134,400	08/15/2015	SLURRY SEAL	62	Fair (70-51)
С	Fair Oaks Avenue	50	Valley Road	PCC @ 101 Overpass	MiA	4	1,680	48	80,640	08/15/2015	SLURRY SEAL	67	Fair (70-51)
В	Fair Oaks Avenue	60	Traffic Way	PCC @ Hwy 101 bridge	MiA	4	430	48	20,640	08/15/2015	SLURRY SEAL	44	Poor (50-31)
Е	Fair View Drive	10	Grand Avenue (E)	Brighton Avenue	R	2	840	37	31,080	08/05/2013	SLURRY SEAL	34	Poor (50-31)
Е	Fair View Drive	20	Brighton Avenue	Cul-De-Sac	R	2	300	38	11,400	09/09/2015	SLURRY SEAL	35	Poor (50-31)
В	Farmhouse Place	10	Grove Court	Hillside Court	R	2	400	37	14,800			72	Good (90-71)
D	Farroll Avenue	10	City Limit	Elm Street (South)	MaC	2	1,675	42	70,350			72	Good (90-71)
D	Farroll Avenue	20	Elm Street (South)	Victorian Ct	R	2	1,100	40	44,000			73	Good (90-71)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Farroll Avenue	30	Victorian Ct	Halcyon Road (South)	R	2	1,525	36	54,900			66	Fair (70-51)
С	Farroll Avenue	40	Halcyon Road (South)	Cul-De-Sac	R	2	335	30	10,050	08/12/2014	SLURRY SEAL	48	Poor (50-31)
В	Fieldview Place	10	Hillside Court	Grove Court	R	2	360	37	13,320			75	Good (90-71)
В	Fire Access Road	10	Pearwood Avenue	Gularte Road	0	1	551	10	5,510			76	Good (90-71)
В	Flora Road	10	Coach Road	End of Street	R	2	650	38	24,700	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
С	Forest Glen Drive	10	Woodland Drive	Cul-De-Sac	R	2	415	37	15,355	08/12/2014	SLURRY SEAL	34	Poor (50-31)
В	Fortuna Court	10	Platino Lane	Cul-de-Sac	R	2	240	37	8,880			41	Poor (50-31)
В	Garden Street	10	East Branch Street	End of Street (Creek)	R	2	250	24	6,000			85	Good (90-71)
В	Garden Street	110	Ide Street	E. Cherry Avenue	R	2	1,040	37	38,480	08/05/2013	SLURRY SEAL	85	Good (90-71)
В	Garden Street	120	Cherry Avenue (East)	Grove Court	R	2	125	37	4,625			63	Fair (70-51)
D	Garfield Place	10	The Pike	Cul-De-Sac	R	2	1,243	37	45,991	08/06/2012	SLURRY SEAL	46	Poor (50-31)
D	Garfield Place	20	Garfield Place	North End (Cul-de-Sac)	R	2	125	34	4,250			44	Poor (50-31)
D	Gaynfair Terrace	10	The Pike	Farroll Avenue	R	2	1,620	38	61,560	08/06/2012	SLURRY SEAL	59	Fair (70-51)
D	Golden West Place	10	Farroll Avenue	Cul-De-Sac	R	2	700	38	26,600	07/01/2012	SLURRY SEAL	58	Fair (70-51)
Α	Grace Lane	10	Rodeo Drive - Southside	Rodeo Drive - Northside	R	2	2,650	29	76,850	08/12/2014	SLURRY SEAL	71	Good (90-71)
Α	Grace Lane	20	Rodeo Drive	Chaparral Lane	R	2	135	37	4,995	05/23/2016	SLURRY SEAL	49	Poor (50-31)
В	Greenwood Drive	10	Flora Road	End of Street	R	2	672	35	23,520	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
В	Grove Court	10	Fieldview Place	Farmhouse Place	R	2	375	37	13,875			71	Good (90-71)
В	Gularte Road	10	Corbett Canyon Road	Stagecoach Road	R	2	1,850	33	61,790			38	Poor (50-31)
В	Gularte Road	20	Stagecoach Road	Cul-De-Sac	R	2	772	37	28,564			44	Poor (50-31)
С	Halcyon Road (North)	10	El Camino Real	E Grand Avenue	MiA	2	1,630	37	60,310	12/30/2021	DEEP PATCH	41	Poor (50-31)
С	Halcyon Road (South)	30	Fair Oaks Avenue	Olive Street	MaC	4	522	61	31,842	08/05/2013	SLURRY SEAL	54	Fair (70-51)
С	Halcyon Road (South)	40	Olive Street	Cameron Court	MaC	2	830	61	50,630	07/01/2013	SLURRY SEAL	44	Poor (50-31)
С	Halcyon Road (South)	50	Cameron Court	Calle De Los Suei	MaC	2	670	50	33,500	07/01/2013	SLURRY SEAL	39	Poor (50-31)
С	Halcyon Road (South)	60	Calle De Los Suei	The Pike	MaC	1	290	34	9,860	07/01/2013	SLURRY SEAL	55	Fair (70-51)
С	Halcyon Road (South) NB	520	Fair Oaks Avenue	E Grand Avenue	MiA	2	2,180	31	67,580	07/01/2013	SLURRY SEAL	36	Poor (50-31)
С	Halcyon Road (South) SB	520	E Grand Avenue	Fair Oaks Avenue	MiA	2	2,180	30	65,400	08/05/2013	SLURRY SEAL	34	Poor (50-31)
D	Hampton Place	10	Brittany Ave	CDS	R	2	185	37	6,845			71	Good (90-71)
В	Harrison Street	10	Mckinley Street	Cul-De-Sac	R	2	251	18	4,518	12/01/2017	SLURRY SEAL	79	Good (90-71)
В	Haven Court	10	Waller PI	Leedham Pl	R	2	578	37	21,386			93	Excellent (100-91)
В	Hawkins Court	10	Cross Street	Cul-De-Sac	R	2	133	37	4,921	08/05/2013	SLURRY SEAL	35	Poor (50-31)
Α	Hidden Oak Road	10	James Way	EOR	R	2	880	37	32,560	07/01/2011	SLURRY SEAL	78	Good (90-71)
Е	Hillcrest Drive	10	Sierra Drive	Montego Street	R	2	1,930	22	42,460	07/01/2012	SLURRY SEAL	40	Poor (50-31)
Е	Hillcrest Drive	20	Montego Street	El Camino Real	R	2	1,244	21	26,124	07/01/2012	SLURRY SEAL	34	Poor (50-31)
В	Hillside Court	10	Fieldview Place	Los Olivos Lane	R	2	620	37	22,940			76	Good (90-71)
Α	Hodges Road	15	Equestrian Way	East End	R	2	1,075	25	26,875			29	Failed (30-0)
В	Huasna Road	10	East Branch Street	Bolsa Chica Entrance	MiA	2	1,200	61	73,200	08/30/2012	SLURRY SEAL	60	Fair (70-51)
В	Huasna Road	20	Bolsa Chica Entrance	Callie Ct	MiA	2	1,350	38	51,300	08/05/2012	SLURRY SEAL	58	Fair (70-51)
В	Huasna Road	30	Callie Ct	City Limit	MiA	2	1,640	61	100,040	08/05/2012	SLURRY SEAL	50	Poor (50-31)
Е	Huckleberry Avenue	10	Cranberry Street	Courtland Street	R	2	490	33	16,170			80	Good (90-71)
В	Huebner Lane	10	Branch Mill Road	Water Tank	0	2	1,487	11	16,357			55	Fair (70-51)
В	Ide Street	10	Whiteley Street	Garden Street	R	2	990	33	32,670	08/05/2013	SLURRY SEAL	85	Good (90-71)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	lkeda Way	10	Huasna Road	Vard Loomis Lane	R	2	470	37	17,390			40	Poor (50-31)
Α	James Way	10	Oak Park Boulevard	Equestrian Way	MaC	2	2,180	41	89,380	08/03/2018	6" DIGOUTS	74	Good (90-71)
Α	James Way	20	Equestrian Way	Clinton Ct	MaC	2	1,100	41	45,100	08/03/2018	4" DIGOUTS	74	Good (90-71)
Α	James Way	30	Clinton Ct	Rancho Parkway	MaC	2	2,350	41	96,350	08/03/2018	6" DIGOUTS	77	Good (90-71)
Α	James Way	40	Rancho Parkway	Rodeo Drive	MaC	2	1,200	41	49,200	08/03/2018	4" DIGOUTS	76	Good (90-71)
Α	James Way	50	Rodeo Drive	Village Glen Drive	MaC	2	1,930	41	79,130	08/03/2018	4" DIGOUTS	73	Good (90-71)
Α	James Way	60	Village Glen Drive	Tally Ho Road	MaC	2	1,412	41	57,892	08/03/2018	6" DIGOUTS	75	Good (90-71)
Α	Jenny Place	11	James Way	Cul-de-sac	R	2	600	29	17,400			39	Poor (50-31)
Е	Juniper Street	10	Poplar Street	E Grand Avenue	R	2	570	37	21,090			57	Fair (70-51)
Α	La Canada	10	James Way	Asilo St	R	2	1,275	35	44,625			32	Poor (50-31)
Α	La Canada	20	Asilo St	Vista Drive	R	2	700	37	25,900			78	Good (90-71)
В	La Cresta Drive	15	Huasna Road	Platino Lane (W)	R	2	1,800	37	66,600			54	Fair (70-51)
В	La Paz Circle	10	Platino Lane	Cul-de-Sac	R	2	175	37	6,475			28	Failed (30-0)
D	La Vista Court	10	The Pike	Cul-De-Sac	R	2	420	32	13,440	07/01/2012	SLURRY SEAL	49	Poor (50-31)
Α	Ladera Place	10	Via La Barranca	Cul-De-Sac	R	2	150	26	3,900	08/12/2014	SLURRY SEAL	71	Good (90-71)
D	Lancaster Drive	10	The Pike	Elm Street (South)	R	2	1,085	32	34,720	07/01/2012	SLURRY SEAL	53	Fair (70-51)
В	Larchmont Drive	10	Vernon Street	Westley Street	R	2	950	33	31,350	07/01/2014	THIN OVERLAY w/FABRIC	77	Good (90-71)
В	Launa Lane	10	Los Olivos Lane	End of Stree	R	2	550	34	18,700	07/01/2011	SLURRY SEAL	77	Good (90-71)
В	Le Point Street	10	Nevada Street	Mason Street (North)	R	2	850	30	25,500	05/15/2017	SEAL CRACKS	37	Poor (50-31)
В	Le Point Street	20	Mason Street (North)	Tally Ho Road	MaC	2	545	38	20,710	05/15/2017	SEAL CRACKS	68	Fair (70-51)
В	Le Point Street	30	Corbett Cyn	Crown Terrace	MaC	2	1,298	37	48,026	12/01/2017	SLURRY SEAL	65	Fair (70-51)
В	Le Point Terrace	10	Branch Street (East)	Crown Hill	R	2	150	25	3,750	12/01/2017	SLURRY SEAL	58	Fair (70-51)
В	Le Point Terrace	20	Crown Hill	End of Street	R	2	300	25	7,500	12/01/2017	SLURRY SEAL	68	Fair (70-51)
С	Leanna Drive	10	Valley Road	Gate W/O Turquoise	R	2	1,456	38	55,328	07/01/2015	SLURRY SEAL	67	Fair (70-51)
Е	Ledo Place	10	Brighton Avenue	Cul-De-Sac	R	2	305	37	11,285			25	Failed (30-0)
В	Leedham Place	10	E. Cherry Ave	Haven Ct	R	2	415	37	15,355			93	Excellent (100-91)
Α	Lift Station No 1	LiftSta010	K-Mart Parking Lot	End of Lot	0	1	93	13	1,209			50	Poor (50-31)
Е	Linda Drive	10	Bennett Avenue	Brisco Road	R	2	1,090	38	41,420	08/12/2014	SLURRY SEAL	54	Fair (70-51)
Е	Linda Drive	20	Brisco Road	Oceanview School	R	2	950	30	28,500	08/12/2014	SLURRY SEAL	36	Poor (50-31)
Е	Linda Drive	30	Oceanview School	N. Elm St	R	2	180	38	6,840	07/01/2014	SLURRY SEAL	38	Poor (50-31)
Е	Loganberry Avenue	10	Cranberry Street	Courtland Street	R	2	470	33	15,510			80	Good (90-71)
С	Los Berros	10	Valley Rd	Century Ln	MaC	2	830	40	33,200	11/01/2017	RECONSTRUCT SURFACE (AC)	90	Good (90-71)
Α	Los Ciervos	11	Vista Drive	Cul-de-Sac	R	2	920	29	26,680			78	Good (90-71)
Α	Los Ciervos Ct	10	Vista Drive	Cul-de-Sac	R	2	345	29	10,005			77	Good (90-71)
В	Los Olivos Lane	15	E Cherry Ave	Hillsdale Court	R	2	510	34	17,340			44	Poor (50-31)
D	Magnolia Drive	10	Sycamore Drive	CDS	R	2	1,190	35	41,650	08/07/2012	SLURRY SEAL	44	Poor (50-31)
Е	Maple Street	10	Elm Street (South)	Walnut Street	R	2	950	37	35,150	08/12/2012	SLURRY SEAL	48	Poor (50-31)
Е	Maple Street	20	Walnut Street	Alder Street	R	2	956	37	35,372	08/12/2012	SLURRY SEAL	43	Poor (50-31)
В	Mariposa Circle	10	Platino Lane	Cul-De-Sac	R	2	170	36	6,120			36	Poor (50-31)
В	Mason Street (North)	10	East Branch Street	Le Point Street	MaC	2	440	29	12,760	12/01/2017	SLURRY SEAL	40	Poor (50-31)
В	Mason Street (South)	10	Allen Street	Nelson Street	R	2	940	39	36,660	08/05/2013	SLURRY SEAL	49	Poor (50-31)
В	Mason Street (South)	20	Nelson Street	East Branch Street	R	2	617	35	21,595	08/05/2013	SLURRY SEAL	60	Fair (70-51)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
Α	Matthew Way	10	Andre Drive	La Canada	R	2	830	29	24,070	07/01/2011	SLURRY SEAL	51	Fair (70-51)
В	May Street	10	Mckinley Street	West End	R	2	800	35	28,000	12/01/2017	SLURRY SEAL	77	Good (90-71)
В	Mckinley Street	10	Crown Hill	May Street	R	2	736	33	24,288	12/01/2017	SLURRY SEAL	71	Good (90-71)
Α	Meadowlark Drive	10	Oak Park Boulevard	Robin Circle	R	2	595	37	22,015	12/01/2016	SLURRY SEAL	54	Fair (70-51)
Α	Mercedes Lane	15	Rodeo Drive	CDS N. of Old Ranch Road	R	2	2,110	37	79,840			57	Fair (70-51)
С	Mesa Drive	10	Tiger Tail Drive	Cul-De-Sac	R	2	1,020	37	37,740			37	Poor (50-31)
Α	Mesquite Lane	10	Chaparral Lane	James Way	R	2	1,270	37	46,990	08/12/2014	SLURRY SEAL	52	Fair (70-51)
В	Miller Circle	10	Miller Way	Cul-de-Sac	R	2	195	31	6,045	08/15/2015	SLURRY SEAL	59	Fair (70-51)
В	Miller Way	10	Le Point Street	End of Street (Gate)	R	2	2,220	32	71,040	08/15/2015	SLURRY SEAL	58	Fair (70-51)
Е	Montego Street	10	Newport Ave	CDS	R	2	1,080	34	36,720	07/01/2012	SLURRY SEAL	51	Fair (70-51)
D	Morning Rise Lane	10	EOS	Farroll Avenue	R	2	900	35	31,500			78	Good (90-71)
D	Mulberry Lane	10	Magnolia Drive	Sycamore Drive	R	2	365	35	12,775	08/07/2012	SLURRY SEAL	48	Poor (50-31)
Α	Mustang Circle	10	Equestrian Way	Cul-de-Sac	R	2	355	37	13,135			41	Poor (50-31)
В	Myrtle Drive	10	Myrtle St	E. Cherry	R	2	620	33	20,460			78	Good (90-71)
В	Myrtle Street	10	Garden Street	COP East of Noguera	R	2	392	37	14,504	07/01/2010	RECONSTRUCT SURFACE (AC)	70	Fair (70-51)
В	Myrtle Street	20	COP East of Noguera	Myrtle Dr	R	2	390	21	8,190			78	Good (90-71)
В	Nelson Street	10	Traffic Way	Mason Street (South)	MaC	2	970	39	37,830	08/30/2015	SLURRY SEAL	48	Poor (50-31)
В	Nelson Street	20	Mason Street (South)	Cul-De-Sac	R	2	730	39	28,470	08/05/2013	SLURRY SEAL	78	Good (90-71)
В	Nevada Street	10	East Branch Street	Le Point Street	R	2	325	20	6,500	12/01/2017	SLURRY SEAL	80	Good (90-71)
С	Newman Drive	10	Alpine Street (South)	End of Street	R	2	560	34	19,040	08/12/2014	SLURRY SEAL	45	Poor (50-31)
Е	Newport Avenue	10	Courtland Street	Montego Street	R	2	1,080	30	32,400			39	Poor (50-31)
Е	Newport Avenue Frontage	10	Courtland St South of Newport	CDS	R	1	1,030	18	18,540	07/01/2014	SLURRY SEAL	44	Poor (50-31)
D	Noel Street	10	Oak Park Boulevard	CDS	R	2	470	37	17,390	07/01/2012	SLURRY SEAL	77	Good (90-71)
В	Noguera Place	10	Myrtle Street	Cul-De-Sac	R	2	386	37	14,282	08/05/2013	SLURRY SEAL	43	Poor (50-31)
Α	Oak Leaf Circle	10	Equestrian Way	Cul-de-Sac	R	2	300	37	11,100			43	Poor (50-31)
Е	Oak Park Boulevard	30	Sierra Drive	El Camino Real	MiA	2	340	50	17,000			85	Good (90-71)
D	Oak Park Boulevard (NB)	510	Farrol Avenue	City Limit	MiA	2	800	30	24,000	07/01/2012	SLURRY SEAL	52	Fair (70-51)
Α	Oak Park Boulevard (NB)	540	West Branch	James Way	Α	2	1,300	30	39,130			61	Fair (70-51)
A.	Oak Park Boulevard (NB)	550	James Way	City Limit (COP at end of median)	MiA	2	800	23	18,400	12/01/2017	RECONSTRUCT SURFACE (AC)	90	Good (90-71)
D	Oak Park Boulevard (SB)	510	City Limit	Farroll Avenue	MiA	2	720	30	21,600	08/05/2012	SLURRY SEAL	49	Poor (50-31)
Α	Oak Park Boulevard (SB)	550	City Limit (COP at end of median)	James Wy	MiA	2	800	26	20,800			77	Good (90-71)
С	Oak Street	10	E Grand Avenue	Bennett Ave	R	2	690	37	25,530	08/15/2015	SLURRY SEAL	62	Fair (70-51)
Α	Old Ranch Road	10	West Branch Street	Mercedes Lane	R	2	1,900	40	76,000	07/01/2015	MILL AND THIN OVERLAY	48	Poor (50-31)
С	Olive Street	10	Woodland Drive	Halcyon Road (South)	R	2	674	34	22,916	08/12/2014	SLURRY SEAL	48	Poor (50-31)
В	Olohan Alley	Ololhn-010	Mason St	Short St	0	1	285	46	13,167			52	Fair (70-51)
В	Ololhan Alley Parking Lot	Ololhn-020	Short Street	Bridge Street	0	1	632	48	30,715	08/12/2014	SLURRY SEAL	64	Fair (70-51)
С	Opal Circle	10	Leanna Drive	Cul-de-Sac	R	2	205	34	6,970	07/01/2011	SLURRY SEAL	65	Fair (70-51)
С	Orchard Avenue	10	Fair Oaks Avenue	West Cherry	R	2	520	38	19,760	07/01/2010	THIN OVERLAY w/FABRIC	69	Fair (70-51)
С	Orchard Avenue	20	West Cherry Avenue	COP S. of Pilgrim Way	R	2	900	44	39,600	07/01/2011	SLURRY SEAL	67	Fair (70-51)
С	Orchard Avenue	30	COP S. of Pilgram Wy	Castillo de Mar	R	2	650	37	24,050			71	Good (90-71)
В	Oro Drive	10	Huasna Road	Platino Lane	R	2	1,430	37	52,910	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)
В	Oro Drive	20	Platino Lane	Gularte Road	R	2	1,110	37	41,070	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Outland Court	10	Gularte Road	Cul-De-Sac	R	2	170	37	6,290			60	Fair (70-51)
D	Pacific Pointe Way	10	Elm Street (South)	Elm Street (South)	R	2	797	37	29,489	08/07/2012	SLURRY SEAL	78	Good (90-71)
D	Palm Court	10	Walnut Street	Cul-De-Sac	R	2	452	37	16,724	08/07/2012	SLURRY SEAL	48	Poor (50-31)
Α	Palos Secos	10	Rancho Parkway	Cul-de-Sac	R	2	630	29	18,270			67	Fair (70-51)
Α	Paraiso Court	10	Asilo	Cul-de-Sac	R	2	190	29	5,510	07/01/2011	SLURRY SEAL	78	Good (90-71)
С	Park Way	10	Halcyon Road (South)	Rena Street (South)	R	2	378	34	12,852	08/12/2014	SLURRY SEAL	65	Fair (70-51)
В	Paseo Street	10	May Street	End of Street	R	2	185	37	6,845	12/01/2017	SLURRY SEAL	61	Fair (70-51)
В	Paseo Street	20	Corbett Cyn (Hwy227)	EOS	R	2	76	44	3,344	05/15/2017	SEAL CRACKS	39	Poor (50-31)
D	Paul Place	10	The Pike	Elm Street (South)	R	2	1,030	35	36,050	07/01/2012	SLURRY SEAL	51	Fair (70-51)
В	PC Railway Place	10	Allen Street	East Cherry Ave	R	2	340	25	8,670	08/05/2013	SLURRY SEAL	45	Poor (50-31)
В	PC Railway Place	20	Allen Street	End of Street	R	2	335	20	6,700	08/05/2013	SLURRY SEAL	38	Poor (50-31)
С	Pearl Drive	10	North End	Leanna Drive (E)	R	2	1,275	5 34	43,350	07/01/2011	SLURRY SEAL	60	Fair (70-51)
В	Pearwood Avenue	10	Huasna Road	Oak Hill Road (EOS)	R	2	1,200	34	40,920	07/01/2010	THIN OVERLAY w/FABRIC	75	Good (90-71)
D	Pecan Place	10	Fair Oaks Ave	North End	R	1	336	16	5,376	07/01/2012	SLURRY SEAL	56	Fair (70-51)
D	Pecan Street	10	Farroll Avenue	Fair Oaks Avenue	R	2	700	37	25,900	08/12/2012	SLURRY SEAL	32	Poor (50-31)
С	Pilgrim Way	10	Orchard Avenue	Arroyo Avenue	R	2	370	36	13,320	07/01/2010	THIN OVERLAY w/FABRIC	75	Good (90-71)
Е	Pine Street	10	Maple Street	CDS	R	2	650	37	24,050	08/12/2012	SLURRY SEAL	49	Poor (50-31)
В	Plata Road	10	Oro Drive	Cul-De-Sac	R	2	415	37	15,355			27	Failed (30-0)
В	Platino Lane	10	La Cresta Drive	Stagecoach Road	R	2	1,145	37	42,365			39	Poor (50-31)
В	Platino Lane	20	Stagecoach Road	Oro	R	2	340	37	12,580			66	Fair (70-51)
Α	Platino Lane	30	Oro Dr	Gate @ Tempus	R	2	550	37	20,350			30	Failed (30-0)
В	Plomo Court	10	Stagecoach Road	Cul-De-Sac	R	2	260	37	9,620			30	Failed (30-0)
В	Poole Street	15	Traffic Way	Whiteley St	R	2	1,134	1 39	44,226			54	Fair (70-51)
Е	Poplar Street	10	Juniper Street	Elm Street (South)	R	2	1,120	37	41,440			63	Fair (70-51)
Е	Poplar Street	20	Juniper Street	West End (Poplar Basin)	R	2	300	34	10,200			70	Fair (70-51)
В	Pradera Court	10	La Cresta Drive	Cul-De-Sac	R	2	355	37	13,135	08/12/2014	SLURRY SEAL	59	Fair (70-51)
Е	Priscilla Lane	10	Ruth Ann Way	Cul-De-Sac	R	2	530	37	19,610			36	Poor (50-31)
Α	Puesta del Sol	10	Los Cervos	Vista Drive	R	2	1,450	29	42,050			80	Good (90-71)
Α	Quail Court	10	Robin Circle	Cul-De-Sac	R	2	295	37	10,915	12/01/2016	SLURRY SEAL	60	Fair (70-51)
Α	Quail Ridge Court	10	Hidden Oak Rd	CDS	R	2	335	33	11,055	07/01/2011	SLURRY SEAL	80	Good (90-71)
Α	Rancho Grande Park Parking Lot	RchGrd-010	James Way @ Salid Del Sol	End of Lot	0	1	440	88	39,072			67	Fair (70-51)
Α	Rancho Parkway	10	West Branch Street	Camino Mercado	MaC	2	1,620	42	68,040	12/30/2021	DEEP PATCH	49	Poor (50-31)
Α	Rancho Parkway	20	Camino Mercado	Via Poca	MaC	2	1,880	42	78,960	12/30/2021	DEEP PATCH	40	Poor (50-31)
Α	Rancho Parkway	30	Via Poca	James Way	MaC	2	1,060	42	44,520	12/30/2021	DEEP PATCH	34	Poor (50-31)
Е	Raspberry Avenue	15	Boysenberry St	Cranberry St	R	2	1,050	33	34,650			79	Good (90-71)
Α	Refugio Place	10	Rancho Parkway	Cul-De-Sac	R	2	450	29	13,050			73	Good (90-71)
С	Rena Street (North)	10	E Grand Avenue	Bennett Avenue	R	2	670	36	24,120	08/15/2015	SLURRY SEAL	55	Fair (70-51)
С	Rena Street (South)	10	Dodson Way	E Grand Avenue	R	2	1,280	36	46,080	08/12/2014	SLURRY SEAL	28	Failed (30-0)
В	Reservoir Road	10	West Branch	Water Tank (Res No. 4)	0	1	1,880	12	22,560				
D	Rice Court	10	Bakeman Lane	CDS	R	2	175	37	6,475	07/01/2012	SLURRY SEAL	56	Fair (70-51)
В	Ridgeview Way	10	Tally Ho Road	White Court	R	2	760	28	21,280	08/12/2014	SLURRY SEAL	75	Good (90-71)
Α	Robin Circle	10	Meadowlark Drive	Oak Park Boulevard	R	2	2,210	37	81,770	12/01/2016	SLURRY SEAL	59	Fair (70-51)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
Е	Robles Road	10	Sierra Drive	End of Street	R	2	180	18	3,240	07/01/2012	SLURRY SEAL	46	Poor (50-31)
Е	Robles Road	20	El Camino Real	End of Road - Chilton St	R	2	325	24	7,800	07/01/2012	SLURRY SEAL	40	Poor (50-31)
Α	Rodeo Court	10	Rodeo Dr	End CDS	R	2	338	36	12,168			93	Excellent (100-91)
Α	Rodeo Drive	10	West Branch Street	Mercedes Lane	MaC	2	1,970	38	74,860			36	Poor (50-31)
Α	Rodeo Drive	20	Mercedes Lane	Emerald Bay Drive	MaC	2	2,100	37	77,700			35	Poor (50-31)
Α	Rodeo Drive	30	Emerald Bay Drive	James Way	MaC	2	1,490	37	55,130			31	Poor (50-31)
Α	Rodeo Drive	40	James Way	CDS	R	2	465	37	17,205			55	Fair (70-51)
D	Rogers Court	10	Victoria Way	CDS	R	2	550	37	20,350	08/07/2012	SLURRY SEAL	41	Poor (50-31)
Α	Rosemary Court	10	La Canada	CDS	R	2	350	29	10,150			65	Fair (70-51)
Α	Rosemary Lane	10	West End	CDS	R	2	1,220	29	35,380	12/01/2016	SLURRY SEAL	79	Good (90-71)
В	Rosewood Lane	10	Huasna Road	CDS	R	2	525	35	18,375	08/06/2012	SLURRY SEAL	68	Fair (70-51)
D	Russ Court	10	Paul Place	CDS	R	2	240	35	8,400	07/01/2012	SLURRY SEAL	55	Fair (70-51)
Е	Ruth Ann Way (North)	10	Brighton Avenue	CDS	R	2	430	37	15,910			49	Poor (50-31)
Е	Ruth Ann Way (South)	10	Brighton Avenue	CDS	R	2	550	37	20,350			46	Poor (50-31)
Е	Sage Street	10	Spruce Street	Aspen Street	R	2	535	36	19,260			63	Fair (70-51)
Α	Salida de Sol	10	James Way	Cul-de-Sac	R	2	680	29	19,720	12/01/2016	SLURRY SEAL	80	Good (90-71)
D	Sandalwood Avenue	10	Alder Street	Halcyon Road (South)	R	2	580	34	19,720	08/07/2012	SLURRY SEAL	39	Poor (50-31)
Α	Scenic Circle	10	Equestrian Way	CDS	R	2	410	37	15,170			45	Poor (50-31)
Е	Seabright Avenue	10	Oak Park Boulevard	Cranberry Street	R	2	245	33	8,085			81	Good (90-71)
В	Short Street	10	Allen Street	Poole Street	R	2	475	39	18,525			78	Good (90-71)
В	Short Street	20	Poole Street	Nelson Street	R	2	470	39	18,330			33	Poor (50-31)
В	Short Street	30	Nelson Street	North End (AG Creek)	R	2	285	39	11,115			80	Good (90-71)
В	Short Street	40	E Branch Street	Olohan Alley	R	2	130	26	3,380			85	Good (90-71)
Е	Sierra Drive	10	Oak Park Boulevard	Hillcrest Drive	R	2	2,187	22	48,114	07/01/2012	SLURRY SEAL	35	Poor (50-31)
Α	Sombrillo	10	Salida de Sol	Rosemary Court	R	2	940	29	27,260	12/01/2016	SLURRY SEAL	78	Good (90-71)
D	Soto Complex Parking Lot (East	Soto-020	Ash St @ Jasmine PI	Where lot widdens	0	1	360	60	21,600	08/12/2014	SLURRY SEAL	66	Fair (70-51)
D	Soto Complex Parking Lot (West	Soto-030	Begging of Wide area	Entrance to Corp Yard	0	1	400	90	36,000	08/12/2014	SLURRY SEAL	52	Fair (70-51)
Α	Spanish Moss Lane	10	Mesquite Lane	Chaparral Lane	R	2	1,150	37	42,550	08/12/2014	SLURRY SEAL	34	Poor (50-31)
Е	Spruce Street	10	Ash Street	Cedar Street	R	2	900	37	33,300			49	Poor (50-31)
Е	Spruce Street	20	Cedar Street	Poplar Street	R	2	600	37	22,200			49	Poor (50-31)
В	Stagecoach Road	10	Huasna Road	Platino Lane	MaC	2	1,140	41	46,740			44	Poor (50-31)
В	Stagecoach Road	20	Platino Lane	City Limit	MaC	2	1,400	41	57,400			33	Poor (50-31)
D	Starlight	10	Farroll	Morning Rise	R	2	630	35	22,050			80	Good (90-71)
В	Station Way	10	Fair Oaks Avenue	Traffic Way	R	2	1,252	37	46,324	08/12/2012	SLURRY SEAL	27	Failed (30-0)
Α	Stevenson Drive	10	Hodges Road	James Way	R	2	420	25	10,500			27	Failed (30-0)
В	Stillwell Drive	10	East Cherry	Myrtle	R	2	590	33	19,470			78	Good (90-71)
Е	Strawberry Avenue	10	Boysenberry St	Courtland St	R	2	600	33	19,800			80	Good (90-71)
Е	Strawberry Avenue	20	Courtland St	CDS	R	2	365	33	12,045			80	Good (90-71)
В	Strother Park Parking Lot	Stroth-010	Huasna @ Rosewood Ln	End of Lot	0	1	600	92	55,200			11	Failed (30-0)
Е	Sunset Drive	10	Elm Street (South)	Alder Street	R	2	2,200	33	72,600	08/12/2014	SLURRY SEAL	72	Good (90-71)
В	Sweet Pea Court	10	Waller PI	Leedham Pl	R	2	620	37	22,940			93	Excellent (100-91)
D	Sycamore Court	10	Sycamore Drive	CDS	R	2	135	35	4,725	08/07/2012	SLURRY SEAL	45	Poor (50-31)

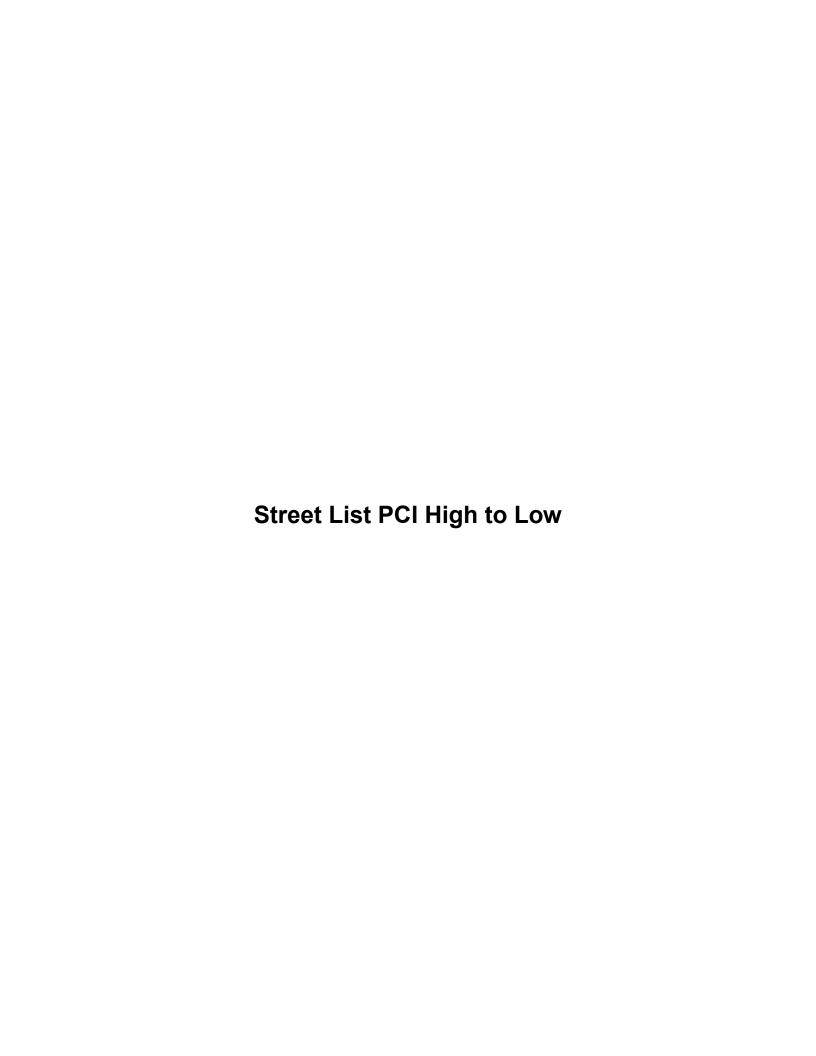


Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Sycamore Drive	10	Magnolia Drive	Gaynfair Terrace	R	2	710	37	26,270	08/07/2012	SLURRY SEAL	48	Poor (50-31)
D	Sycamore Drive	20	Gyanfair Terrace	Halcyon Road (South)	R	2	900	37	33,300	08/07/2012	SLURRY SEAL	50	Poor (50-31)
В	Tally Ho Road	10	Highway 227 (Printz Rd)	James Way	MaC	2	1,950	37	72,150	08/07/2012	SLURRY SEAL	73	Good (90-71)
В	Tally Ho Road	20	James Way	Le Point	MaC	2	1,700	37	62,900	08/07/2012	SLURRY SEAL	68	Fair (70-51)
В	Tanner Lane	10	Flora Road	Branch Mill Road	R	2	658	34	22,372	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
С	Taylor Place	10	Alpine Street (South)	End of Street	R	2	657	37	24,309	08/12/2014	SLURRY SEAL	49	Poor (50-31)
D	The Pike	10	City Limit	Tierra St.	MaC	2	400	54	21,600	07/01/2011	SLURRY SEAL	62	Fair (70-51)
D	The Pike	15	Tierra St	S. Elm St	MaC	2	770	60	46,200	07/01/2011	SLURRY SEAL	60	Fair (70-51)
D	The Pike	20	Elm Street (South)	Halcyon Road (South)	MaC	2	2,650	40	106,000	07/01/2011	SLURRY SEAL	63	Fair (70-51)
D	Tierra Street	10	The Pike	Del Sol Street	R	2	1,000	28	28,000	07/01/2012	SLURRY SEAL	42	Poor (50-31)
С	Tiger Tail Drive	10	Valley Road	CDS	R	2	915	37	33,855			34	Poor (50-31)
С	Todd Lane	10	Halcyon Road (South)	Fair Oaks Avenue	R	2	680	34	23,120	08/12/2014	SLURRY SEAL	48	Poor (50-31)
В	Toyon Place	10	Stagecoach Road	Cul-de-Sac	R	2	200	37	7,400			32	Poor (50-31)
В	Traffic Way	10	Branch Street (West)	PCC at Bridge	MiA	2	250	40	10,000	07/01/2019	DEEP PATCH	49	Poor (50-31)
В	Traffic Way	15	PCC at Bridge	Fair Oaks	MiA	2	1,400	65	91,700	07/01/2019	DEEP PATCH	49	Poor (50-31)
В	Traffic Way	20	Fair Oaks Avenue	Highway 101	MiA	2	1,075	60	64,500	07/01/2019	DEEP PATCH	71	Good (90-71)
В	Traffic Way Extension	10	Traffic Way	Trinity Avenue	R	2	750	32	24,000	07/01/2011	RECONSTRUCT STRUCTURE (AC)	78	Good (90-71)
В	Trinity Avenue	10	Traffic Way Extension	End of Street	R	2	850	30	25,500			37	Poor (50-31)
С	Turquoise Drive	10	LeAnna Drive (E)	LeAnna Drive (W)	R	2	1,140	34	38,760	07/01/2011	SLURRY SEAL	62	Fair (70-51)
С	Valley Road	10	Fair Oaks Avenue	City Limit	MiA	2	1,400	47	65,800	07/01/2011	SLURRY SEAL	59	Fair (70-51)
С	Valley Road	20	City Limit N. of Sunrise Tr @ COP	Tiger Tail Dr	MiA	2	675	47	31,725	12/30/2021	DEEP PATCH	40	Poor (50-31)
С	Valley Road	30	Tiger Tail Rd	City Limit at Bridge	MiA	2	550	60	33,000	12/30/2021	DEEP PATCH	49	Poor (50-31)
В	Vard Loomis Court	10	Vard Loomis Lane	Cul-de-Sac	R	2	145	57	8,265			49	Poor (50-31)
В	Vard Loomis Lane	10	Huasna Road	Cul-de-Sac	R	2	800	37	29,600			34	Poor (50-31)
D	Verde Place	10	The Pike	Cul-de-Sac	R	2	350	37	12,950	08/07/2012	SLURRY SEAL	59	Fair (70-51)
В	Vernon Street	10	Branch Street (West)	Larchmont Drive	R	2	310	37	11,470	12/30/2021	DEEP PATCH	19	Failed (30-0)
В	Vernon Street	20	Larchmont Drive	End of Street	R	2	160	24	3,840	12/30/2021	DEEP PATCH	16	Failed (30-0)
С	Via Avante	10	Castillo de Mar	Cul-de-Sac	R	2	300	28	8,400	07/01/2011	SLURRY SEAL	74	Good (90-71)
Α	Via Bandolero	10	Via Vaquero	Avenida de Diamante	R	2	3,550	37	131,350			37	Poor (50-31)
С	Via Belmonte Court (North)	10	Castillo del Mar	Cul-de-Sac	R	2	230	40	9,200	07/01/2011	SLURRY SEAL	76	Good (90-71)
С	Via Belmonte Court (South)	10	Castillo del Mar	Cul-de-Sac	R	2	640	28	17,920	07/01/2011	SLURRY SEAL	76	Good (90-71)
С	Via Berros	10	Valley Road	City Limit	R	2	455	26	11,830			17	Failed (30-0)
С	Via Firenze (North)	10	Castillo del Mar	Cul-de-Sac	R	2	405	28	11,340	07/01/2011	SLURRY SEAL	74	Good (90-71)
С	Via Firenze (South)	10	Cul-de-Sac	Castillo del Mar	R	2	405	28	11,340	07/01/2011	SLURRY SEAL	75	Good (90-71)
Α	Via La Barranca	10	Tally Ho Road	End of Street	R	2	1,250	35	43,750	08/12/2014	SLURRY SEAL	36	Poor (50-31)
Α	Via Las Aquilas	10	Camino Mercado	Palos Secos	R	2	1,700	29	49,300	-		70	Fair (70-51)
Α	Via Las Aquilas	20	Palos Secos	CDS	R	2	934	29	27,086			69	Fair (70-51)
Α	Via Poca	10	Rancho Parkway	Via Bandolero	R	2	230	37	8,510	-		29	Failed (30-0)
Α	Via Vaquero	10	Rancho Parkway	Avenida de Diamente	R	2	1,700	38	64,600			34	Poor (50-31)
Α	Via Vaquero	20	Avenida de Diamente	Via Bandolero	R	2	600	38	22,800	-		32	Poor (50-31)
D	Victoria Way	10	Garfield Place	Rogers Court	R	2	800	37	29,600	08/07/2012	SLURRY SEAL	46	Poor (50-31)
D	Victorian Court	10	Farroll Avenue	CDS	R	2	710	37	26,270			80	Good (90-71)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Village Court	10	Trinity Avenue	Cul-de-Sac	R	2	215	36	7,740			41	Poor (50-31)
Α	Village Glen	10	James Way	Hidden Oak Rd	R	2	1,300	33	42,900	07/01/2011	SLURRY SEAL	74	Good (90-71)
С	Virginia Drive	10	Halcyon Road (South)	Woodland Drive	R	2	866	37	32,042	07/01/2014	SLURRY SEAL	28	Failed (30-0)
Α	Vista Circle	10	Cul-de-Sac	Equestrian Way	R	2	412	37	15,244			40	Poor (50-31)
Α	Vista Drive	10	Equestrain Way	PCC at median	R	2	1,310	37	48,470			27	Failed (30-0)
Α	Vista Drive	20	PCC at Median	La Canada	R	2	1,850	37	68,450			70	Fair (70-51)
Е	Wallace Place	10	Maple St	EOS	R	1	200	22	4,400	07/01/2012	SLURRY SEAL	34	Poor (50-31)
В	Waller Place	10	E. Cherry Ave	Sweet Pea Ct	R	2	260	42	10,920			93	Excellent (100-91)
В	Waller Place	20	Sweet Pea Ct	Haven Ct	R	2	304	32	9,728			93	Excellent (100-91)
D	Walnut Street	10	Farroll Avenue	Ash Street	R	2	1,386	38	52,668	08/12/2012	SLURRY SEAL	42	Poor (50-31)
Е	Walnut Street	20	Ash Street	End of Street	R	2	1,200	37	44,400	08/12/2012	SLURRY SEAL	51	Fair (70-51)
В	Wesley Street	10	Branch Street (East)	Larchmont Drive	R	2	350	39	13,650	12/30/2021	DEEP PATCH	21	Failed (30-0)
В	White Court	10	Ridgeview Way	Cul-de-Sac	R	2	315	32	10,080	08/12/2014	SLURRY SEAL	90	Good (90-71)
В	Whiteley Street	15	South End (Cul-de-Sac)	North End (AG Creek)	R	2	1,058	37	39,146			67	Fair (70-51)
С	Willow Lane	10	Halcyon Road (South)	Woodland Drive	R	2	750	35	26,250	08/12/2014	SLURRY SEAL	41	Poor (50-31)
D	Wilson Court	10	Bakeman Lane	CDS	R	2	175	37	6,475	07/01/2012	SLURRY SEAL	61	Fair (70-51)
В	Wilton Place	10	Vernon St	East End	R	2	370	36	13,320	07/01/2011	SLURRY SEAL	70	Fair (70-51)
В	Women's Club Parking Lot (Lowe	WmnClb-020	Lower Lot	Front door	0	1	170	125	21,250	05/15/2017	SEAL CRACKS	42	Poor (50-31)
В	Women's Club Parking Lot (Uppe	WmnClb-010	Both Upper lots	Front door	0	1	400	60	24,000	05/15/2017	SEAL CRACKS	39	Poor (50-31)
Е	Wood Place	10	Dodson Way	CDS	R	2	650	35	22,750	08/12/2012	SLURRY SEAL	49	Poor (50-31)
С	Woodland Court	10	Woodland Drive	Cul-de-Sac	R	2	215	37	7,955	08/12/2014	SLURRY SEAL	40	Poor (50-31)
С	Woodland Drive	10	South End (Cul-de-Sac)	Virginia Dr	R	2	650	37	24,050	07/01/2014	SLURRY SEAL	20	Failed (30-0)
С	Woodland Drive	20	Creekside Drive	Virginia Dr	MaC	2	644	37	23,828	09/09/2015	SLURRY SEAL	35	Poor (50-31)
С	Woodland Drive	30	Fair Oaks Avenue	Creekside Drive	MaC	2	1,240	37	45,880	08/12/2014	SLURRY SEAL	48	Poor (50-31)
С	Woodland Drive	40	Fair Oaks Av	Gate End of Street	R	2	320	37	11,840	05/16/2018	SLURRY SEAL	64	Fair (70-51)
С	Woodland Drive	50	Cerro Vista Cr	Gate/COP	R	2	145	37	5,365	05/16/2018	SLURRY SEAL	62	Fair (70-51)
В	Zogata Way	10	Gularte Road	Stagecoach Road	R	2	1,020	37	37,740			35	Poor (50-31)





Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Cherry Avenue (East)	10	Traffic Way	End of Street (US 101)	R	2	200	40	8,000	07/01/2019	DEEP PATCH	93	Excellent (100-91)
В	Haven Court	10	Waller PI	Leedham Pl	R	2	578	37	21,386			93	Excellent (100-91)
В	Leedham Place	10	E. Cherry Ave	Haven Ct	R	2	415	37	15,355			93	Excellent (100-91)
Α	Rodeo Court	10	Rodeo Dr	End CDS	R	2	338	36	12,168			93	Excellent (100-91)
В	Sweet Pea Court	10	Waller PI	Leedham Pl	R	2	620	37	22,940			93	Excellent (100-91)
В	Waller Place	10	E. Cherry Ave	Sweet Pea Ct	R	2	260	42	10,920			93	Excellent (100-91)
В	Waller Place	20	Sweet Pea Ct	Haven Ct	R	2	304	32	9,728			93	Excellent (100-91)
Α	Collado Corte	10	Avenida de Diamante	Cul-de-Sac	R	2	315	37	11,655	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)
С	Del Mar Place	10	Castillo del Mar	South End (Cul-de-Sac)	R	2	240	36	8,640			90	Good (90-71)
С	Del Sur	10	Castillo del Mar	South End (Cul-de-Sac)	R	2	430	36	15,480			90	Good (90-71)
С	Los Berros	10	Valley Rd	Century Ln	MaC	2	830	40	33,200	11/01/2017	RECONSTRUCT SURFACE (AC)	90	Good (90-71)
A.	Oak Park Boulevard (NB)	550	James Way	City Limit (COP at end of median)	MiA	2	800	23	18,400	12/01/2017	RECONSTRUCT SURFACE (AC)	90	Good (90-71)
В	Oro Drive	10	Huasna Road	Platino Lane	R	2	1,430	37	52,910	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)
В	Oro Drive	20	Platino Lane	Gularte Road	R	2	1,110	37	41,070	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	90	Good (90-71)
В	White Court	10	Ridgeview Way	Cul-de-Sac	R	2	315	32	10,080	08/12/2014	SLURRY SEAL	90	Good (90-71)
В	E Grand Avenue (EB)	550	AC @ Hwy 101 overpass	W. Branch	Α	2	500	30	15,000			88	Good (90-71)
В	E Grand Avenue (WB)	510	W. Branch	PCC @ Highway 101 overpass	Α	2	500	30	15,000			88	Good (90-71)
В	Coach Road	10	Branch Mill Road	Flora Road - CIW North of Flora	MaC	2	743	36	26,748	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	86	Good (90-71)
С	E Grand Avenue (EB)	545	El Camino Real	PCC @ 101 Overcrossing	Α	2	700	30	21,000	07/01/2014	MILL AND THICK OVERLAY	86	Good (90-71)
В	Branch Street (W)	40	COP East of Library entrance	Vernon	MiA	2	1,610	42	67,620	07/01/2019	DEEP PATCH	85	Good (90-71)
Е	Brisco Road	30	El Camino Real	Branch Street (West)	MiA	2	300	32	9,600	07/01/2015	MILL AND THICK OVERLAY	85	Good (90-71)
В	Car Corral Parking Lot (Upper)	Corral-020	Corral-010, Rear of Business	E. Le Point St and Cross Gutter.	0	1	200	73	14,600	12/01/2016	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
В	Cherry Avenue (East)	10	Traffic Way	PC Railway Place	MaC	2	1,420	45	63,900	07/01/2013	SLURRY SEAL	85	Good (90-71)
С	E Grand Avenue (WB)	515	PCC @ 101 Overcrossing	El Camino Real	Α	2	700	30	21,000	07/01/2014	MILL AND THICK OVERLAY	85	Good (90-71)
В	Flora Road	10	Coach Road	End of Street	R	2	650	38	24,700	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
В	Garden Street	10	East Branch Street	End of Street (Creek)	R	2	250	24	6,000			85	Good (90-71)
В	Garden Street	110	Ide Street	E. Cherry Avenue	R	2	1,040	37	38,480	08/05/2013	SLURRY SEAL	85	Good (90-71)
В	Greenwood Drive	10	Flora Road	End of Street	R	2	672	35	23,520	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
В	Ide Street	10	Whiteley Street	Garden Street	R	2	990	33	32,670	08/05/2013	SLURRY SEAL	85	Good (90-71)
Е	Oak Park Boulevard	30	Sierra Drive	El Camino Real	MiA	2	340	50	17,000			85	Good (90-71)
В	Short Street	40	E Branch Street	Olohan Alley	R	2	130	26	3,380			85	Good (90-71)
В	Tanner Lane	10	Flora Road	Branch Mill Road	R	2	658	34	22,372	07/01/2012	THIN AC OVERLAY(1.5 INCHES)	85	Good (90-71)
Е	El Camino Real	20	Oak Park Boulevard	Hillcrest Drive	MiA	2	2,050	30	61,500	07/01/2012	THIN OVERLAY w/FABRIC	84	Good (90-71)
D	Don Robert's Field Parking Lot	DonRob-010	Oak Park Bl. North of Dixson St	End of Parking Lot	0	1	223	93	20,850			83	Good (90-71)
Е	Courtland Street (S)	40	COP at CIW	E. Grand Ave	MaC	2	510	41	20,910			81	Good (90-71)
Е	Seabright Avenue	10	Oak Park Boulevard	Cranberry Street	R	2	245	33	8,085			81	Good (90-71)
Е	Blackberry Avenue	15	Boysenberry St	Cranberry St	R	2	1,050	33	34,650			80	Good (90-71)
Е	Boysenberry Street	10	Raspberry Avenue	Strawberry Street	R	2	930	33	30,690			80	Good (90-71)
Е	Brighton Avenue	15	Change of Pavement	Courtland Street	R	2	355	43	15,265			80	Good (90-71)
Е	Cranberry Avenue	10	Raspberry Avenue	Blackberry Avenue	R	2	715	33	23,595			80	Good (90-71)
Е	Huckleberry Avenue	10	Cranberry Street	Courtland Street	R	2	490	33	16,170			80	Good (90-71)
Е	Loganberry Avenue	10	Cranberry Street	Courtland Street	R	2	470	33	15,510			80	Good (90-71)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Nevada Street	10	East Branch Street	Le Point Street	R	2	325	20	6,500	12/01/2017	SLURRY SEAL	80	Good (90-71)
Α	Puesta del Sol	10	Los Cervos	Vista Drive	R	2	1,450	29	42,050			80	Good (90-71)
Α	Quail Ridge Court	10	Hidden Oak Rd	CDS	R	2	335	33	11,055	07/01/2011	SLURRY SEAL	80	Good (90-71)
Α	Salida de Sol	10	James Way	Cul-de-Sac	R	2	680	29	19,720	12/01/2016	SLURRY SEAL	80	Good (90-71)
В	Short Street	30	Nelson Street	North End (AG Creek)	R	2	285	39	11,115			80	Good (90-71)
D	Starlight	10	Farroll	Morning Rise	R	2	630	35	22,050			80	Good (90-71)
Е	Strawberry Avenue	10	Boysenberry St	Courtland St	R	2	600	33	19,800			80	Good (90-71)
Е	Strawberry Avenue	20	Courtland St	CDS	R	2	365	33	12,045			80	Good (90-71)
D	Victorian Court	10	Farroll Avenue	CDS	R	2	710	37	26,270			80	Good (90-71)
Е	Blueberry Avenue	10	Boysenberry Street	Courtland Street	R	2	483	33	15,939			79	Good (90-71)
В	Branch Street (W)	50	E. Grand Ave	Traffic Way	Α	3	275	50	13,750			79	Good (90-71)
Α	Castillo Court	10	Vista Drive	Cul-de-Sac	R	2	345	29	10,005			79	Good (90-71)
Е	El Camino Real	30	Hillcrest Drive	W/C 850' E/O Hillcrest Dr	MiA	2	850	40	34,000	07/01/2012	THIN OVERLAY w/FABRIC	79	Good (90-71)
В	Harrison Street	10	Mckinley Street	Cul-De-Sac	R	2	251	18	4,518	12/01/2017	SLURRY SEAL	79	Good (90-71)
Е	Raspberry Avenue	15	Boysenberry St	Cranberry St	R	2	1,050	33	34,650			79	Good (90-71)
Α	Rosemary Lane	10	West End	CDS	R	2	1,220	29	35,380	12/01/2016	SLURRY SEAL	79	Good (90-71)
Α	Asilo Street	20	La Canada	Vista Drive	R	2	1,300	29	37,700	07/01/2011	SLURRY SEAL	78	Good (90-71)
Е	El Camino Real	10	City Limit	Oak Park Boulevard	MaC	2	95	50	4,750	07/01/2012	THIN OVERLAY w/FABRIC	78	Good (90-71)
Е	El Camino Real	35	W/C 850' E/O Hillcrest Dr	Brisco Rd	MiA	2	1,550	32	49,600	07/01/2012	THIN OVERLAY w/FABRIC	78	Good (90-71)
С	Faeh Avenue	10	Halcyon Road (North)	El Camino Real	R	2	600	36	21,600	08/15/2015	SLURRY SEAL	78	Good (90-71)
D	Fair Oaks Avenue	20	Alder St	Halcyon Road (South)	MaC	2	625	41	25,625	08/05/2013	SLURRY SEAL	78	Good (90-71)
Α	Hidden Oak Road	10	James Way	EOR	R	2	880	37	32,560	07/01/2011	SLURRY SEAL	78	Good (90-71)
Α	La Canada	20	Asilo St	Vista Drive	R	2	700	37	25,900			78	Good (90-71)
Α	Los Ciervos	11	Vista Drive	Cul-de-Sac	R	2	920	29	26,680			78	Good (90-71)
D	Morning Rise Lane	10	EOS	Farroll Avenue	R	2	900	35	31,500			78	Good (90-71)
В	Myrtle Drive	10	Myrtle St	E. Cherry	R	2	620	33	20,460			78	Good (90-71)
В	Myrtle Street	20	COP East of Noguera	Myrtle Dr	R	2	390	21	8,190			78	Good (90-71)
В	Nelson Street	20	Mason Street (South)	Cul-De-Sac	R	2	730	39	28,470	08/05/2013	SLURRY SEAL	78	Good (90-71)
D	Pacific Pointe Way	10	Elm Street (South)	Elm Street (South)	R	2	797	37	29,489	08/07/2012	SLURRY SEAL	78	Good (90-71)
Α	Paraiso Court	10	Asilo	Cul-de-Sac	R	2	190	29	5,510	07/01/2011	SLURRY SEAL	78	Good (90-71)
В	Short Street	10	Allen Street	Poole Street	R	2	475	39	18,525			78	Good (90-71)
Α	Sombrillo	10	Salida de Sol	Rosemary Court	R	2	940	29	27,260	12/01/2016	SLURRY SEAL	78	Good (90-71)
В	Stillwell Drive	10	East Cherry	Myrtle	R	2	590	33	19,470			78	Good (90-71)
В	Traffic Way Extension	10	Traffic Way	Trinity Avenue	R	2	750	32	24,000	07/01/2011	RECONSTRUCT STRUCTURE (AC)	78	Good (90-71)
Е	Brisco Road	10	Grand Ave (East)	Linda Drive	MiA	2	750	37	27,750			77	Good (90-71)
В	Cherry Avenue (East)	30	Branch Mill Road	End of Pavement	R	2	600	22	13,200			77	Good (90-71)
С	El Camino Real	60	Bennett	E. Grand Ave	MiA	2	820	37	30,340	07/01/2012	THIN OVERLAY w/FABRIC	77	Good (90-71)
Α	James Way	30	Clinton Ct	Rancho Parkway	MaC	2	2,350	41	96,350	08/03/2018	6" DIGOUTS	77	Good (90-71)
В	Larchmont Drive	10	Vernon Street	Westley Street	R	2	950	33	31,350	07/01/2014	THIN OVERLAY w/FABRIC	77	Good (90-71)
В	Launa Lane	10	Los Olivos Lane	End of Stree	R	2	550	34	18,700	07/01/2011	SLURRY SEAL	77	Good (90-71)
Α	Los Ciervos Ct	10	Vista Drive	Cul-de-Sac	R	2	345	29	10,005			77	Good (90-71)
В	May Street	10	Mckinley Street	West End	R	2	800	35	28,000	12/01/2017	SLURRY SEAL	77	Good (90-71)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Noel Street	10	Oak Park Boulevard	CDS	R	2	470	37	17,390	07/01/2012	SLURRY SEAL	77	Good (90-71)
Α	Oak Park Boulevard (SB)	550	City Limit (COP at end of median)	James Wy	MiA	2	800	26	20,800			77	Good (90-71)
D	Bakeman Lane (N)	10	Farroll Avenue (East Side)	Farroll Avenue (West Side)	R	2	1,400	33	46,200	07/01/2012	SLURRY SEAL	76	Good (90-71)
В	Car Corral Parking Lot (Upper)	Corral-030	E. Le Point St at Miller Way	Cross Gutter at bottom and West Side	0	1	200	160	32,000			76	Good (90-71)
С	Castillo del Mar	20	Orchard Avenue	Valley Road	R	2	163	37	6,031	07/01/2011	SLURRY SEAL	76	Good (90-71)
С	Cherry Avenue (West)	20	Arroyo Avenue	End of Street (AGHS)	R	2	878	39	34,242	08/05/2013	SLURRY SEAL	76	Good (90-71)
С	El Camino Real	50	Halcyon Road (North)	Bennett.	MiA	2	1,160	68	78,880	07/01/2012	RECONSTRUCT SURFACE (AC)	76	Good (90-71)
В	Fire Access Road	10	Pearwood Avenue	Gularte Road	0	1	551	10	5,510			76	Good (90-71)
В	Hillside Court	10	Fieldview Place	Los Olivos Lane	R	2	620	37	22,940			76	Good (90-71)
Α	James Way	40	Rancho Parkway	Rodeo Drive	MaC	2	1,200	41	49,200	08/03/2018	4" DIGOUTS	76	Good (90-71)
С	Via Belmonte Court (North)	10	Castillo del Mar	Cul-de-Sac	R	2	230	40	9,200	07/01/2011	SLURRY SEAL	76	Good (90-71)
С	Via Belmonte Court (South)	10	Castillo del Mar	Cul-de-Sac	R	2	640	28	17,920	07/01/2011	SLURRY SEAL	76	Good (90-71)
С	Arroyo Avenue	10	Pilgram Way	West Cherry Avenue	R	2	607	33	20,031	07/01/2010	RECONSTRUCT SURFACE (AC)	75	Good (90-71)
Е	Courtland Street (N)	20	Brighton Avenue	Newport Avenue	MaC	2	550	36	19,800			75	Good (90-71)
D	Dixson Street	10	Oak Park Boulevard	CDS	R	2	735	37	27,195	07/01/2012	SLURRY SEAL	75	Good (90-71)
В	Fieldview Place	10	Hillside Court	Grove Court	R	2	360	37	13,320			75	Good (90-71)
Α	James Way	60	Village Glen Drive	Tally Ho Road	MaC	2	1,412	41	57,892	08/03/2018	6" DIGOUTS	75	Good (90-71)
В	Pearwood Avenue	10	Huasna Road	Oak Hill Road (EOS)	R	2	1,200	34	40,920	07/01/2010	THIN OVERLAY w/FABRIC	75	Good (90-71)
С	Pilgrim Way	10	Orchard Avenue	Arroyo Avenue	R	2	370	36	13,320	07/01/2010	THIN OVERLAY w/FABRIC	75	Good (90-71)
В	Ridgeview Way	10	Tally Ho Road	White Court	R	2	760	28	21,280	08/12/2014	SLURRY SEAL	75	Good (90-71)
С	Via Firenze (South)	10	Cul-de-Sac	Castillo del Mar	R	2	405	28	11,340	07/01/2011	SLURRY SEAL	75	Good (90-71)
Α	Asilo Street	10	La Canada Street (North end)	La Canada Street (South End)	R	2	1,320	29	38,280	07/01/2011	SLURRY SEAL	74	Good (90-71)
С	Castillo del Mar	10	End of Street	Orchard Avenue	R	2	2,790	37	103,230	07/01/2011	SLURRY SEAL	74	Good (90-71)
Α	James Way	10	Oak Park Boulevard	Equestrian Way	MaC	2	2,180	41	89,380	08/03/2018	6" DIGOUTS	74	Good (90-71)
Α	James Way	20	Equestrian Way	Clinton Ct	MaC	2	1,100	41	45,100	08/03/2018	4" DIGOUTS	74	Good (90-71)
С	Via Avante	10	Castillo de Mar	Cul-de-Sac	R	2	300	28	8,400	07/01/2011	SLURRY SEAL	74	Good (90-71)
С	Via Firenze (North)	10	Castillo del Mar	Cul-de-Sac	R	2	405	28	11,340	07/01/2011	SLURRY SEAL	74	Good (90-71)
Α	Village Glen	10	James Way	Hidden Oak Rd	R	2	1,300	33	42,900	07/01/2011	SLURRY SEAL	74	Good (90-71)
D	Brittany Avenue	10	South Elm	Carrington Place	R	2	310	37	11,470			73	Good (90-71)
Е	Courtland Street (S)	30	Strawberry Avenue	COP at CIW	MaC	2	300	40	12,000			73	Good (90-71)
D	Farroll Avenue	20	Elm Street (South)	Victorian Ct	R	2	1,100	40	44,000			73	Good (90-71)
Α	James Way	50	Rodeo Drive	Village Glen Drive	MaC	2	1,930	41	79,130	08/03/2018	4" DIGOUTS	73	Good (90-71)
Α	Refugio Place	10	Rancho Parkway	Cul-De-Sac	R	2	450	29	13,050			73	Good (90-71)
В	Tally Ho Road	10	Highway 227 (Printz Rd)	James Way	MaC	2	1,950	37	72,150	08/07/2012	SLURRY SEAL	73	Good (90-71)
В	Branch Street (E)	70	Bridge St (Bricks)	Mason St (Bricks)	Α	2	875	42	36,750	12/01/2017	CHIP SEAL AND SLURRY SEAL	72	Good (90-71)
Е	Brisco Road	20	Linda Drive	El Camino Real	MiA	2	1,350	37	49,950			72	Good (90-71)
В	Crown Hill	10	Branch Street (East)	End of Street	R	2	1,640	30	49,200	12/01/2017	SLURRY SEAL	72	Good (90-71)
В	Farmhouse Place	10	Grove Court	Hillside Court	R	2	400	37	14,800			72	Good (90-71)
D	Farroll Avenue	10	City Limit	Elm Street (South)	MaC	2	1,675	42	70,350			72	Good (90-71)
Е	Sunset Drive	10	Elm Street (South)	Alder Street	R	2	2,200	33	72,600	08/12/2014	SLURRY SEAL	72	Good (90-71)
D	Carrington Place	10	Brittany Ave	CDS	R	2	175	37	6,475			71	Good (90-71)
Е	Courtland Street (S)	20	Raspberry Avenue	Strawberry Avenue	MaC	2	1,070	37	39,590			71	Good (90-71)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
Α	Grace Lane	10	Rodeo Drive - Southside	Rodeo Drive - Northside	R	2	2,650	29	76,850	08/12/2014	SLURRY SEAL	71	Good (90-71)
В	Grove Court	10	Fieldview Place	Farmhouse Place	R	2	375	37	13,875			71	Good (90-71)
D	Hampton Place	10	Brittany Ave	CDS	R	2	185	37	6,845			71	Good (90-71)
Α	Ladera Place	10	Via La Barranca	Cul-De-Sac	R	2	150	26	3,900	08/12/2014	SLURRY SEAL	71	Good (90-71)
В	Mckinley Street	10	Crown Hill	May Street	R	2	736	33	24,288	12/01/2017	SLURRY SEAL	71	Good (90-71)
С	Orchard Avenue	30	COP S. of Pilgram Wy	Castillo de Mar	R	2	650	37	24,050			71	Good (90-71)
В	Traffic Way	20	Fair Oaks Avenue	Highway 101	MiA	2	1,075	60	64,500	07/01/2019	DEEP PATCH	71	Good (90-71)
Α	Calle Cuervo	10	Via Las Aguilas	Cul-de-Sac	R	2	260	29	7,540			70	Fair (70-51)
Е	Cedar Street	25	Spruce Street	Courtland Street	R	2	887	32	28,384			70	Fair (70-51)
С	Dodson Way	20	Halcyon Road (South)	Alpine Street (South)	R	2	730	35	25,550	08/12/2014	SLURRY SEAL	70	Fair (70-51)
Е	El Camino Real	40	Brisco Road	Halcyon Road (North)	MiA	2	700	50	35,000	07/01/2012	THICK AC OVERLAY(2.5 INCHES)	70	Fair (70-51)
В	Myrtle Street	10	Garden Street	COP East of Noguera	R	2	392	37	14,504	07/01/2010	RECONSTRUCT SURFACE (AC)	70	Fair (70-51)
Е	Poplar Street	20	Juniper Street	West End (Poplar Basin)	R	2	300	34	10,200			70	Fair (70-51)
Α	Via Las Aquilas	10	Camino Mercado	Palos Secos	R	2	1,700	29	49,300			70	Fair (70-51)
Α	Vista Drive	20	PCC at Median	La Canada	R	2	1,850	37	68,450			70	Fair (70-51)
В	Wilton Place	10	Vernon St	East End	R	2	370	36	13,320	07/01/2011	SLURRY SEAL	70	Fair (70-51)
С	Alpine Street (South)	10	Cerro Vista Circle (EOS)	Cerro Vista Lane	R	2	270	32	8,640	05/16/2018	SLURRY SEAL	69	Fair (70-51)
Α	Clinton Court	10	James Way	Cul-de-Sac	R	2	290	29	8,410			69	Fair (70-51)
D	Corporation Yard Parking Lot	CrpYrd-010	East Entrance to Corp Yard (Front)	West End at Gate	0	1	250	72	18,000	08/15/2015	SLURRY SEAL	69	Fair (70-51)
В	Crown Terrace	20	Le Point Street	North End	R	2	230	37	8,510	12/01/2017	SLURRY SEAL	69	Fair (70-51)
С	Diamond Circle	10	Leanna Drive	Cul-de-Sac	R	2	205	34	6,970	07/01/2011	SLURRY SEAL	69	Fair (70-51)
С	Orchard Avenue	10	Fair Oaks Avenue	West Cherry	R	2	520	38	19,760	07/01/2010	THIN OVERLAY w/FABRIC	69	Fair (70-51)
Α	Via Las Aquilas	20	Palos Secos	CDS	R	2	934	29	27,086			69	Fair (70-51)
В	Car Corral Parking Lot (Lower)	Corral-010	E. Branch St	Beginning of Middle Corral Parking Lot	0	1	300	62	18,870	08/15/2015	SLURRY SEAL	68	Fair (70-51)
В	Le Point Street	20	Mason Street (North)	Tally Ho Road	MaC	2	545	38	20,710	05/15/2017	SEAL CRACKS	68	Fair (70-51)
В	Le Point Terrace	20	Crown Hill	End of Street	R	2	300	25	7,500	12/01/2017	SLURRY SEAL	68	Fair (70-51)
В	Rosewood Lane	10	Huasna Road	CDS	R	2	525	35	18,375	08/06/2012	SLURRY SEAL	68	Fair (70-51)
В	Tally Ho Road	20	James Way	Le Point	MaC	2	1,700	37	62,900	08/07/2012	SLURRY SEAL	68	Fair (70-51)
С	Alpine Street (North)	10	Grand Avenue	Faeh Ave	R	2	1,058	34	35,972	05/16/2018	SLURRY SEAL	67	Fair (70-51)
С	Fair Oaks Avenue	50	Valley Road	PCC @ 101 Overpass	MiA	4	1,680	48	80,640	08/15/2015	SLURRY SEAL	67	Fair (70-51)
С	Leanna Drive	10	Valley Road	Gate W/O Turquoise	R	2	1,456	38	55,328	07/01/2015	SLURRY SEAL	67	Fair (70-51)
С	Orchard Avenue	20	West Cherry Avenue	COP S. of Pilgrim Way	R	2	900	44	39,600	07/01/2011	SLURRY SEAL	67	Fair (70-51)
Α	Palos Secos	10	Rancho Parkway	Cul-de-Sac	R	2	630	29	18,270			67	Fair (70-51)
Α	Rancho Grande Park Parking Lot	RchGrd-010	James Way @ Salid Del Sol	End of Lot	0	1	440	88	39,072			67	Fair (70-51)
В	Whiteley Street	15	South End (Cul-de-Sac)	North End (AG Creek)	R	2	1,058	37	39,146			67	Fair (70-51)
Α	Andre Drive	15	Jenny Place	CDS	R	2	1,470	29	42,630			66	Fair (70-51)
D	Ash Street Bathrooms Parking L	Soto-010	Ash Street at Spruce St	Bathrooms	0	1	240	60	14,400	08/12/2014	SLURRY SEAL	66	Fair (70-51)
Α	Branch Street (W)	20	Camino Mercado	Brisco Road	MiA	2	2,880	67	192,960	07/01/2019	DEEP PATCH	66	Fair (70-51)
D	Farroll Avenue	30	Victorian Ct	Halcyon Road (South)	R	2	1,525	36	54,900			66	Fair (70-51)
В	Platino Lane	20	Stagecoach Road	Oro	R	2	340	37	12,580			66	Fair (70-51)
D	Soto Complex Parking Lot (East	Soto-020	Ash St @ Jasmine PI	Where lot widdens	0	1	360	60	21,600	08/12/2014	SLURRY SEAL	66	Fair (70-51)
A	Camino Mercado	10	Branch Street (West)	COP West of Walmart Entrance	MaC	2	1,000	38	38,000	12/01/2016	SLURRY SEAL	65	Fair (70-51)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Clarence Avenue	10	Huasna Road	End of Street	R	2	646	27	17,442	08/12/2014	SLURRY SEAL	65	Fair (70-51)
Е	Courtland Street (S)	10	Ash Street	Raspberry Avenue	MaC	2	390	37	14,430			65	Fair (70-51)
Е	E Grand Avenue (EB)	530	S. Elm St	South Halcyon Road	А	2	2,800	40	112,000	07/01/2011	SLURRY SEAL	65	Fair (70-51)
Α	Emerald Bay Drive (West)	10	Rodeo Drive	Cul-de-Sac	R	2	465	37	17,205	07/01/2015	MILL AND THICK OVERLAY	65	Fair (70-51)
В	Le Point Street	30	Corbett Cyn	Crown Terrace	MaC	2	1,298	37	48,026	12/01/2017	SLURRY SEAL	65	Fair (70-51)
С	Opal Circle	10	Leanna Drive	Cul-de-Sac	R	2	205	34	6,970	07/01/2011	SLURRY SEAL	65	Fair (70-51)
С	Park Way	10	Halcyon Road (South)	Rena Street (South)	R	2	378	34	12,852	08/12/2014	SLURRY SEAL	65	Fair (70-51)
Α	Rosemary Court	10	La Canada	CDS	R	2	350	29	10,150			65	Fair (70-51)
Е	Courtland Street (N)	10	Grand Avenue (East)	Brighton Avenue	MaC	2	850	37	31,450			64	Fair (70-51)
В	Ololhan Alley Parking Lot	Ololhn-020	Short Street	Bridge Street	0	1	632	48	30,715	08/12/2014	SLURRY SEAL	64	Fair (70-51)
С	Woodland Drive	40	Fair Oaks Av	Gate End of Street	R	2	320	37	11,840	05/16/2018	SLURRY SEAL	64	Fair (70-51)
В	Allen Street	10	Traffic Way	Garden Street	R	2	2,150	31	66,650	08/05/2013	SLURRY SEAL	63	Fair (70-51)
С	Alpine Street (South)	30	Dodson Way	E. Grand	R	2	1,430	34	48,620	05/16/2018	SLURRY SEAL	63	Fair (70-51)
D	Ash Street	10	City Limit	CIW East of Spruce	MaC	2	1,470	41	60,270	08/05/2012	SLURRY SEAL	63	Fair (70-51)
В	Garden Street	120	Cherry Avenue (East)	Grove Court	R	2	125	37	4,625			63	Fair (70-51)
Е	Poplar Street	10	Juniper Street	Elm Street (South)	R	2	1,120	37	41,440			63	Fair (70-51)
Е	Sage Street	10	Spruce Street	Aspen Street	R	2	535	36	19,260			63	Fair (70-51)
D	The Pike	20	Elm Street (South)	Halcyon Road (South)	MaC	2	2,650	40	106,000	07/01/2011	SLURRY SEAL	63	Fair (70-51)
С	Fair Oaks Avenue	40	PCC E. of Woodland	Valley Road	MiA	4	2,240	60	134,400	08/15/2015	SLURRY SEAL	62	Fair (70-51)
С	Oak Street	10	E Grand Avenue	Bennett Ave	R	2	690	37	25,530	08/15/2015	SLURRY SEAL	62	Fair (70-51)
D	The Pike	10	City Limit	Tierra St.	MaC	2	400	54	21,600	07/01/2011	SLURRY SEAL	62	Fair (70-51)
С	Turquoise Drive	10	LeAnna Drive (E)	LeAnna Drive (W)	R	2	1,140	34	38,760	07/01/2011	SLURRY SEAL	62	Fair (70-51)
С	Woodland Drive	50	Cerro Vista Cr	Gate/COP	R	2	145	37	5,365	05/16/2018	SLURRY SEAL	62	Fair (70-51)
Е	Brighton Avenue	10	Oak Park Boulevard	Change of Pavement	R	2	360	43	15,480	08/30/2015	SLURRY SEAL	61	Fair (70-51)
С	Cornwall Avenue	10	El Camino Real	N. Rena Street	R	2	1,361	35	47,635	08/15/2015	SLURRY SEAL	61	Fair (70-51)
D	Diana Place	10	Farroll Ave	End of Street	R	2	950	37	35,150	08/06/2012	SLURRY SEAL	61	Fair (70-51)
Е	E Grand Avenue (WB)	530	North Halcyon Rd	North Elm St	А	2	2,750	40	110,000	07/01/2011	SLURRY SEAL	61	Fair (70-51)
D	Elm Street (South)	20	The Pike	Farroll Avenue	MiA	2	1,510	62	93,620	12/30/2021	DEEP PATCH	61	Fair (70-51)
Α	Oak Park Boulevard (NB)	540	West Branch	James Way	А	2	1,300	30	39,130			61	Fair (70-51)
В	Paseo Street	10	May Street	End of Street	R	2	185	37	6,845	12/01/2017	SLURRY SEAL	61	Fair (70-51)
D	Wilson Court	10	Bakeman Lane	CDS	R	2	175	37	6,475	07/01/2012	SLURRY SEAL	61	Fair (70-51)
С	Bennett Avenue	20	Halcyon (North)	El Camino Real	R	2	1,210	37	44,770	08/15/2015	SLURRY SEAL	60	Fair (70-51)
В	Branch Street (W)	60	Traffic Way	Bridge St	А	2	685	40	27,400	12/01/2017	CHIP SEAL AND SLURRY SEAL	60	Fair (70-51)
Α	Cardinal Court	10	Robin Circle	Cul-de-Sac	R	2	150	37	5,550	12/01/2016	SLURRY SEAL	60	Fair (70-51)
Е	Elm Street (South) (NB)	540	Ash Street	Grand Ave (East)	MiA	2	2,030	31	62,930	07/01/2011	SLURRY SEAL	60	Fair (70-51)
D	Elm Street Comm Center Parkin	ElmSt-020	End of Driveway	End of Lot	0	1	220	78	17,160	08/12/2015	SLURRY SEAL	60	Fair (70-51)
В	Huasna Road	10	East Branch Street	Bolsa Chica Entrance	MiA	2	1,200	61	73,200	08/30/2012	SLURRY SEAL	60	Fair (70-51)
В	Mason Street (South)	20	Nelson Street	East Branch Street	R	2	617	35	21,595	08/05/2013	SLURRY SEAL	60	Fair (70-51)
В	Outland Court	10	Gularte Road	Cul-De-Sac	R	2	170	37	6,290			60	Fair (70-51)
С	Pearl Drive	10	North End	Leanna Drive (E)	R	2	1,275	34	43,350	07/01/2011	SLURRY SEAL	60	Fair (70-51)
Α	Quail Court	10	Robin Circle	Cul-De-Sac	R	2	295	37	10,915	12/01/2016	SLURRY SEAL	60	Fair (70-51)
D	The Pike	15	Tierra St	S. Elm St	MaC	2	770	60	46,200	07/01/2011	SLURRY SEAL	60	Fair (70-51)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Branch Street (E)	90	Garden St	Huasna	Α	2	1,030	32	32,960	12/01/2017	SLURRY SEAL	59	Fair (70-51)
Α	Branch Street (W)	30	Brisco Road	COP East of Library entrance	MiA	2	1,080	42	45,360	07/01/2019	DEEP PATCH	59	Fair (70-51)
Е	Elm Street (South) (SB)	540	E. Grand Ave	Ash St	MiA	2	2,100	31	65,100	07/01/2011	SLURRY SEAL	59	Fair (70-51)
D	Gaynfair Terrace	10	The Pike	Farroll Avenue	R	2	1,620	38	61,560	08/06/2012	SLURRY SEAL	59	Fair (70-51)
В	Miller Circle	10	Milller Way	Cul-de-Sac	R	2	195	31	6,045	08/15/2015	SLURRY SEAL	59	Fair (70-51)
В	Pradera Court	10	La Cresta Drive	Cul-De-Sac	R	2	355	37	13,135	08/12/2014	SLURRY SEAL	59	Fair (70-51)
Α	Robin Circle	10	Meadowlark Drive	Oak Park Boulevard	R	2	2,210	37	81,770	12/01/2016	SLURRY SEAL	59	Fair (70-51)
С	Valley Road	10	Fair Oaks Avenue	City Limit	MiA	2	1,400	47	65,800	07/01/2011	SLURRY SEAL	59	Fair (70-51)
D	Verde Place	10	The Pike	Cul-de-Sac	R	2	350	37	12,950	08/07/2012	SLURRY SEAL	59	Fair (70-51)
Е	E Grand Avenue (EB)	510	City Limit @ COP E. of Oak Park	Juniper St	Α	2	1,250	38	47,500	07/01/2011	SLURRY SEAL	58	Fair (70-51)
D	Golden West Place	10	Farroll Avenue	Cul-De-Sac	R	2	700	38	26,600	07/01/2012	SLURRY SEAL	58	Fair (70-51)
В	Huasna Road	20	Bolsa Chica Entrance	Callie Ct	MiA	2	1,350	38	51,300	08/05/2012	SLURRY SEAL	58	Fair (70-51)
В	Le Point Terrace	10	Branch Street (East)	Crown Hill	R	2	150	25	3,750	12/01/2017	SLURRY SEAL	58	Fair (70-51)
В	Miller Way	10	Le Point Street	End of Street (Gate)	R	2	2,220	32	71,040	08/15/2015	SLURRY SEAL	58	Fair (70-51)
В	Callie Court	10	Huasna Road	Cul-de-Sac	R	2	235	37	8,695			57	Fair (70-51)
Е	Juniper Street	10	Poplar Street	E Grand Avenue	R	2	570	37	21,090			57	Fair (70-51)
Α	Mercedes Lane	15	Rodeo Drive	CDS N. of Old Ranch Road	R	2	2,110	37	79,840			57	Fair (70-51)
Е	Aspen Street	10	Ash Street	Poplar Street	R	2	1,480	37	54,760			56	Fair (70-51)
В	Canyon Way	10	Tally Ho	CIW	R	2	1,300	38	49,400	08/12/2014	SLURRY SEAL	56	Fair (70-51)
Е	Cedar Street	10	Aspen Street	Spruce Street	R	2	540	35	18,900			56	Fair (70-51)
D	Pecan Place	10	Fair Oaks Ave	North End	R	1	336	16	5,376	07/01/2012	SLURRY SEAL	56	Fair (70-51)
D	Rice Court	10	Bakeman Lane	CDS	R	2	175	37	6,475	07/01/2012	SLURRY SEAL	56	Fair (70-51)
Α	Branch Street (W)	10	Oak Park Boulevard	Camino Mercado	MiA	2	1,740	44	77,430	07/01/2019	DEEP PATCH	55	Fair (70-51)
С	Halcyon Road (South)	60	Calle De Los Suei	The Pike	MaC	1	290	34	9,860	07/01/2013	SLURRY SEAL	55	Fair (70-51)
В	Huebner Lane	10	Branch Mill Road	Water Tank	0	2	1,487	11	16,357			55	Fair (70-51)
С	Rena Street (North)	10	E Grand Avenue	Bennett Avenue	R	2	670	36	24,120	08/15/2015	SLURRY SEAL	55	Fair (70-51)
Α	Rodeo Drive	40	James Way	CDS	R	2	465	37	17,205			55	Fair (70-51)
D	Russ Court	10	Paul Place	CDS	R	2	240	35	8,400	07/01/2012	SLURRY SEAL	55	Fair (70-51)
D	Carmella Crive	10	Farroll Avenue	CDS	R	2	900	35	31,500	07/01/2012	SLURRY SEAL	54	Fair (70-51)
D	Del Sol Street	10	The Pike	Tierra St	R	2	730	37	27,010	07/01/2012	SLURRY SEAL	54	Fair (70-51)
С	Halcyon Road (South)	30	Fair Oaks Avenue	Olive Street	MaC	4	522	61	31,842	08/05/2013	SLURRY SEAL	54	Fair (70-51)
В	La Cresta Drive	15	Huasna Road	Platino Lane (W)	R	2	1,800	37	66,600			54	Fair (70-51)
Е	Linda Drive	10	Bennett Avenue	Brisco Road	R	2	1,090	38	41,420	08/12/2014	SLURRY SEAL	54	Fair (70-51)
Α	Meadowlark Drive	10	Oak Park Boulevard	Robin Circle	R	2	595	37	22,015	12/01/2016	SLURRY SEAL	54	Fair (70-51)
В	Poole Street	15	Traffic Way	Whiteley St	R	2	1,134	39	44,226			54	Fair (70-51)
Е	Dodson Way	10	Alder Street	Halcyon Road (South)	R	2	600	27	16,200	08/12/2012	SLURRY SEAL	53	Fair (70-51)
D	Lancaster Drive	10	The Pike	Elm Street (South)	R	2	1,085	32	34,720	07/01/2012	SLURRY SEAL	53	Fair (70-51)
Е	Alder Street	30	Ash St	East Grand Ave	MaC	2	1,450	38	55,100	08/12/2012	SLURRY SEAL	52	Fair (70-51)
D	Ash Street	30	S. Elm St	Walnut Street	R	2	1,015	37	37,555	08/05/2012	SLURRY SEAL	52	Fair (70-51)
В	Bridge Street	10	Branch Street (East)	Traffic Way	R	2	950	39	37,050	-		52	Fair (70-51)
В	Cherry Avenue (East)	20	PC Railway Place	Branch Mill Road	MaC	2	1,125	40	45,000	07/01/2013	SLURRY SEAL	52	Fair (70-51)
Α	Mesquite Lane	10	Chaparral Lane	James Way	R	2	1,270	37	46,990	08/12/2014	SLURRY SEAL	52	Fair (70-51)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Oak Park Boulevard (NB)	510	Farrol Avenue	City Limit	MiA	2	800	30	24,000	07/01/2012	SLURRY SEAL	52	Fair (70-51)
В	Olohan Alley	Ololhn-010	Mason St	Short St	0	1	285	46	13,167			52	Fair (70-51)
D	Soto Complex Parking Lot (West	Soto-030	Begging of Wide area	Entrance to Corp Yard	0	1	400	90	36,000	08/12/2014	SLURRY SEAL	52	Fair (70-51)
D	Bakeman Lane (S)	10	Farroll Road (West Side)	Farroll Road (East Side)	R	2	1,590	36	57,240	07/01/2012	SLURRY SEAL	51	Fair (70-51)
С	Cerro Vista Circle	10	Cerro Vista Lane	Alpine Street (South)	R	2	715	37	26,455	05/16/2018	SLURRY SEAL	51	Fair (70-51)
В	Corbett Canyon Road	20	Huasna Rd	Printz Rd	Α	2	2,700	26	70,200			51	Fair (70-51)
Α	Matthew Way	10	Andre Drive	La Canada	R	2	830	29	24,070	07/01/2011	SLURRY SEAL	51	Fair (70-51)
Е	Montego Street	10	Newport Ave	CDS	R	2	1,080	34	36,720	07/01/2012	SLURRY SEAL	51	Fair (70-51)
D	Paul Place	10	The Pike	Elm Street (South)	R	2	1,030	35	36,050	07/01/2012	SLURRY SEAL	51	Fair (70-51)
Е	Walnut Street	20	Ash Street	End of Street	R	2	1,200	37	44,400	08/12/2012	SLURRY SEAL	51	Fair (70-51)
В	Bedloe Lane	10	West Cherry Lane	Fair Oaks Avenue	R	2	500	19	9,500	07/01/2011	SLURRY SEAL	50	Poor (50-31)
С	Bell Street	10	Grand Avenue (East)	El Camino Real	R	2	1,050	35	36,750	08/15/2015	SLURRY SEAL	50	Poor (50-31)
D	Carol Place	10	Carmella Drive	Farroll Avenue	R	2	580	35	20,300	07/01/2012	SLURRY SEAL	50	Poor (50-31)
Α	Dos Cerros	10	Via Las Aguilas	Cul-de-Sac	R	2	345	29	10,005			50	Poor (50-31)
Α	Emerald Bay Drive (East)	10	Rodeo Drive	Cul-de-Sac	R	2	446	37	16,502	07/01/2015	MILL AND THICK OVERLAY	50	Poor (50-31)
В	Huasna Road	30	Callie Ct	City Limit	MiA	2	1,640	61	100,040	08/05/2012	SLURRY SEAL	50	Poor (50-31)
Α	Lift Station No 1	LiftSta010	K-Mart Parking Lot	End of Lot	0	1	93	13	1,209			50	Poor (50-31)
D	Sycamore Drive	20	Gyanfair Terrace	Halcyon Road (South)	R	2	900	37	33,300	08/07/2012	SLURRY SEAL	50	Poor (50-31)
Α	Arabian Circle	10	Vista Drive	Cul-de-Sac	R	2	633	37	23,421			49	Poor (50-31)
Е	Chelsea Court	10	Brighton Ave	Cul-de-sac	R	2	175	37	6,475			49	Poor (50-31)
D	Elm Street Comminty Center Dri	ElmSt-010	Driveway East of Ash St Bathrooms	Elm St Rec Center parking lot	0	1	490	27	13,230			49	Poor (50-31)
Α	Grace Lane	20	Rodeo Drive	Chaparral Lane	R	2	135	37	4,995	05/23/2016	SLURRY SEAL	49	Poor (50-31)
D	La Vista Court	10	The Pike	Cul-De-Sac	R	2	420	32	13,440	07/01/2012	SLURRY SEAL	49	Poor (50-31)
В	Mason Street (South)	10	Allen Street	Nelson Street	R	2	940	39	36,660	08/05/2013	SLURRY SEAL	49	Poor (50-31)
D	Oak Park Boulevard (SB)	510	City Limit	Farroll Avenue	MiA	2	720	30	21,600	08/05/2012	SLURRY SEAL	49	Poor (50-31)
Е	Pine Street	10	Maple Street	CDS	R	2	650	37	24,050	08/12/2012	SLURRY SEAL	49	Poor (50-31)
Α	Rancho Parkway	10	West Branch Street	Camino Mercado	MaC	2	1,620	42	68,040	12/30/2021	DEEP PATCH	49	Poor (50-31)
Е	Ruth Ann Way (North)	10	Brighton Avenue	CDS	R	2	430	37	15,910			49	Poor (50-31)
Е	Spruce Street	10	Ash Street	Cedar Street	R	2	900	37	33,300			49	Poor (50-31)
Е	Spruce Street	20	Cedar Street	Poplar Street	R	2	600	37	22,200			49	Poor (50-31)
С	Taylor Place	10	Alpine Street (South)	End of Street	R	2	657	37	24,309	08/12/2014	SLURRY SEAL	49	Poor (50-31)
В	Traffic Way	10	Branch Street (West)	PCC at Bridge	MiA	2	250	40	10,000	07/01/2019	DEEP PATCH	49	Poor (50-31)
В	Traffic Way	15	PCC at Bridge	Fair Oaks	MiA	2	1,400	65	91,700	07/01/2019	DEEP PATCH	49	Poor (50-31)
С	Valley Road	30	Tiger Tail Rd	City Limit at Bridge	MiA	2	550	60	33,000	12/30/2021	DEEP PATCH	49	Poor (50-31)
В	Vard Loomis Court	10	Vard Loomis Lane	Cul-de-Sac	R	2	145	57	8,265			49	Poor (50-31)
Е	Wood Place	10	Dodson Way	CDS	R	2	650	35	22,750	08/12/2012	SLURRY SEAL	49	Poor (50-31)
В	Branch Street (W)	45	Vernon St	E. Grand	MaC	2	830	28	23,240	07/01/2019	DEEP PATCH	48	Poor (50-31)
Α	Camino Mercado	20	COP West of Walmart Entrance	Rancho Parkway	MaC	2	1,490	41	61,090			48	Poor (50-31)
С	Cerro Vista Lane	10	Alpine Street (South)	Cerro Visto Circle	R	2	550	42	23,375	08/12/2014	SLURRY SEAL	48	Poor (50-31)
Е	Elm Street (North)	20	Brighton Avenue	CDS	R	2	475	37	17,575	08/12/2014	THICK AC OVERLAY(2.5 INCHES)	48	Poor (50-31)
С	Farroll Avenue	40	Halcyon Road (South)	Cul-De-Sac	R	2	335	30	10,050	08/12/2014	SLURRY SEAL	48	Poor (50-31)
Е	Maple Street	10	Elm Street (South)	Walnut Street	R	2	950	37	35,150	08/12/2012	SLURRY SEAL	48	Poor (50-31)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Mulberry Lane	10	Magnolia Drive	Sycamore Drive	R	2	365	35	12,775	08/07/2012	SLURRY SEAL	48	Poor (50-31)
В	Nelson Street	10	Traffic Way	Mason Street (South)	MaC	2	970	39	37,830	08/30/2015	SLURRY SEAL	48	Poor (50-31)
Α	Old Ranch Road	10	West Branch Street	Mercedes Lane	R	2	1,900	40	76,000	07/01/2015	MILL AND THIN OVERLAY	48	Poor (50-31)
С	Olive Street	10	Woodland Drive	Halcyon Road (South)	R	2	674	34	22,916	08/12/2014	SLURRY SEAL	48	Poor (50-31)
D	Palm Court	10	Walnut Street	Cul-De-Sac	R	2	452	37	16,724	08/07/2012	SLURRY SEAL	48	Poor (50-31)
D	Sycamore Drive	10	Magnolia Drive	Gaynfair Terrace	R	2	710	37	26,270	08/07/2012	SLURRY SEAL	48	Poor (50-31)
С	Todd Lane	10	Halcyon Road (South)	Fair Oaks Avenue	R	2	680	34	23,120	08/12/2014	SLURRY SEAL	48	Poor (50-31)
С	Woodland Drive	30	Fair Oaks Avenue	Creekside Drive	MaC	2	1,240	37	45,880	08/12/2014	SLURRY SEAL	48	Poor (50-31)
В	Branch Street (E)	80	Mason St (Bricks)	Garden St	Α	2	1,460	48	70,080	07/01/2012	SLURRY SEAL	46	Poor (50-31)
В	Corral Place	10	Corbett Canyon Road	Cul-de-Sac	R	2	660	28	18,480			46	Poor (50-31)
D	Fair Oaks Avenue	10	Elm Street (South)	Alder St	MaC	2	2,200	41	90,200	08/05/2013	SLURRY SEAL	46	Poor (50-31)
D	Garfield Place	10	The Pike	Cul-De-Sac	R	2	1,243	37	45,991	08/06/2012	SLURRY SEAL	46	Poor (50-31)
Е	Robles Road	10	Sierra Drive	End of Street	R	2	180	18	3,240	07/01/2012	SLURRY SEAL	46	Poor (50-31)
Е	Ruth Ann Way (South)	10	Brighton Avenue	CDS	R	2	550	37	20,350			46	Poor (50-31)
D	Victoria Way	10	Garfield Place	Rogers Court	R	2	800	37	29,600	08/07/2012	SLURRY SEAL	46	Poor (50-31)
С	California Street	10	Cherry Avenue (West)	Fair Oaks Avenue	R	2	525	38	19,950	07/01/2011	SLURRY SEAL	45	Poor (50-31)
В	Corbett Canyon Road	10	Route 227	City Limit	MaC	2	1,230	24	29,520	12/30/2021	DEEP PATCH	45	Poor (50-31)
Е	Corona del Tierra	10	Brighton Avenue	Cul-de-Sac	R	2	420	37	15,540			45	Poor (50-31)
D	Elm Street (South)	30	Farroll Avenue	Ash Street	MiA	2	1,450	62	89,900	12/30/2021	DEEP PATCH	45	Poor (50-31)
С	Newman Drive	10	Alpine Street (South)	End of Street	R	2	560	34	19,040	08/12/2014	SLURRY SEAL	45	Poor (50-31)
В	PC Railway Place	10	Allen Street	East Cherry Ave	R	2	340	25	8,670	08/05/2013	SLURRY SEAL	45	Poor (50-31)
Α	Scenic Circle	10	Equestrian Way	CDS	R	2	410	37	15,170			45	Poor (50-31)
D	Sycamore Court	10	Sycamore Drive	CDS	R	2	135	35	4,725	08/07/2012	SLURRY SEAL	45	Poor (50-31)
С	Alpine Street (South)	20	Cerro Vista Ln	Dodson Way	R	2	242	34	8,228	05/16/2018	SLURRY SEAL	44	Poor (50-31)
С	E Grand Avenue (WB)	520	El Camino Real	North Halcyon Rd	Α	2	1,850	30	55,500	12/30/2021	DEEP PATCH	44	Poor (50-31)
Е	E Grand Avenue (WB)	550	Fairview	City Limit @ COP, East of Oak Park	Α	2	1,400	38	53,200	07/01/2011	SLURRY SEAL	44	Poor (50-31)
В	Fair Oaks Avenue	60	Traffic Way	PCC @ Hwy 101 bridge	MiA	4	430	48	20,640	08/15/2015	SLURRY SEAL	44	Poor (50-31)
D	Garfield Place	20	Garfield Place	North End (Cul-de-Sac)	R	2	125	34	4,250			44	Poor (50-31)
В	Gularte Road	20	Stagecoach Road	Cul-De-Sac	R	2	772	37	28,564			44	Poor (50-31)
С	Halcyon Road (South)	40	Olive Street	Cameron Court	MaC	2	830	61	50,630	07/01/2013	SLURRY SEAL	44	Poor (50-31)
В	Los Olivos Lane	15	E Cherry Ave	Hillsdale Court	R	2	510	34	17,340			44	Poor (50-31)
D	Magnolia Drive	10	Sycamore Drive	CDS	R	2	1,190	35	41,650	08/07/2012	SLURRY SEAL	44	Poor (50-31)
Е	Newport Avenue Frontage	10	Courtland St South of Newport	CDS	R	1	1,030	18	18,540	07/01/2014	SLURRY SEAL	44	Poor (50-31)
В	Stagecoach Road	10	Huasna Road	Platino Lane	MaC	2	1,140	41	46,740			44	Poor (50-31)
С	Bambi Court	10	Tiger Tail Drive	Cul-de-Sac	R	2	400	37	14,800			43	Poor (50-31)
Е	Bennett Avenue	10	Linda Drive	Halcyon (North)	R	2	1,020	35	35,700	08/12/2014	SLURRY SEAL	43	Poor (50-31)
С	E Grand Avenue (EB)	540	South Halycon Road	El Camino Real	Α	2	1,820	30	54,600	12/30/2021	DEEP PATCH	43	Poor (50-31)
Е	Elm Street (North)	10	Grand Ave (East)	Brighton Avenue	R	2	875	38	33,250	08/12/2014	SLURRY SEAL	43	Poor (50-31)
С	Eman Court	10	Alpine Street (South)	Cul-de-Sac	R	2	480	34	16,320	08/12/2014	SLURRY SEAL	43	Poor (50-31)
Е	Maple Street	20	Walnut Street	Alder Street	R	2	956	37	35,372	08/12/2012	SLURRY SEAL	43	Poor (50-31)
В	Noguera Place	10	Myrtle Street	Cul-De-Sac	R	2	386	37	14,282	08/05/2013	SLURRY SEAL	43	Poor (50-31)
Α	Oak Leaf Circle	10	Equestrian Way	Cul-de-Sac	R	2	300	37	11,100			43	Poor (50-31)

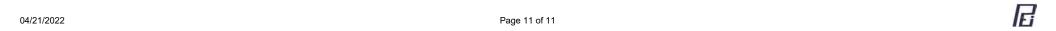


Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
D	Ash Street	40	Walnut Street	Alder St	R	2	1,015	37	37,555			42	Poor (50-31)
Α	Chaparral Lane	15	Spanish Moss Ln	Cul-de-Sac	R	2	860	37	31,820			42	Poor (50-31)
В	Crown Terrace	10	Crown Hill	Le Point Street	R	2	450	20	9,000	12/01/2017	SLURRY SEAL	42	Poor (50-31)
D	Tierra Street	10	The Pike	Del Sol Street	R	2	1,000	28	28,000	07/01/2012	SLURRY SEAL	42	Poor (50-31)
D	Walnut Street	10	Farroll Avenue	Ash Street	R	2	1,386	38	52,668	08/12/2012	SLURRY SEAL	42	Poor (50-31)
В	Women's Club Parking Lot (Lowe	WmnClb-020	Lower Lot	Front door	0	1	170	125	21,250	05/15/2017	SEAL CRACKS	42	Poor (50-31)
D	Alder Street	10	Farroll Avenue	Cameron Court	R	2	690	38	26,220	08/07/2012	SLURRY SEAL	41	Poor (50-31)
Е	E Grand Avenue (WB)	540	North Elm St	Fairview	Α	2	950	40	38,000	07/01/2011	SLURRY SEAL	41	Poor (50-31)
С	Fair Oaks Avenue	30	Halcyon Road (South)	PCC E. of Woodland	MiA	2	1,100	57	62,700	12/30/2021	DEEP PATCH	41	Poor (50-31)
В	Fortuna Court	10	Platino Lane	Cul-de-Sac	R	2	240	37	8,880			41	Poor (50-31)
С	Halcyon Road (North)	10	El Camino Real	E Grand Avenue	MiA	2	1,630	37	60,310	12/30/2021	DEEP PATCH	41	Poor (50-31)
Α	Mustang Circle	10	Equestrian Way	Cul-de-Sac	R	2	355	37	13,135			41	Poor (50-31)
D	Rogers Court	10	Victoria Way	CDS	R	2	550	37	20,350	08/07/2012	SLURRY SEAL	41	Poor (50-31)
В	Village Court	10	Trinity Avenue	Cul-de-Sac	R	2	215	36	7,740			41	Poor (50-31)
С	Willow Lane	10	Halcyon Road (South)	Woodland Drive	R	2	750	35	26,250	08/12/2014	SLURRY SEAL	41	Poor (50-31)
D	Alder Street	25	Fair Oaks Avenue	Ash St	R	2	680	37	25,160			40	Poor (50-31)
D	Cameron Court	10	Alder Street	Halcyon Road (South)	R	2	562	37	20,794	08/06/2012	SLURRY SEAL	40	Poor (50-31)
Е	Hillcrest Drive	10	Sierra Drive	Montego Street	R	2	1,930	22	42,460	07/01/2012	SLURRY SEAL	40	Poor (50-31)
В	Ikeda Way	10	Huasna Road	Vard Loomis Lane	R	2	470	37	17,390			40	Poor (50-31)
В	Mason Street (North)	10	East Branch Street	Le Point Street	MaC	2	440	29	12,760	12/01/2017	SLURRY SEAL	40	Poor (50-31)
Α	Rancho Parkway	20	Camino Mercado	Via Poca	MaC	2	1,880	42	78,960	12/30/2021	DEEP PATCH	40	Poor (50-31)
Е	Robles Road	20	El Camino Real	End of Road - Chilton St	R	2	325	24	7,800	07/01/2012	SLURRY SEAL	40	Poor (50-31)
С	Valley Road	20	City Limit N. of Sunrise Tr @ COP	Tiger Tail Dr	MiA	2	675	47	31,725	12/30/2021	DEEP PATCH	40	Poor (50-31)
Α	Vista Circle	10	Cul-de-Sac	Equestrian Way	R	2	412	37	15,244			40	Poor (50-31)
С	Woodland Court	10	Woodland Drive	Cul-de-Sac	R	2	215	37	7,955	08/12/2014	SLURRY SEAL	40	Poor (50-31)
Α	Calle Carmen	10	Via Bandolero	Cul-de-Sac	R	2	250	37	9,250			39	Poor (50-31)
С	Halcyon Road (South)	50	Cameron Court	Calle De Los Suei	MaC	2	670	50	33,500	07/01/2013	SLURRY SEAL	39	Poor (50-31)
Α	Jenny Place	11	James Way	Cul-de-sac	R	2	600	29	17,400			39	Poor (50-31)
Е	Newport Avenue	10	Courtland Street	Montego Street	R	2	1,080	30	32,400			39	Poor (50-31)
В	Paseo Street	20	Corbett Cyn (Hwy227)	EOS	R	2	76	44	3,344	05/15/2017	SEAL CRACKS	39	Poor (50-31)
В	Platino Lane	10	La Cresta Drive	Stagecoach Road	R	2	1,145	37	42,365			39	Poor (50-31)
D	Sandalwood Avenue	10	Alder Street	Halcyon Road (South)	R	2	580	34	19,720	08/07/2012	SLURRY SEAL	39	Poor (50-31)
В	Women's Club Parking Lot (Uppe	WmnClb-010	Both Upper lots	Front door	0	1	400	60	24,000	05/15/2017	SEAL CRACKS	39	Poor (50-31)
Α	Cuesta Place	10	Via La Barranca	Cul-de-Sac	R	2	265	26	6,890	08/12/2014	SLURRY SEAL	38	Poor (50-31)
Е	E Grand Avenue (EB)	520	Juniper Street	S. Elm Street	Α	2	1,100	40	44,000	07/01/2011	SLURRY SEAL	38	Poor (50-31)
В	Gularte Road	10	Corbett Canyon Road	Stagecoach Road	R	2	1,850	33	61,790			38	Poor (50-31)
Е	Linda Drive	30	Oceanview School	N. Elm St	R	2	180	38	6,840	07/01/2014	SLURRY SEAL	38	Poor (50-31)
В	PC Railway Place	20	Allen Street	End of Street	R	2	335	20	6,700	08/05/2013	SLURRY SEAL	38	Poor (50-31)
D	Alder Street	20	Farroll Avenue	Fair Oaks Ave	R	2	730	37	27,010	08/30/2012	SLURRY SEAL	37	Poor (50-31)
Е	Brighton Avenue	20	Courtland Street	Elm Street (North)	R	2	1,900	37	70,300			37	Poor (50-31)
В	Le Point Street	10	Nevada Street	Mason Street (North)	R	2	850	30	25,500	05/15/2017	SEAL CRACKS	37	Poor (50-31)
С	Mesa Drive	10	Tiger Tail Drive	Cul-De-Sac	R	2	1,020	37	37,740			37	Poor (50-31)



Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
В	Trinity Avenue	10	Traffic Way Extension	End of Street	R	2	850	30	25,500			37	Poor (50-31)
Α	Via Bandolero	10	Via Vaquero	Avenida de Diamante	R	2	3,550	37	131,350			37	Poor (50-31)
В	Branch Mill Road	10	East Cherry Avenue	City Limit	MaC	2	3,280	26	85,280	05/15/2017	SEAL CRACKS	36	Poor (50-31)
В	Campana Place	10	Gularte Road	Cul-de-Sac	R	2	625	38	23,750			36	Poor (50-31)
С	Halcyon Road (South) NB	520	Fair Oaks Avenue	E Grand Avenue	MiA	2	2,180	31	67,580	07/01/2013	SLURRY SEAL	36	Poor (50-31)
Е	Linda Drive	20	Brisco Road	Oceanview School	R	2	950	30	28,500	08/12/2014	SLURRY SEAL	36	Poor (50-31)
В	Mariposa Circle	10	Platino Lane	Cul-De-Sac	R	2	170	36	6,120			36	Poor (50-31)
Е	Priscilla Lane	10	Ruth Ann Way	Cul-De-Sac	R	2	530	37	19,610			36	Poor (50-31)
Α	Rodeo Drive	10	West Branch Street	Mercedes Lane	MaC	2	1,970	38	74,860			36	Poor (50-31)
Α	Via La Barranca	10	Tally Ho Road	End of Street	R	2	1,250	35	43,750	08/12/2014	SLURRY SEAL	36	Poor (50-31)
Α	Acorn Drive	10	Equestrian Way (N)	Equestrian Way (S)	R	2	1,500	37	55,500			35	Poor (50-31)
D	Elm Street (South)	10	City Limit	The Pike	MiA	2	800	47	37,600	12/30/2021	DEEP PATCH	35	Poor (50-31)
Е	Fair View Drive	20	Brighton Avenue	Cul-De-Sac	R	2	300	38	11,400	09/09/2015	SLURRY SEAL	35	Poor (50-31)
В	Hawkins Court	10	Cross Street	Cul-De-Sac	R	2	133	37	4,921	08/05/2013	SLURRY SEAL	35	Poor (50-31)
Α	Rodeo Drive	20	Mercedes Lane	Emerald Bay Drive	MaC	2	2,100	37	77,700			35	Poor (50-31)
Е	Sierra Drive	10	Oak Park Boulevard	Hillcrest Drive	R	2	2,187	22	48,114	07/01/2012	SLURRY SEAL	35	Poor (50-31)
С	Woodland Drive	20	Creekside Drive	Virginia Dr	MaC	2	644	37	23,828	09/09/2015	SLURRY SEAL	35	Poor (50-31)
В	Zogata Way	10	Gularte Road	Stagecoach Road	R	2	1,020	37	37,740			35	Poor (50-31)
D	Ash Street	20	CIW E. of Spuce St	S. Elm St	R	2	600	33	19,800			34	Poor (50-31)
Α	Avenida de Diamente	10	Via Bandolero (North end)	Via Bandolero (South End)	R	2	3,000	37	111,000			34	Poor (50-31)
Е	Chilton Avenue	10	Oak Park Boulevard	Robles Road	R	2	1,500	19	28,500	07/01/2012	SLURRY SEAL	34	Poor (50-31)
Α	Cuerda Corte	10	Avenida de Diamante	Cul-de-Sac	R	2	240	37	8,880			34	Poor (50-31)
Е	Fair View Drive	10	Grand Avenue (E)	Brighton Avenue	R	2	840	37	31,080	08/05/2013	SLURRY SEAL	34	Poor (50-31)
С	Forest Glen Drive	10	Woodland Drive	Cul-De-Sac	R	2	415	37	15,355	08/12/2014	SLURRY SEAL	34	Poor (50-31)
С	Halcyon Road (South) SB	520	E Grand Avenue	Fair Oaks Avenue	MiA	2	2,180	30	65,400	08/05/2013	SLURRY SEAL	34	Poor (50-31)
Е	Hillcrest Drive	20	Montego Street	El Camino Real	R	2	1,244	21	26,124	07/01/2012	SLURRY SEAL	34	Poor (50-31)
Α	Rancho Parkway	30	Via Poca	James Way	MaC	2	1,060	42	44,520	12/30/2021	DEEP PATCH	34	Poor (50-31)
Α	Spanish Moss Lane	10	Mesquite Lane	Chaparral Lane	R	2	1,150	37	42,550	08/12/2014	SLURRY SEAL	34	Poor (50-31)
С	Tiger Tail Drive	10	Valley Road	CDS	R	2	915	37	33,855			34	Poor (50-31)
В	Vard Loomis Lane	10	Huasna Road	Cul-de-Sac	R	2	800	37	29,600			34	Poor (50-31)
Α	Via Vaquero	10	Rancho Parkway	Avenida de Diamente	R	2	1,700	38	64,600			34	Poor (50-31)
Е	Wallace Place	10	Maple St	EOS	R	1	200	22	4,400	07/01/2012	SLURRY SEAL	34	Poor (50-31)
С	Creekside Drive	10	Woodland Drive	Cul-de-Sac	R	2	445	37	16,465	08/12/2014	SLURRY SEAL	33	Poor (50-31)
Α	Equestrian Way	10	James Way	Vista Circle	MaC	2	2,600	37	96,200			33	Poor (50-31)
Α	Equestrian Way	20	Vista Circle	Noyes Road	MaC	2	1,906	37	70,522			33	Poor (50-31)
В	Short Street	20	Poole Street	Nelson Street	R	2	470	39	18,330			33	Poor (50-31)
В	Stagecoach Road	20	Platino Lane	City Limit	MaC	2	1,400	41	57,400			33	Poor (50-31)
Α	Colina Street	10	Via La Barranca	James Way	R	2	435	26	11,310	08/12/2014	SLURRY SEAL	32	Poor (50-31)
Α	La Canada	10	James Way	Asilo St	R	2	1,275	35	44,625			32	Poor (50-31)
D	Pecan Street	10	Farroll Avenue	Fair Oaks Avenue	R	2	700	37	25,900	08/12/2012	SLURRY SEAL	32	Poor (50-31)
В	Toyon Place	10	Stagecoach Road	Cul-de-Sac	R	2	200	37	7,400			32	Poor (50-31)
Α	Via Vaquero	20	Avenida de Diamente	Via Bandolero	R	2	600	38	22,800			32	Poor (50-31)

Area ID	Street Name	Section ID	Begin Location	End Location	FC	Lns	L	w	A (SqFt)	Last MnR Date	Last MnR Treatment	Current PCI	PCI Condition
Α	Rodeo Drive	30	Emerald Bay Drive	James Way	MaC	2	1,490	37	55,130			31	Poor (50-31)
D	Beech Street	10	Farroll Avenue	Fair Oaks Avenue	R	2	700	34	23,800	08/06/2012	SLURRY SEAL	30	Failed (30-0)
Е	Beta Court	10	Brighton Avenue	Cul-de-Sac	R	2	230	36	8,280			30	Failed (30-0)
Α	Deer Trail Circle	10	Equestrian Way	Cul-de-Sac	R	2	800	25	20,000			30	Failed (30-0)
Α	Platino Lane	30	Oro Dr	Gate @ Tempus	R	2	550	37	20,350			30	Failed (30-0)
В	Plomo Court	10	Stagecoach Road	Cul-De-Sac	R	2	260	37	9,620			30	Failed (30-0)
Α	Hodges Road	15	Equestrian Way	East End	R	2	1,075	25	26,875			29	Failed (30-0)
Α	Via Poca	10	Rancho Parkway	Via Bandolero	R	2	230	37	8,510			29	Failed (30-0)
В	Cobre Place	10	Gularte Road	Cul-de-Sac	R	2	550	37	20,350			28	Failed (30-0)
В	La Paz Circle	10	Platino Lane	Cul-de-Sac	R	2	175	37	6,475			28	Failed (30-0)
С	Rena Street (South)	10	Dodson Way	E Grand Avenue	R	2	1,280	36	46,080	08/12/2014	SLURRY SEAL	28	Failed (30-0)
С	Virginia Drive	10	Halcyon Road (South)	Woodland Drive	R	2	866	37	32,042	07/01/2014	SLURRY SEAL	28	Failed (30-0)
В	Plata Road	10	Oro Drive	Cul-De-Sac	R	2	415	37	15,355			27	Failed (30-0)
В	Station Way	10	Fair Oaks Avenue	Traffic Way	R	2	1,252	37	46,324	08/12/2012	SLURRY SEAL	27	Failed (30-0)
Α	Stevenson Drive	10	Hodges Road	James Way	R	2	420	25	10,500			27	Failed (30-0)
Α	Vista Drive	10	Equestrain Way	PCC at median	R	2	1,310	37	48,470			27	Failed (30-0)
В	City Hall Parking Lot	CtyHal-010	Mason Street (South)	End of Lot	0	1	126	60	7,560			26	Failed (30-0)
Е	Ledo Place	10	Brighton Avenue	Cul-De-Sac	R	2	305	37	11,285			25	Failed (30-0)
В	Wesley Street	10	Branch Street (East)	Larchmont Drive	R	2	350	39	13,650	12/30/2021	DEEP PATCH	21	Failed (30-0)
В	Cross Street	10	Ide Street	Allen Street	R	2	660	37	24,420	08/05/2013	SLURRY SEAL	20	Failed (30-0)
С	Woodland Drive	10	South End (Cul-de-Sac)	Virginia Dr	R	2	650	37	24,050	07/01/2014	SLURRY SEAL	20	Failed (30-0)
В	Vernon Street	10	Branch Street (West)	Larchmont Drive	R	2	310	37	11,470	12/30/2021	DEEP PATCH	19	Failed (30-0)
С	Via Berros	10	Valley Road	City Limit	R	2	455	26	11,830			17	Failed (30-0)
В	Vernon Street	20	Larchmont Drive	End of Street	R	2	160	24	3,840	12/30/2021	DEEP PATCH	16	Failed (30-0)
В	Strother Park Parking Lot	Stroth-010	Huasna @ Rosewood Ln	End of Lot	0	1	600	92	55,200			11	Failed (30-0)
D	Corporation Yard Parking Lot	CrpYrd-020	Rear Maintenance Area	Rear	0	1	270	241	65,286				
В	Reservoir Road	10	West Branch	Water Tank (Res No. 4)	0	1	1,880	12	22,560				



Section V GIS Toolbox



GIS TOOLBOX

This section is intended to introduce the new feature in StreetSaver[®]. The GIS portion of the program is specifically designed for those agencies that do not have "in-house" GIS departments.

GIS TOOLBOX

The GIS toolbox is a new feature available within StreetSaver[®]. This is one of the most powerful tools available in StreetSaver[®]. The ability to link the existing road segments to a base map and produce maps displaying the Current Condition, Age of Pavement, Needs Treatments, Scenario Treatments, Last Treatment and Last Year Inspected are now available with just a few key strokes. No longer does an agency need to access "outside resources" or "wait" for graphical representations of their road system.

Maps that reflect the current condition of an agency's road system are a valuable asset when meeting with City Councils and the general public. A map of future maintenance treatments can be used to inform the residents when future work is scheduled on their road.

A basic "shapefile" is already loaded into the StreetSaver[®] system. From this shapefile it is just a matter of "linking" or "assigning" the beginning location and ending location of each management section found in the database.

There are a few cautions that the City of Arroyo Grande should be aware of in regard to the GIS mapping. GIS is a "node" to "node" application. It uses intersections or nodes as its way to pinpoint a specific location. This means that each of the City's management sections needs to begin and end at a point that can be defined or found by the GIS link. Using house numbers or change in pavements will need to be defined as "feet" from the nearest "node". This will produce a more precise map. Next the Street Names will need to match and that will mean a more precise accounting of "street tags". The difference between calling a tag a "drive" or an "avenue" can hinder the linking process.

TERMINOLOGY

Once the GIS Toolbox is opened there will be two master items that can be accessed.

First there is the "GIS Reporting". This screen is used to "mine" StreetSaver® data for display in GIS format. Queries can be performed using the standard StreetSaver® filter screen, using pre-defined criteria defined by the system, or by selecting an area of the map. If Section data is returned those shapes can be exported to GIS shapefiles or printed out in a map format.

GIS Toolbox Page | 1



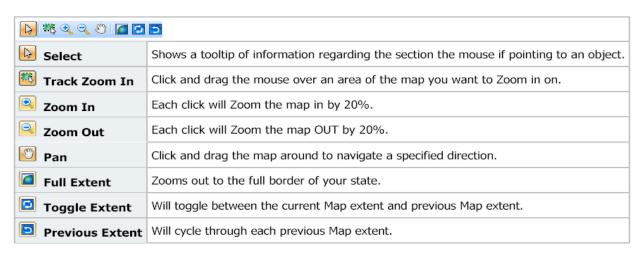
Then there is the "Section Link" screen which will match segments in the basemap based on street name, type (street tag) and/or direction. Each Section can be linked to a segment or segments in the basemap.

Explanations of the toolbars and the buttons available on the GIS Reporting screen are outlined below:

Navigation Toolbar

Select Sections from Map (Area	Click and Drag the mouse over an area on the map to search and retrieve sections within that area.
Filter)	Note: This works in conjunction with an applied Filter
Clear Area Filter	Clears the current selected area filter
Filter	Loads the Filter screen and retrieves sections based on the filter defined
	Note: This works in conjunction with an applied Area Filter
Clear Filter	Restores the shape to it's state before any Add or Edits had occurred
Export Shapefiles	For each shape type currently showing on the map, a shapefile is created and stuffed in a ZIP file for download. This file will contain 3 files for every shape type. Those 3 files make up the Shapefile that can be used in other GIS applications
Print Map	Launches a Print Preview screen of the current Map and will resize based on the type of printer you choose

Reporting Toolbar



BASE MAP IMPLEMENTATION

Pavement Engineering Inc. reviewed the base map included with StreetSaver[®] and the automatic linking process. The review found most of the segments were linked correctly. Any of the segments that were not previously linked were fixed so they were linked.

GIS Toolbox Page | 2



Current PCI Condition

Printed: 4/21/2022

Feature Legend

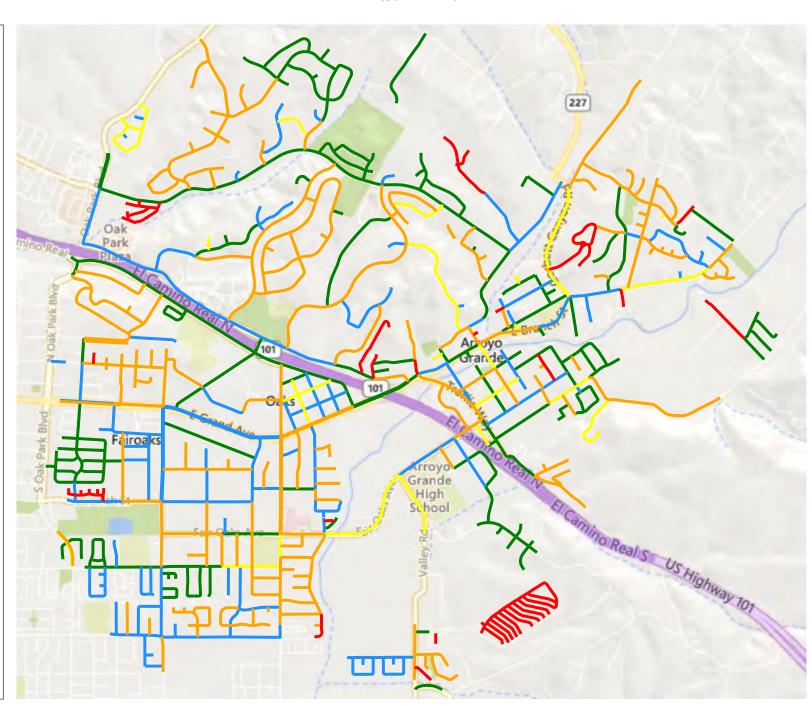
Category I - Very Good

Category II - Good (Non-Load)

Category III - Good (Load)

Category IV - Poor

Category V - Very Poor



Appendix A Summarized System Information



Network Summary Statistics

Printed: 4/21/2022

PCI	Total Area (sq. ft.)	Total Lane Miles	Total Center Miles	Total Sections	
56	877,070	9.39	3.12	19	Arterial
56	7,839,302	86.53	43.41	315	Residential/Local
55	420,750.7	1.73	0.39	20	Other
59	2,223,875	20.27	8.20	39	Minor Arterial (4)
55	2,561,293	24.91	12.38	52	Major Collector (5)
	13,922,290.7	142.83	67.50	445	Total
56	CI as of 4/21/2022:	Overall Network Po	C		
N/A N/A	87,846 87,846	0.41	0.36	2	**Combined

^{**} Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.



Network Replacement Cost

Printed: 04/21/2022

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Arterial	AC	8.9	\$25.51	839,320	\$21,413
	AC/AC	0.5	\$25.51	42,000	\$1,072
Major Collector (5)	AC	24.3	\$21.98	2,506,555	\$55,094
	AC/AC	0.6	\$21.98	54,738	\$1,203
Minor Arterial (4)	AC	14.6	\$25.51	1,712,145	\$43,681
	AC/AC	5.7	\$25.51	511,730	\$13,055
Other	AC	2.1	\$19.23	493,997	\$9,501
	AC/AC	0.0	\$19.23	14,600	\$281
Proposed; Private; Non-County	AC	13.1	\$19.23	914,182	\$17,582
Residential/Local	AC	78.3	\$19.23	7,062,321	\$135,824
	AC/AC	8.2	\$19.23	772,731	\$14,861
	Grand Total:	156.3		14,924,319	\$313,566



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	110 DOLWOOII	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.59	3		
			Surface Treatment	LIGHT MAINTENANCE	\$5.72		7	
			Restoration Treatment	LIGHT REHAB	\$60.05			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$21.20			
		III - Good, Load Related		LIGHT REHAB	\$60.05			
		IV - Poor		HEAVY REHAB	\$91.85			
		V - Very Poor		RECONSTRUCT	\$229.61			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.59	3		
			Surface Treatment	LIGHT MAINTENANCE	\$5.72		6	
			Restoration Treatment	LIGHT REHAB	\$60.05			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$21.20			
		III - Good, Load Related		LIGHT REHAB	\$60.05			
		IV - Poor		HEAVY REHAB	\$91.85			
		V - Very Poor		RECONSTRUCT	\$229.61			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	3		
			Surface Treatment	SINGLE CHIP SEAL	\$0.74		6	
			Restoration Treatment	MILL AND THICK OVERLAY	\$7.23			2
		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)	\$14.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Criteria: 1 MTC StreetSaver



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$1.51			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$14.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		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: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		7	
			Restoration Treatment	LIGHT REHAB	\$56.52			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$56.52			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT	\$197.82			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		7	
			Restoration Treatment	LIGHT REHAB	\$56.52			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$56.52			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$197.82			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$0.74		7	
			Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			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 STRUCTURE (AC)	\$11.38			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$1.51			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		THIN AC OVERLAY(1.5 INCHES)	\$7.47			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		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: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:		Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		8	
			Restoration Treatment	LIGHT REHAB	\$52.99			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$52.99			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT	\$173.09			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		8	
			Restoration Treatment	LIGHT REHAB	\$52.99			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$52.99			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT	\$173.09			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.32	4		
			Surface Treatment	SINGLE CHIP SEAL	\$0.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			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 STRUCTURE (AC)	\$103.12			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		8	3
			Restoration Treatment	LIGHT REHAB	\$52.99			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$52.99			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT	\$173.09			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.27	4		
			Surface Treatment	LIGHT MAINTENANCE	\$4.57		8	3
			Restoration Treatment	LIGHT REHAB	\$52.99			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$17.66			
		III - Good, Load Related		LIGHT REHAB	\$52.99			
		IV - Poor		HEAVY REHAB	\$84.78			
		V - Very Poor		RECONSTRUCT	\$173.09			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$1.74		8	3
			Restoration Treatment	MILL AND THIN OVERLAY	\$5.04			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 STRUCTURE (AC)	\$8.75			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal



Decision Tree

Printed: 4/3/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$1.11			
		III - Good, Load Related		DO NOTHING	\$1.51			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		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 B Budget Scenarios



Needs Analysis & Zero Budget (\$115 Million over 10 Years)

• Projected PCI/Cost Summary



Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 4/21/2022

Cost	Rehab Cost	PM Cost	PCI Untreated	PCI Treated	Year
\$74,304,659	\$73,222,854	\$1,081,805	54	88	2023
\$3,590,110	\$3,450,552	\$139,558	52	85	2024
\$3,812,710	\$1,142,709	\$2,670,001	49	84	2025
\$2,931,491	\$1,669,160	\$1,262,331	46	83	2026
\$5,329,728	\$2,259,110	\$3,070,618	43	84	2027
\$2,479,390	\$620,687	\$1,858,703	40	83	2028
\$2,065,227	\$966,757	\$1,098,470	38	82	2029
\$6,419,504	\$3,608,508	\$2,810,996	35	83	2030
\$9,490,509	\$3,624,403	\$5,866,106	32	86	2031
\$4,550,497	\$1,183,312	\$3,367,185	29	85	2032
Total Cost	Rehab Total Cost	PM Total Cost	% PM		
\$114,973,825	\$91,748,052	\$23,225,773	20.20%		



Maintain Current PCI

(\$63.5 Million over 10 Years)

- Pavement Network Condition Lane Miles
- Network Condition Summary
- Cost Summary



Target-Driven Scenarios Pavement Network Condition Lane Miles

Interest: 0% Inflation: 3% Printed: 4/21/2022

Scenario: Maintain 56

Objective: Minimum Network Average PCI Target: Overall 56

Annual budget needs to meet target objectives

					Preventative	
Year	Arterial	Collector	Res/Loc	Other	Maintenance	Total
2023	\$287,857	\$762,565	\$1,327,727	\$0	\$1,052,135	\$2,378,149
2024	\$253,456	\$634,350	\$4,865,051	\$0	\$131,922	\$5,752,857
2025	\$1,083,141	\$1,000,368	\$4,403,068	\$0	\$21,046	\$6,486,577
2026	\$1,591	\$0	\$7,184,151	\$0	\$1,764	\$7,185,742
2027	\$3,528,741	\$2,482,308	\$2,251,837	\$0	\$53,315	\$8,262,886
2028	\$3,370,076	\$895,419	\$2,998,988	\$0	\$10,779	\$7,264,483
2029	\$3,408,938	\$1,102,986	\$3,763,665	\$0	\$227,243	\$8,275,589
2030	\$2,648,154	\$1,058,050	\$3,307,325	\$0	\$268,407	\$7,013,529
2031	\$16,524	\$3,217,767	\$1,963,600	\$0	\$974,761	\$5,197,891
2032	\$1,238,443	\$2,098,929	\$2,306,831	\$0	\$527,702	\$5,644,203

Average Yearly Total: \$6,346,191

Grand Total: \$63,461,906

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	57	4.0%	8.2%	10
Collector	53	5.2%	9.4%	7
Residential	54	14.6%	26.6%	13

2023 Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	58	17.3%	35.5%	11
Collector	55	31.5%	49.3%	8
Residential	56	27.0%	45.7%	14

Remaining Life	Percentage of the Network in Poor or	Percentage of the Network in Very	PCI	2024 Functional Class
10	Very Poor Condition 35.5%	Good Condition 19.4%	55	Arterial
8	48.6%	22.7%	52	Collector
15	45.4%	37.4%	58	Residential
11	45.4%	37.476	36	Residential
	Percentage of the	Percentage of the		2025
Remaining Life	Network in Poor or	Network in Very	PCI	Functional Class
10	Very Poor Condition 38.0%	Good Condition 21.6%	54	Arterial
3	46.5%	17.9%	50	Collector
16	42.8%	42.8%	58	Residential
16	42.0%	42.070	36	Residential
	Percentage of the	Percentage of the		2026
Remaining	Network in Poor or	Network in Very	PCI	Functional Class
Life	Very Poor Condition	Good Condition 21.6%		Arterial
9	50.0%		52	
7	53.8%	17.9%	46	Collector
18	35.8%	51.6%	61	Residential
	Percentage of the	Percentage of the		2027
Remaining	Network in Poor or	Network in Very	PCI	Functional Class
Life	Very Poor Condition	Good Condition		
10	52.3%	31.5%	54	Arterial
3	49.8%	27.0%	47	Collector
18	37.6%	53.8%	60	Residential
	Percentage of the	Percentage of the		2028
Remaining Life	Network in Poor or	Network in Very	PCI	Functional Class
12	Very Poor Condition 46.7%	Good Condition 40.7%	56	Arterial
12	50.0%	30.1%	45	Collector
18	36.8%	56.6%	60	Residential
Dameini	Percentage of the	Percentage of the		2029
Remaining Life	Network in Poor or Very Poor Condition	Network in Very Good Condition	PCI	Functional Class
13	45.0%	48.7%	58	Arterial
Ş	46.2%	34.0%	44	Collector
19	35.7%	60.7%	60	Residential
13	33.1 /6	00.7 %	00	Residential
Dave ete!	Percentage of the	Percentage of the		2030
Remaining Life	Network in Poor or Very Poor Condition	Network in Very Good Condition	PCI	Functional Class
14	41.3%	54.9%	58	Arterial
·	54.2%	36.1%	43	Collector
	UT.2 /U	00.170	70	

Pavement Network after schedulable treatments applied in lane miles.

49

59

i aveilletti Network arter 3	chedulable th	eatinents applied in it	ane mines.	
2031 Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	55	54.9%	44.1%	14
Collector	47	46.4%	48.9%	11
Residential	59	64.9%	33.5%	20
2032 Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	54	57.7%	41.3%	14

52.8%

66.4%

46.2%

31.9%

12

20

Collector

Residential



2032

City of Arroyo Grande 300 E. Branch St Arroyo Grande, CA 93420 (805) 473-5460

Target-Driven Scenarios Network Condition Summary

Interest: 0.00% Inflation: 3.00%

56

Printed: 4/21/2022

29

Scenario: Mainta	ain 56						
Objective: Minimum Network Average PCI Target: Overall 56							
Projected Netv	work Average PCI b	y year					
Year	Never Treated	With Selected Treat	ment	Without Selected Treatment			
2023	54		56	54			
2024	52		56	52			
2025	49		56	49			
2026	46		56	46			
2027	43		56	43			
2028	40		56	40			
2029	37		56	37			
2030	35		56	35			
2031	32		56	32			

Percent Network Area by Functional Classification and Condition Class

29

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	4.0%	5.2%	14.6%	0.0%	23.8%
II / III	10.8%	4.5%	16.9%	0.0%	32.1%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
	4.0%	6.0%	15.7%	0.0%	25.6%
11 / 111	10.8%	3.6%	15.8%	0.0%	30.3%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	13.2%	10.0%	38.5%	0.0%	61.8%
11 / 111	0.2%	0.2%	1.0%	0.0%	1.4%
IV	2.1%	0.0%	0.1%	0.0%	2.2%
V	7.4%	8.8%	18.4%	0.0%	34.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%



Target-Driven Scenarios - Cost Summary

Printed: 4/21/2022

Interest: 0% Inflation: 3%

Scenario: Maintain 56 Objective: Minimum Network Average PCI Target: Overall 56 Year Rehabilitation Preventive Maintenance **Total Cost** Deferred Ш \$100,555 Non-\$1.052.135 \$2,378,149 \$69,341,918 2023 Project Ш \$1,225,459 \$0 Project IV \$0 ٧ \$0 Total \$1,326,014 Project \$0 Ш \$1,589,476 Non-\$131,922 \$5,752,857 \$75,626,898 2024 Project Ш \$0 Project \$0 IV \$4,031,459 ٧ \$0 \$5,620,935 Total Project \$0 Ш \$192,873 Non-\$21,046 \$6,486,577 \$83,540,752 2025 Project Ш \$0 \$0 Project IV \$6,272,658 ٧ \$0 Total \$6,465,531 Project \$0 2026 Ш \$51,836 Non-\$1,764 \$7,185,742 \$94,178,984 Project Ш \$0 Project \$0 IV \$7,132,142 \$0 ٧ Total \$7,183,978 Project \$0 \$53,315 2027 Ш \$198,170 Non-\$8,262,886 \$104,873,802 Project Ш \$0 \$0 Project IV \$8,011,401 ٧ \$0 Total \$8,209,571 Project \$0 Ш \$634,945 Non-\$10,779 \$7,264,483 \$115,158,502 2028 Project Ш \$0 Project \$0 IV \$6,618,759 ٧ \$0 Total \$7,253,704 \$0 Project

Year	Re	habilitation	Preventive N	Maintenance	Total Cost	Deferred
2029	II	\$181,417	Non-	\$227,243	\$8,275,589	\$121,430,959
	III	\$0	Project			
	IV	\$7,866,929	Project	\$0		
	V	\$0				
	Total	\$8,048,346				
	Project	\$0				
2030	II	\$160,011	Non-	\$268,407	\$7,013,529	\$126,608,450
	III	\$0	Project			
	IV	\$6,585,111	Project	\$0		
	V	\$0				
	Total	\$6,745,122				
	Project	\$0				
2031	II	\$224,135	Non- Project	\$974,761	\$5,197,891	\$128,610,094
	III	\$0				
	IV	\$3,998,995	Project	\$0		
	V	\$0				
	Total	\$4,223,130				
	Project	\$0				
2032	II	\$389,341	Non-	\$527,702	\$5,644,203	\$129,768,597
	III	\$0	Project			
	IV	\$4,727,160	Project	\$0		
	V	\$0				
	Total	\$5,116,501				
	Project	\$0				

Functional Class		Rehabilitation	Prev. Maint.	Summary
Arterial		\$15,083,979	\$752,942	
Collector		\$12,893,022	\$359,720	
Residential/Local		\$32,215,831	\$2,156,412	
	Total:	\$60,192,832	\$3,269,074	Grand Total: \$63,461,906



Increase PCI by 5 Points (\$79.9 Million over 10 Years)

- Pavement Network Condition Lane Miles
- Network Condition Summary
- Cost Summary



Target-Driven Scenarios Pavement Network Condition Lane Miles

Interest: 0% Inflation: 3% Printed: 4/21/2022

Scenario: Increase by 5

Objective: Minimum Network Average PCI						Target: By Year	
Year	Value	Year	Value	Year	Value	Year	Value
Year 1	56.5	Year 2	57	Year 3	57.5	Year 4	58
Year 5	58.5	Year 6	59	Year 7	59.5	Year 8	60
Year 9	60.5	Year 10	61				

Annual budget needs to meet target objectives

					Preventative	
Year	Arterial	Collector	Res/Loc	Other	Maintenance	Total
2023	\$370,302	\$790,880	\$2,246,963	\$0	\$1,052,135	\$3,408,145
2024	\$168,538	\$1,294,515	\$5,624,933	\$0	\$131,922	\$7,087,986
2025	\$1,843,202	\$1,318,587	\$5,009,024	\$0	\$21,046	\$8,170,813
2026	\$1,967,157	\$728,841	\$6,267,406	\$0	\$2,032	\$8,963,404
2027	\$3,062,794	\$3,008,989	\$2,858,794	\$0	\$55,136	\$8,930,577
2028	\$4,680,141	\$940,717	\$4,594,307	\$0	\$10,836	\$10,215,165
2029	\$2,856,812	\$307	\$6,293,751	\$0	\$228,130	\$9,150,870
2030	\$1,136,813	\$3,452,215	\$4,838,260	\$0	\$268,274	\$9,427,288
2031	\$1,138,242	\$1,619,319	\$4,640,611	\$0	\$1,024,532	\$7,398,172
2032	\$143,032	\$1,271,959	\$5,738,472	\$0	\$719,719	\$7,153,463

Average Yearly Total: \$7,990,588

Grand Total: \$79,905,883

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	57	4.0%	8.2%	10
Collector	53	5.2%	9.4%	7
Residential	54	14.6%	26.6%	13

Remaining Life	Percentage of the Network in Poor or	Percentage of the Network in Very	PCI	2023 Functional Class
11	Very Poor Condition 35.5%	Good Condition 18.5%	58	Arterial
8	49.3%	32.0%	55	Collector
15	49.3 <i>%</i> 45.7%	33.0%	57	Residential
10	45.7 %	33.0%	37	Residential
	Percentage of the	Percentage of the		2024
Remaining Life	Network in Poor or	Network in Very	PCI	Functional Class
10	Very Poor Condition 35.5%	Good Condition 19.4%	55	Arterial
8	45.9%	25.9%	54	Collector
16	43.2%	40.0%	5 9	Residential
10	43.270	40.076	39	Residential
	Percentage of the	Percentage of the		2025
Remaining	Network in Poor or	Network in Very	PCI	Functional Class
Life 10	Very Poor Condition	Good Condition		Arterial
9	35.7% 42.6%	23.9% 22.4%	56 53	Collector
_				
17	39.9%	46.0%	60	Residential
	Percentage of the	Percentage of the		2026
Remaining	Network in Poor or	Network in Very	PCI	Functional Class
Life	Very Poor Condition	Good Condition		
11	42.1%	29.6%	56	Arterial
8	47.3%	25.0%	50	Collector
18	34.0%	53.7%	62	Residential
	Percentage of the	Percentage of the		2027
Remaining Life	Network in Poor or	Network in Very	PCI	Functional Class
12	Very Poor Condition 45.6%	Good Condition 38.2%	57	Arterial
10	40.8%	36.1%	52	Collector
19	35.2%	56.6%	61	Residential
D : :	Percentage of the	Percentage of the		2028
Remaining Life	Network in Poor or Very Poor Condition	Network in Very Good Condition	PCI	Functional Class
13	36.5%	50.9%	61	Arterial
10	40.8%	39.3%	50	Collector
19	31.9%	61.8%	62	Residential
13	31.370	01.070	02	Residential
5	Percentage of the	Percentage of the		2029
Remaining Life	Network in Poor or	Network in Very	PCI	Functional Class
15	Very Poor Condition 36.5%	Good Condition 57.2%	62	Arterial
10	40.8%	39.3%	47	Collector
10				

Remaining	Percentage of the	Percentage of the		2030
Life	Network in Poor or Very Poor Condition	Network in Very Good Condition	PCI	Functional Class
15	36.5%	59.8%	60	Arterial
12	40.8%	49.5%	51	Collector
20	27.8%	69.2%	63	Residential
Remaining	Percentage of the Network in Poor or	Percentage of the Network in Very		2031
Life	Very Poor Condition	Good Condition	PCI	Functional Class
15	36.5%	62.5%	59	Arterial
12	40.8%	54.5%	52	Collector
22	26.8%	71.6%	64	Residential
Domesinina	Percentage of the	Percentage of the		2032
Remaining Life	Network in Poor or Very Poor Condition	Network in Very Good Condition	PCI	Functional Class
14	36.5%	62.5%	57	Arterial
13	40.8%	58.2%	53	Collector
22	24.3%	73.7%	65	Residential



Target-Driven Scenarios Network Condition Summary Inflation: 3.00%

Interest: 0.00%

Printed: 4/21/2022

Scenario:	Increase	by	5

Objective: Minimum Network Average PCI						Target: By Year	
Year	Value	Year	Value	Year	Value	Year	Value
Year 1	56.5	Year 2	57	Year 3	57.5	Year 4	58
Year 5	58.5	Year 6	59	Year 7	59.5	Year 8	60
Year 9	60.5	Year 10	61				

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment	
2023	54	57	54	
2024	52	57	52	
2025	49	58	49	
2026	46	58	46	
2027	43	59	43	
2028	40	59	40	
2029	37	60	37	
2030	35	60	35	
2031	32	61	32	
2032	29	61	29	

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
	4.0%	5.2%	14.6%	0.0%	23.8%
II / III	10.8%	4.5%	16.9%	0.0%	32.1%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
	4.2%	6.1%	19.2%	0.0%	29.5%
II / III	10.6%	3.5%	12.3%	0.0%	26.4%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	14.4%	11.0%	42.8%	0.0%	68.2%
11 / 111	0.2%	0.2%	1.2%	0.0%	1.6%
IV	1.5%	0.0%	0.1%	0.0%	1.6%
V	6.9%	7.7%	14.0%	0.0%	28.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%



Target-Driven Scenarios - Cost Summary

Printed: 4/21/2022

Interest: 0% Inflation: 3%

Scenario: Increase by 5 Objective: Minimum Network Average PCI Target: By Year Value Year Year Value Year Value Year Value 56.5 Year 1 Year 2 57 Year 3 57.5 Year 4 58 Year 5 58.5 Year 6 59 Year 7 59.5 Year 8 60 Year 9 60.5 Year 10 61 Rehabilitation Preventive Maintenance **Total Cost** Deferred Year Ш \$1,130,551 Non-\$1,052,135 \$3,408,145 \$68,311,933 2023 Project Ш \$1,225,459 Project \$0 IV \$0 ٧ \$0 Total \$2,356,010 Project \$0 2024 Ш \$618,691 Non-\$131,922 \$7,087,986 \$73,230,878 Project Ш \$0 \$0 Project IV \$6,337,373 ٧ \$0 Total \$6,956,064 Project \$0 2025 Ш \$246,020 Non-\$21,046 \$8,170,813 \$79,441,761 Project Ш \$0 Project \$0 IV \$7,903,747 ٧ \$0 Total \$8,149,767 Project \$0 2026 Ш \$92,694 Non-\$2,032 \$8,963,404 \$88,220,488 Project Ш \$0 Project \$0 IV \$8,868,678 ٧ \$0 Total \$8,961,372 \$0 Project 2027 Ш \$198,170 Non-\$55,136 \$8,930,577 \$97,949,562 Project Ш \$0 Project \$0 IV \$8,677,271 ٧ \$0 Total \$8,875,441 Project \$0 2028 Ш \$185,987 Non-\$10,836 \$10,215,165 \$104,051,232 Project Ш \$0 \$0 Project IV \$10,018,342 V \$0 \$10,204,329 Total Project \$0

Year	Re	ehabilitation	Preventive	Maintenance	Total Cost	Deferred	
2029	II	\$279,860	Non-	\$228,130	\$9,150,870	\$108,509,636	
	III	\$0	Project				
	IV	\$4,866,510	Project	\$0			
	V	\$3,776,370					
	Total	\$8,922,740					
	Project	\$0					
2030	II	\$534,913	Non-	\$268,274	\$9,427,288	\$109,896,550	
	III	\$0	Project				
	IV	\$4,928,540	Project	\$0			
	V	\$3,695,561					
	Total	\$9,159,014					
	Project	\$0					
2031	II	\$224,135	Non- Project	\$1,024,532	\$7,398,172	\$110,288,852	
	III	\$0					
	IV	\$4,130,557	Project	\$0			
	V	\$2,018,948					
	Total	\$6,373,640					
	Project	\$0					
2032	II	\$370,036	Non-	\$719,719	\$7,153,463	\$108,471,371	
	III	\$0	Project				
	IV	\$1,184,235	Project	\$0			
	V	\$4,879,473					
	Total	\$6,433,744					
	Project	\$0					

Functional Class		Rehabilitation	Prev. Maint.	Summary
Arterial		\$16,553,431	\$813,602	
Collector		\$14,001,115	\$425,214	
Residential/Local		\$45,837,575	\$2,274,946	
	Total:	\$76,392,121	\$3,513,762	Grand Total: \$79,905,883



Current Funding (\$12.5 Million over 10 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment
- GIS Maps of Treatments by year
- GIS Maps of All Years by Treatment



Scenarios - Network Condition Summary

Interest: 0%

Inflation: 3%

Printed: 4/21/2022

Scenario: Current Budget (\$1.25M/Yr)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,250,000	5%	2027	\$1,250,000	5%	2031	\$1,250,000	5%
2024	\$1,250,000	5%	2028	\$1,250,000	5%	2032	\$1,250,000	5%
2025	\$1,250,000	5%	2029	\$1,250,000	5%			
2026	\$1,250,000	5%	2030	\$1,250,000	5%			

Projected Network Average PCI by Year **Never Treated** With Selected Treatment Year Treated Centerline Treated Miles Lane Miles 2023 54 55 3.45 6.90 2024 52 53 2.88 5.77 2025 49 51 4.02 2.01 2026 46 48 3.62 7.24 2027 43 46 4.57 9.13 43 40 2028 5.65 11.30 2029 37 41 8.65 4.36 2030 39 35 4.09 8.18 2031 32 37 4.41 8.82 2032 29 35 4.77 9.55

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.0%	5.2%	14.6%	0.0%	23.8%
II / III	10.8%	4.5%	16.9%	0.0%	32.1%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.0%	5.6%	16.7%	0.0%	26.3%
II / III	10.8%	4.1%	14.8%	0.0%	29.7%
IV	8.2%	9.4%	24.9%	0.0%	42.4%
V	0.0%	0.0%	1.6%	0.0%	1.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
	3.5%	1.6%	20.0%	0.0%	25.1%
II / III	0.5%	0.5%	1.9%	0.0%	2.9%
IV	10.3%	4.6%	13.6%	0.0%	28.4%
V	8.7%	12.3%	22.6%	0.0%	43.6%
Total	23.0%	19.0%	58.1%	0.0%	100.0%



Scenarios - Cost Summary

Interest: 0.00% Inflation: 3.00% Printed: 4/21/2022

Scenario: Current Budget (\$1.25M/Yr)

Year	РМ	Budget	Poh	abilitation		reventative aintenance	Surplus PM	Deferred		Stop Gap
		-					•		Formula d	
2023	5%	\$1,250,000	II III	\$401,370 \$783,661	Non- Project	\$64,014	\$0	\$70,470,991	Funded	\$(
			IV	\$0	Project	\$0			Unmet	\$199,534
			V	\$0		Ų.				
		Tot	tal	\$1,185,031						
		Proje		\$0						
2024	5%	\$1,250,000	II	\$730,343	Non-	\$64,478	\$0	\$81,292,805	Funded	\$0
2024	0,0		III	\$455,052	Project	ψο ., σ	Ψ°	ψο:,=ο=,σσσ	Unmet	\$5,169
			IV	\$0	Project	\$0			Omnet	ψ5,105
			V	\$0						
		Tot	tal	\$1,185,395						
		Proje	ect	\$0						
2025	5%	\$1,250,000	II	\$263,528	Non-	\$72,331	\$0	\$94,668,706	Funded	\$0
			Ш	\$0	Project				Unmet	\$3,881
			IV	\$911,785	Project	\$0				
			٧	\$0						
		Tot		\$1,175,313						
		Proje		\$0						
2026	5%	\$1,250,000	II	\$1,131,166	Non-	\$65,455	\$0	\$112,411,737	Funded	\$0
			III	\$0 \$54,446	Project	ΦO			Unmet	\$3,311
			IV V	\$51,416 \$0	Project	\$0				
		Т.,								
		Tot		\$1,182,582						
	5%	Proje		\$0	Non-	ФС4 F04	\$0	¢420.964.006	Fundad	\$0
2027	5%	\$1,250,000	II III	\$595,989 \$0	Project	\$64,581	Φ0	\$130,861,906	Funded	
			IV	\$587,262	Project	\$0			Unmet	\$3,516
			V	\$0		**				
		Tot	tal	\$1,183,251						
		Proje		\$0						
2028	5%	\$1,250,000	II	\$1,175,194	Non-	\$73,120	\$0	\$149,205,321	Funded	\$0
2020			Ш	\$0	Project	, -, -	**	* -,,-	Unmet	\$523,298
			IV	\$0	Project	\$0			Omnet	ψ020,200
			V	\$0						
		Tot	tal	\$1,175,194						
		Proje	ect	\$0						
2029	5%	\$1,250,000	II	\$736,019	Non-	\$66,383	\$0	\$165,097,545	Funded	\$0
			Ш	\$0	Project				Unmet	\$6,665
			IV	\$443,690	Project	\$0				
			٧	\$0						
		Tot		\$1,179,709						
		Proje		\$0						
2030	5%	\$1,250,000	Ш	\$364,227	Non- Project	\$92,117	\$0	\$181,544,652	Funded	\$0
			III IV	\$0 \$790,998	Project	\$0			Unmet	\$7,005
			V	\$790,996 \$0	i ioject	φυ				
		Tot		\$1,155,225						
		Proje		\$1,100,225						
		Fi0je	,,,,	φυ						

Year	PM	Budget	Re	habilitation		Preventative Naintenance	Surplus PM	Deferred		Stop Gap
2031	5%	\$1,250,000	II III	\$274,863 \$0	Non- Project	\$69,470	\$0	\$191,012,322	Funded	\$0
			IV	\$905,237	Project	\$0			Unmet	\$849
		Т	V_ otal	\$0 \$1,180,100						
		Pro	ject	\$0						
2032	5%	\$1,250,000	II	\$933,331	Non-	\$103,093	\$0	\$208,972,343	Funded	\$0
			Ш	\$0	Project				Unmet	\$4,556
			IV	\$211,468	Project	\$0			•	ψ.,σσσ
			V	\$0						
		Т	otal	\$1,144,799						
		Pro	ject	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,147,959	\$275,073	\$0	\$164,329
Collector	\$860,666	\$127,072	\$0	\$188,311
Residential/Local	\$9,737,974	\$332,897	\$0	\$405,143
Grand Total:	\$11,746,599	\$735,042	\$0	\$757,783



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Year

2031

2032

Inflation: 3.00%

PM

5%

5%

Budget

\$1,250,000

\$1,250,000

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year	Budget	PM	Year	Budget	PM
2023	\$1,250,000	5%	2027	\$1,250,000	5%
2024	\$1,250,000	5%	2028	\$1,250,000	5%
2025	\$1,250,000	5%	2029	\$1,250,000	5%
2026	\$1,250,000	5%	2030	\$1,250,000	5%

												Treatm			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI	Cost	Rating Treatment
Garfield Place	Garfield Place	North End (Culde-Sac)	GarfieldPl	20	125	34	4,250	R	AC	Delta - SouthWest	44	42	100	\$40,035	11,622 HEAVY REHAB
										_	Treatme	ent Total		\$40,035	
Alpine Street (North)	Grand Avenue	Faeh Ave	AlpineStN	10	1,058	34	35,972	R	AC/AC	Charlie - SouthEast	67	66	100	\$211,796	13,546 LIGHT REHAB
Courtland Street (S)	Raspberry Avenue	Strawberry Avenue	CourtlandS	20	1,070	37	39,590	MaC	AC	Echo - WestCentral	70	69	100	\$248,626	13,388 LIGHT REHAB
Farroll Avenue	Victorian Ct	Halcyon Road (South)	FarrollAv	30	1,525	36	54,900	R	AC	Delta - SouthWest	66	64	100	\$323,239	14,564 LIGHT REHAB
											Treatme	ent Total		\$783,661	
Alpine Street (South)	Cerro Vista Circle (EOS)	Cerro Vista Lane	AlpineStS	10	270	32	8,640	R	AC	Charlie - SouthEast	69	67	77	\$16,954	12,728 HEAVY MAINTENANCE
Andre Drive	Jenny Place	CDS	AndreDr	15	1,470	29	42,630	R	AC	Alpha - NorthWest	66	64	74	\$83,650	12,304 HEAVY MAINTENANCE
Calle Cuervo	Via Las Aguilas	Cul-de-Sac	CalleCuerv	10	260	29	7,540	R	AC	Alpha - NorthWest	70	68	78	\$14,796	12,924 HEAVY MAINTENANCE
Carrington Place	Brittany Ave	CDS	Carrington	10	175	37	6,475	R	AC	Delta - SouthWest	71	70	79	\$12,706	12,534 HEAVY MAINTENANCE
Diamond Circle	Leanna Drive	Cul-de-Sac	DiamondCr	10	205	34	6,970	R	AC	Charlie - SouthEast	69	67	77	\$13,677	11,519 HEAVY MAINTENANCE
Emerald Bay Drive (West)	Rodeo Drive	Cul-de-Sac	EmeralsByW	10	465	37	17,205	R	AC/AC	Alpha - NorthWest	65	64	74	\$33,761	12,226 HEAVY MAINTENANCE
Garden Street	Cherry Avenue (East)	Grove Court	GardenSt	120	125	37	4,625	R	AC	Bravo - NorthEast	63	61	72	\$9,076	12,865 HEAVY MAINTENANCE
Grove Court	Fieldview Place	Farmhouse Place	GroveCt	10	375	37	13,875	R	AC	Bravo - NorthEast	71	70	79	\$27,226	16,756 HEAVY MAINTENANCE
Hampton Place	Brittany Ave	CDS	HamptonPl	10	185	37	6,845	R	AC	Delta - SouthWest	71	70	79	\$13,432	12,534 HEAVY MAINTENANCE
Ladera Place	Via La Barranca	Cul-De-Sac	LaderaPl	10	150	26	3,900	R	AC	Alpha - NorthWest	71	69	79	\$7,653	10,963 HEAVY MAINTENANCE
Oak Street	E Grand Avenue	Bennett Ave	OakSt	10	690	37	25,530	R	AC/AC	Charlie - SouthEast	62	60	71	\$50,096	11,721 HEAVY MAINTENANCE
Orchard Avenue	COP S. of Pilgram Wy	Castillo de Mar	OrchardAv	30	650	37	24,050	R	AC	Charlie - SouthEast	71	70	79	\$47,192	15,790 HEAVY MAINTENANCE
Wilton Place	Vernon St	East End	WiltonPl	10	370	36	13,320	R	AC	Bravo - NorthEast	70	69	78	\$26,137	13,763 HEAVY MAINTENANCE



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

											Treatment	Total		\$356,356		
											Heatinefit	ı Ulai		ψ550,550		
Branch Street (W)	COP East of Library entrance	Vernon	BranchStW	40	1,610	42	67,620	MiA	AC/AC	Bravo - NorthEast	85	84	91	\$42,977	89,252	LIGHT MAINTENANG
Coach Road	Branch Mill Road	Flora Road - CIW North of Flora	CoachRd	10	743	36	26,748	MaC	AC/AC	Bravo - NorthEast	86	85	92	\$13,583	87,999	LIGHT MAINTENANG
Hillside Court	Fieldview Place	Los Olivos Lane	HillsideCt	10	620	37	22,940	R	AC	Bravo - NorthEast	76	75	83	\$11,649	78,979	LIGHT MAINTENANG
										_	Treatment ⁻	Total		\$68,209		
Harrison Street	Mckinley Street	Cul-De-Sac	HarrisonSt	10	251	18	4,518	R	AC/AC	Bravo - NorthEast	79	77	79	\$22	1,445,714	SEAL CRACKS
Los Berros	Valley Rd	Century Ln	LosBerros	10	830	40	33,200	MaC	AC	Charlie - SouthEast	90	88	89	\$69	3,842,964	SEAL CRACKS
May Street	Mckinley Street	West End	MaySt	10	800	35	28,000	R	AC	Bravo - NorthEast	77	76	78	\$142	1,116,722	SEAL CRACKS
Nevada Street	East Branch Street	Le Point Street	NevadaSt	10	325	20	6,500	R	AC	Bravo - NorthEast	80	79	81	\$29	1,195,790	SEAL CRACKS
Oak Park Boulevard (NB)	James Way	City Limit (COP at end of median)	t OakPkBINB	550	800	23	18,400	MiA	AC	Alpha - NorthWest	90	89	90	\$47	4,299,750	SEAL CRACKS
Rosemary Lane	West End	CDS	RosemaryLN	10	1,220	29	35,380	R	AC	Alpha - NorthWest	79	78	80	\$163	2,087,651	SEAL CRACKS
Salida de Sol	James Way	Cul-de-Sac	SalidaDeSo	10	680	29	19,720	R	AC	Alpha - NorthWest	80	79	80	\$86	2,182,163	SEAL CRACKS
Sombrillo	Salida de Sol	Rosemary Court	Sombrillo	10	940	29	27,260	R	AC	Alpha - NorthWest	78	77	79	\$132	2,009,838	SEAL CRACKS
										-	Treatment ³	Total		\$690		
					Year 2023 Are	ea To	tal	60	06,603		Year 2023 T	otal	\$	1,248,951		

												Treatn	nent			
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating	Treatment
Oak Park Boulevard (SB)	City Limit	Farroll Avenue	OakPkBISB	510	720	30	21,600	MiA	AC	Delta - SouthWest	48	43	100	\$227,054	11,715	HEAVY REHAB
Valley Road	Tiger Tail Rd	City Limit at Bridge	ValleyRd	30	550	60	33,000	MiA	AC	Charlie - SouthEast	48	43	100	\$346,887	11,721	HEAVY REHAB
										_	Treatme	ent Tota	l	\$573,941		
Farroll Avenue	City Limit	Elm Street (South)	FarrollAv	10	1,675	42	70,350	MaC	AC	Delta - SouthWest	71	67	100	\$455,052	13,378	LIGHT REHAB
											Treatme	ent Tota	l	\$455,052		
Crown Hill	Branch Street (East)	End of Street	CrownHill	10	1,640	30	49,200	R	AC	Bravo - NorthEast	72	69	78	\$99,438	11,391	HEAVY MAINTENANCE
Crown Terrace	Le Point Street	North End	CrownTer	20	230	37	8,510	R	AC	Bravo - NorthEast	69	66	75	\$17,200	10,906	HEAVY MAINTENANCE
Farmhouse Place	Grove Court	Hillside Court	FarmhouseP	10	400	37	14,800	R	AC	Bravo - NorthEast	72	69	79	\$29,913	16,356	HEAVY MAINTENANCE



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

										_	Treatment	Total		\$146,551	
Castillo del Mar	Orchard Avenue	Valley Road	CastilloDe	20	163	37	6,031	R	AC	Charlie - SouthEast	76	74	82	\$3,155	70,272 LIGHT MAINTENANCE
El Camino Real	Oak Park Boulevard	Hillcrest Drive	ElCaminoRI	20	2,050	30	61,500	MiA	AC/AC	Echo - WestCentral	84	82	89	\$40,260	74,902 LIGHT MAINTENANCE
Fieldview Place	Hillside Court	Grove Court	FieldviewP	10	360	37	13,320	R	AC	Bravo - NorthEast	75	73	81	\$6,967	71,402 LIGHT MAINTENANCE
E Grand Avenue (EB)	El Camino Real	PCC @ 101 Overcrossing	GrandAvEB	545	700	30	21,000	Α	AC/AC	Charlie - SouthEast	86	84	91	\$13,748	72,489 LIGHT MAINTENANCE
Via Belmonte Court (South)	Castillo del Mar	Cul-de-Sac	ViaBelmonS	10	640	28	17,920	R	AC	Charlie - SouthEast	76	74	82	\$9,373	70,272 LIGHT MAINTENANCE
											Treatment	Total		\$73,503	
					Year 2024 Ar	ea To	tal	3	17,231		Year 2024	Total	\$	1,249,047	

												Treatm	ent		
									Surface		Current	PCI	PCI		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating Treatment
Corbett Canyon Road	Huasna Rd	Printz Rd	CorbettCyn	20	2,700	26	70,200	Α	AC	Bravo - NorthEast	50	42	100	\$760,061	11,436 HEAVY REHAB
Oak Park Boulevard (NB) Farrol Avenue	City Limit	OakPkBINB	510	800	30	24,000	MiA	AC	Delta - SouthWest	51	43	100	\$259,850	11,373 HEAVY REHAB
										_	Treatme	nt Total		\$1,019,911	
Brittany Avenue	South Elm	Carrington Place	BrittanyAv	10	310	37	11,470	R	AC	Delta - SouthWest	73	69	78	\$23,878	12,129 HEAVY MAINTENANC
Oak Street	E Grand Avenue	Bennett Ave	OakSt	10	690	37	25,530	R	AC/AC	Charlie - SouthEast	62	69	78	\$53,147	12,386 HEAVY MAINTENANC
Village Glen	James Way	Hidden Oak Rd	VillageGle	10	1,300	33	42,900	R	AC	Alpha - NorthWest	74	70	79	\$89,306	12,659 HEAVY MAINTENANC
											Treatme	nt Total		\$166,331	
Flora Road	Coach Road	End of Street	FloraRd	10	650	38	24,700	R	AC/AC	Bravo - NorthEast	85	82	89	\$13,306	66,850 LIGHT MAINTENANCE
E Grand Avenue (WB)	PCC @ 101 Overcrossing	El Camino Real	GrandAvWB	515	700	30	21,000	Α	AC/AC	Charlie - SouthEast	85	82	89	\$14,160	68,162 LIGHT MAINTENANCE
Greenwood Drive	Flora Road	End of Street	GreenwoodD	10	672	35	23,520	R	AC/AC	Bravo - NorthEast	85	82	89	\$12,671	66,850 LIGHT MAINTENANCE
Quail Ridge Court	Hidden Oak Rd	CDS	QuailRidge	10	335	33	11,055	R	AC	Alpha - NorthWest	80	77	85	\$5,956	65,321 LIGHT MAINTENANCE
Tanner Lane	Flora Road	Branch Mill Road	TannerLn	10	658	34	22,372	R	AC/AC	Bravo - NorthEast	85	82	89	\$12,052	66,850 LIGHT MAINTENANCE
Via Belmonte Court (North)	Castillo del Mar	Cul-de-Sac	ViaBelmonN	10	230	40	9,200	R	AC	Charlie - SouthEast	76	72	81	\$4,957	64,912 LIGHT MAINTENANCE
											Treatme	nt Total		\$63,102	
Rodeo Court	Rodeo Dr	End CDS	RodeoCt	10	338	36	12,168	R	AC	Alpha - NorthWest	93	89	90	\$26	2,486,003 SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

\$26

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Treatment Total

Year 2025 Area Total 298,115 Year 2025 Total \$1,249,370

												Treatm	ent			
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC		Area ID		Before		Cost	Rating	Treatment
Huasna Road	Bolsa Chica Entrance	Callie Ct	HuasnaRd	20	1,350	38	51,300	MiA	AC	Bravo - NorthEast	57	47	100	\$572,092	10,824	HEAVY REHAB
Le Point Terrace	Branch Street (East)	Crown Hill	LePointTR	10	150	25	3,750	R	AC	Bravo - NorthEast	58	50	100	\$38,601	10,107	HEAVY REHAB
											Treatme	ent Total		\$610,693		
Arroyo Avenue	Pilgram Way	West Cherry Avenue	ArroyoAve	10	607	33	20,031	R	AC	Charlie - SouthEast	75	69	78	\$42,950	11,075	HEAVY MAINTENAN
Bakeman Lane (N)	Farroll Avenue (East Side)	Farroll Avenue (West Side)	BakemanN	10	1,400	33	46,200	R	AC	Delta - SouthWest	76	70	79	\$99,061	10,848	HEAVY MAINTENAN
Castillo del Mar	End of Street	Orchard Avenue	CastilloDe	10	2,790	37	103,230	R	AC	Charlie - SouthEast	74	69	78	\$221,343	14,831	HEAVY MAINTENAN
Emerald Bay Drive (West)	Rodeo Drive	Cul-de-Sac	EmeralsByW	10	465	37	17,205	R	AC/AC	Alpha - NorthWest	65	70	79	\$36,891	12,162	HEAVY MAINTENAN
Garden Street	Cherry Avenue (East)	Grove Court	GardenSt	120	125	37	4,625	R	AC	Bravo - NorthEast	63	69	78	\$9,917	13,547	HEAVY MAINTENAN
Pearwood Avenue	Huasna Road	Oak Hill Road (EOS)	PearwoodAv	10	1,200	34	40,920	R	AC/AC	Bravo - NorthEast	75	69	78	\$87,740	11,559	HEAVY MAINTENAN
Pilgrim Way	Orchard Avenue	Arroyo Avenue	PilgramWy	10	370	36	13,320	R	AC/AC	Charlie - SouthEast	75	69	78	\$28,561	11,561	HEAVY MAINTENAN
Short Street	E Branch Street	Olohan Alley	ShortSt	40	130	26	3,380	R	AC	Bravo - NorthEast	76	69	79	\$7,248	10,037	HEAVY MAINTENAN
Via Avante	Castillo de Mar	Cul-de-Sac	ViaAvante	10	300	28	8,400	R	AC	Charlie - SouthEast	74	69	78	\$18,012	14,831	HEAVY MAINTENAN
Via Firenze (North)	Castillo del Mar	Cul-de-Sac	ViaFirenzN	10	405	28	11,340	R	AC	Charlie - SouthEast	74	69	78	\$24,315	14,831	HEAVY MAINTENAN
											Treatme	nt Tota		\$576,038		
Collado Corte	Avenida de Diamante	Cul-de-Sac	ColladoCt	10	315	37	11,655	R	AC/AC	Alpha - NorthWest	90	86	93	\$6,467	64,897	LIGHT MAINTENANC
El Camino Real	City Limit	Oak Park Boulevard	ElCaminoRl	10	95	50	4,750	MaC	AC/AC	Echo - WestCentral	78	72	81	\$2,636	54,462	LIGHT MAINTENANC
Oro Drive	Huasna Road	Platino Lane	OroDr	10	1,430	37	52,910	R	AC/AC	Bravo - NorthEast	90	86	93	\$29,358	64,906	LIGHT MAINTENANC
Oro Drive	Platino Lane	Gularte Road	OroDr	20	1,110	37	41,070	R	AC/AC	Bravo - NorthEast	90	86	93	\$22,789	64,906	LIGHT MAINTENANC
											Treatme	nt Tota		\$61,250		
Haven Court	Waller Pl	Leedham Pl	HavenCt	10	578	37	21,386	R	AC	Bravo - NorthEast	93	89	90	\$46	2,793,764	SEAL CRACKS
Leedham Place	E. Cherry Ave	Haven Ct	LeedhamPl	10	415	37	15,355	R	AC	Bravo - NorthEast	93	89	90	\$33	2,793,764	SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year: 2026

												Treatn	nent			
Street Name	Begin Location	End Location	Stroot ID	Section ID	Length	Width	Aroo	EC	Surface Type	Area ID	Current	PCI Before	PCI	Cost	Pating	Treatment
	J				Ū										Ū	
Sweet Pea Court	Waller Pl	Leedham Pl	SwtpeaCt	10	620	37	22,940	R	AC	Bravo - NorthEast	93	89	90	\$49	2,793,764	SEAL CRACKS
Waller Place	E. Cherry Ave	Sweet Pea Ct	WallerPl	10	260	42	10,920	R	AC	Bravo - NorthEast	93	89	90	\$24	2,793,764	SEAL CRACKS
Waller Place	Sweet Pea Ct	Haven Ct	WallerPl	20	304	32	9,728	R	AC	Bravo - NorthEast	93	89	90	\$21	2,793,764	SEAL CRACKS
										_	Treatme	ent Tota	I	\$173		
				Υe	ar 2026 /	Area To	tal	5	14,415		Year 202	6 Total	I \$	1,248,154		

												Treatm	ent		
									Surface		Current	PCI	PCI		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI E	Before	After	Cost	Rating Treatment
Branch Street (W)	Oak Park Boulevard	Camino Mercado	BranchStW	10	1,740	45	77,430	MiA	AC/AC	Alpha - NorthWest	55	41	100	\$889,396	10,806 HEAVY REHAB
											Treatmen	t Total		\$889,396	
Andre Drive	Jenny Place	CDS	AndreDr	15	1,470	29	42,630	R	AC	Alpha - NorthWest	66	69	78	\$94,149	11,921 HEAVY MAINTENA
Cherry Avenue (West)	Arroyo Avenue	End of Street (AGHS)	CherryAvW	20	878	39	34,242	R	AC/AC	Charlie - SouthEast	76	69	78	\$75,624	11,537 HEAVY MAINTENA
El Camino Real	Bennett	E. Grand Ave	ElCaminoRI	60	820	37	30,340	MiA	AC/AC	Charlie - SouthEast	77	69	78	\$80,438	12,324 HEAVY MAINTENA
Los Ciervos Ct	Vista Drive	Cul-de-Sac	LosCiervCT	10	345	29	10,005	R	AC	Alpha - NorthWest	77	69	78	\$22,097	11,540 HEAVY MAINTENA
Via Firenze (South)	Cul-de-Sac	Castillo del Mar	ViaFirenzS	10	405	28	11,340	R	AC	Charlie - SouthEast	75	69	78	\$25,045	14,548 HEAVY MAINTENA
											Treatmen	t Total		\$297,353	
Brisco Road	El Camino Real	Branch Street (West)	BriscoRd	30	300	32	9,600	MiA	AC/AC	Echo - WestCentral	85	79	87	\$6,868	60,221 LIGHT MAINTENAN
Hidden Oak Road	James Way	EOR	HiddenOak	10	880	37	32,560	R	AC	Alpha - NorthWest	78	72	81	\$18,609	52,642 LIGHT MAINTENAN
Leedham Place	E. Cherry Ave	Haven Ct	LeedhamPl	10	415	37	15,355	R	AC	Bravo - NorthEast	93	89	95	\$8,776	49,498 LIGHT MAINTENAN
Oak Park Boulevard (NB)		City Limit (COP at end of median)	OakPkBINB	550	800	23	18,400	MiA	AC	Alpha - NorthWest	90	86	92	\$13,162	57,508 LIGHT MAINTENAN
Starlight	Farroll	Morning Rise	Starlight	10	630	35	22,050	R	AC	Delta - SouthWest	80	75	83	\$12,602	58,684 LIGHT MAINTENAN
											Treatmen	t Total		\$60,017	
Alpine Street (North)	Grand Avenue	Faeh Ave	AlpineStN	10	1,058	34	35,972	R	AC/AC	Charlie - SouthEast	67	87	88	\$35	3,002,812 SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year: 2027

												Treatm	ent			
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location		Section I	D Length	Width	Area	FC	Туре	Area ID	PCI I	Before	After	Cost	J	Treatment
Branch Street (W)	COP East of Library entrance	Vernon	BranchStW	40	1,610	42	67,620	MiA	AC/AC	Bravo - NorthEast	85	88	89	\$45	15,948,474	SEAL CRACKS
Calle Cuervo	Via Las Aguilas	Cul-de-Sac	CalleCuerv	10	260	29	7,540	R	AC	Alpha - NorthWest	70	73	75	\$48	1,539,355	SEAL CRACKS
Carrington Place	Brittany Ave	CDS	Carrington	10	175	37	6,475	R	AC	Delta - SouthWest	71	73	76	\$41	1,060,018	SEAL CRACKS
Coach Road	Branch Mill Road	Flora Road - CIW North of Flora	CoachRd	10	743	36	26,748	MaC	AC/AC	Bravo - NorthEast	86	88	89	\$7	35,145,568	SEAL CRACKS
Courtland Street (S)	Raspberry Avenue	Strawberry Avenue	CourtlandS	20	1,070	37	39,590	MaC	AC	Echo - WestCentral	70	85	86	\$93	1,710,187	SEAL CRACKS
Diamond Circle	Leanna Drive	Cul-de-Sac	DiamondCr	10	205	34	6,970	R	AC	Charlie - SouthEast	69	71	74	\$48	1,100,004	SEAL CRACKS
El Camino Real	Oak Park Boulevard	Hillcrest Drive	ElCaminoRI	20	2,050	30	61,500	MiA	AC/AC	Echo - WestCentral	84	87	88	\$108	5,845,317	SEAL CRACKS
Farroll Avenue	Victorian Ct	Halcyon Road (South)	FarrollAv	30	1,525	36	54,900	R	AC	Delta - SouthWest	66	87	88	\$54	3,002,812	SEAL CRACKS
Garfield Place	Garfield Place	North End (Culde-Sac)	GarfieldPl	20	125	34	4,250	R	AC	Delta - SouthWest	44	87	88	\$5	3,002,812	SEAL CRACKS
E Grand Avenue (EB)	El Camino Real	PCC @ 101 Overcrossing	GrandAvEB	545	700	30	21,000	Α	AC/AC	Charlie - SouthEast	86	88	89	\$12	16,437,761	SEAL CRACKS
Grove Court	Fieldview Place	Farmhouse Place	GroveCt	10	375	37	13,875	R	AC	Bravo - NorthEast	71	75	78	\$80	2,062,311	SEAL CRACKS
Hampton Place	Brittany Ave	CDS	HamptonPI	10	185	37	6,845	R	AC	Delta - SouthWest	71	73	76	\$43	1,060,018	SEAL CRACKS
Hillside Court	Fieldview Place	Los Olivos Lane	HillsideCt	10	620	37	22,940	R	AC	Bravo - NorthEast	76	81	82	\$100	2,844,295	SEAL CRACKS
Oak Park Boulevard (SB)	City Limit	Farroll Avenue	OakPkBISB	510	720	30	21,600	MiA	AC	Delta - SouthWest	48	87	88	\$36	2,292,625	SEAL CRACKS
Orchard Avenue	COP S. of Pilgram Wy	Castillo de Mar	OrchardAv	30	650	37	24,050	R	AC	Charlie - SouthEast	71	75	77	\$140	1,936,467	SEAL CRACKS
Valley Road	Tiger Tail Rd	City Limit at Bridge	ValleyRd	30	550	60	33,000	MiA	AC	Charlie - SouthEast	48	87	88	\$55	2,292,625	SEAL CRACKS
Wilton Place	Vernon St	East End	WiltonPl	10	370	36	13,320	R	AC	Bravo - NorthEast	70	73	75	\$85	1,178,661	SEAL CRACKS
											Treatmer	nt Tota		\$1,035		
				Y	ear 2027 <i>F</i>	Area To	tal	7	72,147		Year 2027	7 Total	\$	1,247,801		

Year: 2028

												Treat	ment			
									Surface		Current	PC	I PO	CI		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	e Afte	er	Cost	Rating Treatment
E Grand Avenue (EB)	City Limit @ COP E. of Oak Park	Juniper St	GrandAvEB	510	1,250	38	47,500	Α	AC	Echo - WestCentral	58	40) 10	00	\$561,975	10,542 HEAVY REHAB



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

											Treatment T	otal		\$561,975		
Asilo Street	La Canada	Vista Drive	AsiloSt	20	1,300	29	37,700	R	AC	Alpha - NorthWest	78	68	78	\$85,759	11,128	HEAVY MAINTENANC
Blueberry Avenue	Boysenberry Street	Courtland Street	BlueberryA	10	483	33	15,939	R	AC	Echo - WestCentral	79	69	79	\$36,258	11,289	HEAVY MAINTENANC
Castillo Court	Vista Drive	Cul-de-Sac	CastilloCt	10	345	29	10,005	R	AC	Alpha - NorthWest	79	69	79	\$22,759	11,277	HEAVY MAINTENANC
Crown Terrace	Le Point Street	North End	CrownTer	20	230	37	8,510	R	AC	Bravo - NorthEast	69	69	79	\$19,359	10,205	HEAVY MAINTENANC
El Camino Real	Hillcrest Drive	W/C 850' E/O Hillcrest Dr	ElCaminoRl	30	850	40	34,000	MiA	AC/AC	Echo - WestCentral	79	70	79	\$92,845	12,756	HEAVY MAINTENANC
El Camino Real	W/C 850' E/O Hillcrest Dr	Brisco Rd	ElCaminoRl	35	1,550	32	49,600	MiA	AC/AC	Echo - WestCentral	78	68	78	\$135,445	12,106	HEAVY MAINTENANC
Los Ciervos	Vista Drive	Cul-de-Sac	LosCiervos	11	920	29	26,680	R	AC	Alpha - NorthWest	78	68	78	\$60,691	11,128	HEAVY MAINTENANC
Myrtle Street	COP East of Noguera	Myrtle Dr	MyrtleSt	20	390	21	8,190	R	AC	Bravo - NorthEast	78	70	79	\$18,631	10,757	HEAVY MAINTENANC
Paraiso Court	Asilo	Cul-de-Sac	Paraiso	10	190	29	5,510	R	AC	Alpha - NorthWest	78	68	78	\$12,534	11,128	HEAVY MAINTENANC
Raspberry Avenue	Boysenberry St	Cranberry St	RaspberyAv	15	1,050	33	34,650	R	AC	Echo - WestCentral	79	69	79	\$78,821	11,289	HEAVY MAINTENANC
Traffic Way Extension	Traffic Way	Trinity Avenue	TrafficWyX	10	750	32	24,000	R	AC	Bravo - NorthEast	78	69	78	\$54,595	10,927	HEAVY MAINTENANC
										_	Treatment T	otal		\$617,697		
Garden Street	East Branch Street	End of Street (Creek)	GardenSt	10	250	24	6,000	R	AC	Bravo - NorthEast	85	76	84	\$3,532	38,254	LIGHT MAINTENANCI
Haven Court	Waller PI	Leedham PI	HavenCt	10	578	37	21,386	R	AC	Bravo - NorthEast	93	88	94	\$12,589	52,050	LIGHT MAINTENANCE
Los Berros	Valley Rd	Century Ln	LosBerros	10	830	40	33,200	MaC	AC	Charlie - SouthEast	90	82	89	\$19,544	47,967	LIGHT MAINTENANCE
Rodeo Court	Rodeo Dr	End CDS	RodeoCt	10	338	36	12,168	R	AC	Alpha - NorthWest	93	87	93	\$7,163	44,970	LIGHT MAINTENANCE
Sweet Pea Court	Waller PI	Leedham Pl	SwtpeaCt	10	620	37	22,940	R	AC	Bravo - NorthEast	93	88	94	\$13,504	52,050	LIGHT MAINTENANCE
Waller Place	E. Cherry Ave	Sweet Pea Ct	WallerPl	10	260	42	10,920	R	AC	Bravo - NorthEast	93	88	94	\$6,429	52,050	LIGHT MAINTENANCE
Waller Place	Sweet Pea Ct	Haven Ct	WallerPl	20	304	32	9,728	R	AC	Bravo - NorthEast	93	88	94	\$5,727	52,050	LIGHT MAINTENANCE
											Treatment T	otal		\$68,488		
Castillo del Mar	Orchard Avenue	Valley Road	CastilloDe	20	163	37	6,031	R	AC	Charlie - SouthEast	76	79	81	\$30	2,451,101	SEAL CRACKS
Corbett Canyon Road	Huasna Rd	Printz Rd	CorbettCyn	20	2,700	26	70,200	Α	AC	Bravo - NorthEast	50	87	88	\$120	2,225,849	SEAL CRACKS
Crown Hill	Branch Street (East)	End of Street	CrownHill	10	1,640	30	49,200	R	AC	Bravo - NorthEast	72	72	75	\$329	1,114,960	SEAL CRACKS
Farmhouse Place	Grove Court	Hillside Court	FarmhouseP	10	400	37	14,800	R	AC	Bravo - NorthEast	72	75	77	\$89	2,003,891	SEAL CRACKS
Farroll Avenue	City Limit	Elm Street (South)	FarrollAv	10	1,675	42	70,350	MaC	AC	Delta - SouthWest	71	85	86	\$170	1,660,375	SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year: 2028

									Surface		Current	Treatm PCI	ent PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Туре	Area ID	PCI	Before	_	Cost	Rating	Treatment
Fieldview Place	Hillside Court	Grove Court	FieldviewP	10	360	37	13,320	R	AC	Bravo - NorthEast	75	78	80	\$68	2,434,792	SEAL CRACKS
E Grand Avenue (WB)	PCC @ 101 Overcrossing	El Camino Real	GrandAvWB	515	700	30	21,000	Α	AC/AC	Charlie - SouthEast	85	86	87	\$45	4,641,632	SEAL CRACKS
Oak Park Boulevard (NB) Farrol Avenue	City Limit	OakPkBINB	510	800	30	24,000	MiA	AC	Delta - SouthWest	51	87	88	\$41	2,225,849	SEAL CRACKS
Via Belmonte Court (South)	Castillo del Mar	Cul-de-Sac	ViaBelmonS	10	640	28	17,920	R	AC	Charlie - SouthEast	76	79	81	\$88	2,451,101	SEAL CRACKS
										-	Treatme	ent Total		\$980		
				Υ	ear 2028 <i>A</i>	Area To	tal	7	05,447		Year 202	8 Total	\$1	,249,140		

												Treatn	ent			
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating	Treatment
Callie Court	Huasna Road	Cul-de-Sac	CallieCt	10	235	37	8,695	R	AC	Bravo - NorthEast	57	41	100	\$97,802	9,752	HEAVY REHAB
Oak Park Boulevard (NB)	West Branch	James Way	OakPkBINB	540	1,300	30	39,130	Α	AC	Alpha - NorthWest	61	41	100	\$476,837	10,214	HEAVY REHAB
Pecan Place	Fair Oaks Ave	North End	PecanPL	10	336	16	5,376	R	AC	Delta - SouthWest	56	40	100	\$60,470	9,802	HEAVY REHAB
Rice Court	Bakeman Lane	CDS	RiceCt	10	175	37	6,475	R	AC	Delta - SouthWest	56	40	100	\$72,831	9,802	HEAVY REHAB
											Treatme	ent Tota		\$707,940		
Blackberry Avenue	Boysenberry St	Cranberry St	Blackberry	15	1,050	33	34,650	R	AC	Echo - WestCentral	80	69	78	\$81,185	10,871	HEAVY MAINTENANCE
Boysenberry Street	Raspberry Avenue	Strawberry Street	Boysenberr	10	930	33	30,690	R	AC	Echo - WestCentral	80	69	78	\$71,907	10,871	HEAVY MAINTENANCE
Cranberry Avenue	Raspberry Avenue	Blackberry Avenue	CranberryA	10	715	33	23,595	R	AC	Echo - WestCentral	80	69	78	\$55,283	10,871	HEAVY MAINTENANCE
Huckleberry Avenue	Cranberry Street	Courtland Street	Huckelbery	10	490	33	16,170	R	AC	Echo - WestCentral	80	69	78	\$37,887	10,871	HEAVY MAINTENANCE
Loganberry Avenue	Cranberry Street	Courtland Street	Loganberry	10	470	33	15,510	R	AC	Echo - WestCentral	80	69	78	\$36,340	10,871	HEAVY MAINTENANCE
Puesta del Sol	Los Cervos	Vista Drive	PuestaDeSo	10	1,450	29	42,050	R	AC	Alpha - NorthWest	80	69	78	\$98,523	10,861	HEAVY MAINTENANCE
Seabright Avenue	Oak Park Boulevard	Cranberry Street	SeabrightA	10	245	33	8,085	R	AC	Echo - WestCentral	81	70	79	\$18,944	11,036	HEAVY MAINTENANCE
Strawberry Avenue	Boysenberry St	Courtland St	Strawberry	10	600	33	19,800	R	AC	Echo - WestCentral	80	69	78	\$46,392	10,871	HEAVY MAINTENANCE
Strawberry Avenue	Courtland St	CDS	Strawberry	20	365	33	12,045	R	AC	Echo - WestCentral	80	69	78	\$28,222	10,871	HEAVY MAINTENANCE



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

											T	T-4-1		C474.000		
											Treatment	rotai		\$474,683		
Branch Street (W)	COP East of Library entrance	Vernon	BranchStW	40	1,610	42	67,620	MiA	AC/AC	Bravo - NorthEast	85	88	94	\$51,316	68,607	LIGHT MAINTENANC
Del Mar Place	Castillo del Mar	South End (Culde-Sac)	DelMar	10	240	36	8,640	R	AC	Charlie - SouthEast	90	79	86	\$5,239	44,424	LIGHT MAINTENANC
Del Sur	Castillo del Mar	South End (Culde-Sac)	DelSur	10	430	36	15,480	R	AC	Charlie - SouthEast	90	79	86	\$9,386	44,424	LIGHT MAINTENANC
											Treatment '	Total		\$65,941		
Brittany Avenue	South Elm	Carrington Place	BrittanyAv	10	310	37	11,470	R	AC	Delta - SouthWest	73	73	75	\$78	1,022,118	SEAL CRACKS
Flora Road	Coach Road	End of Street	FloraRd	10	650	38	24,700	R	AC/AC	Bravo - NorthEast	85	86	87	\$50	3,875,053	SEAL CRACKS
Greenwood Drive	Flora Road	End of Street	GreenwoodD	10	672	35	23,520	R	AC/AC	Bravo - NorthEast	85	86	87	\$47	3,875,053	SEAL CRACKS
Huasna Road	Bolsa Chica Entrance	Callie Ct	HuasnaRd	20	1,350	38	51,300	MiA	AC	Bravo - NorthEast	57	87	88	\$91	2,161,019	SEAL CRACKS
Quail Ridge Court	Hidden Oak Rd	CDS	QuailRidge	10	335	33	11,055	R	AC	Alpha - NorthWest	80	81	83	\$50	1,656,700	SEAL CRACKS
Tanner Lane	Flora Road	Branch Mill Road	TannerLn	10	658	34	22,372	R	AC/AC	Bravo - NorthEast	85	86	87	\$45	3,875,053	SEAL CRACKS
Via Belmonte Court (North)	Castillo del Mar	Cul-de-Sac	ViaBelmonN	10	230	40	9,200	R	AC	Charlie - SouthEast	76	78	80	\$50	2,189,811	SEAL CRACKS
Village Glen	James Way	Hidden Oak Rd	VillageGle	10	1,300	33	42,900	R	AC	Alpha - NorthWest	74	74	76	\$278	1,089,690	SEAL CRACKS
										•	Treatment	Total		\$689		
					Year 2029 Are	ea To	tal	5	50,528		Year 2029 T	otal	\$	1,249,253		

												Treatm	nent		
									Surface		Current	PCI	PCI		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating Treatment
Cardinal Court	Robin Circle	Cul-de-Sac	CardinalCt	10	150	37	5,550	R	AC	Alpha - NorthWest	60	43	100	\$64,300	9,407 HEAVY REHAB
Golden West Place	Farroll Avenue	Cul-De-Sac	GoldenWest	10	700	38	26,600	R	AC	Delta - SouthWest	58	40	100	\$308,172	9,518 HEAVY REHAB
Outland Court	Gularte Road	Cul-De-Sac	OutlandCt	10	170	37	6,290	R	AC	Bravo - NorthEast	60	43	100	\$72,873	9,406 HEAVY REHAB
Paseo Street	May Street	End of Street	PaseoSt	10	185	37	6,845	R	AC	Bravo - NorthEast	61	44	100	\$79,303	9,344 HEAVY REHAB
Pradera Court	La Cresta Drive	Cul-De-Sac	PraderaCt	10	355	37	13,135	R	AC	Bravo - NorthEast	59	42	100	\$152,175	9,467 HEAVY REHAB
Quail Court	Robin Circle	Cul-De-Sac	QuailCt	10	295	37	10,915	R	AC	Alpha - NorthWest	60	43	100	\$126,455	9,407 HEAVY REHAB
Verde Place	The Pike	Cul-de-Sac	VerdePl	10	350	37	12,950	R	AC	Delta - SouthWest	59	42	100	\$150,032	9,466 HEAVY REHAB
Woodland Drive	Cerro Vista Cr	Gate/COP	WoodlandDR	50	145	37	5,365	R	AC	Charlie - SouthEast	62	45	100	\$62,156	9,270 HEAVY REHAB



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

											Treatment 7	Γotal	9	\$1,015,466		
Diamond Circle	Leanna Drive	Cul-de-Sac	DiamondCr	10	205	34	6,970	R	AC	Charlie - SouthEast	69	69	79	\$16,821	9,611	HEAVY MAINTENANC
Rosemary Lane	West End	CDS	RosemaryLN	10	1,220	29	35,380	R	AC	Alpha - NorthWest	79	70	79	\$85,383	10,706	HEAVY MAINTENANC
Sombrillo	Salida de Sol	Rosemary Court	Sombrillo	10	940	29	27,260	R	AC	Alpha - NorthWest	78	69	78	\$65,787	10,558	HEAVY MAINTENANC
											Treatment	Total		\$167,991		
Cherry Avenue (East)	Traffic Way	End of Street (US 101)	CherryAvW	10	200	40	8,000	R	AC	Bravo - NorthEast	92	79	87	\$4,997	35,328	LIGHT MAINTENANCE
Coach Road		Flora Road - CIW North of Flora	CoachRd	10	743	36	26,748	MaC	AC/AC	Bravo - NorthEast	86	87	93	\$16,705	67,262	LIGHT MAINTENANCI
E Grand Avenue (EB)	El Camino Real	PCC @ 101 Overcrossing	GrandAvEB	545	700	30	21,000	Α	AC/AC	Charlie - SouthEast	86	86	93	\$16,415	55,719	LIGHT MAINTENANCE
Salida de Sol	James Way	Cul-de-Sac	SalidaDeSo	10	680	29	19,720	R	AC	Alpha - NorthWest	80	71	80	\$12,316	41,782	LIGHT MAINTENANCE
White Court	Ridgeview Way	Cul-de-Sac	WhiteCt	10	315	32	10,080	R	AC	Bravo - NorthEast	90	77	85	\$6,295	35,974	LIGHT MAINTENANCE
										_	Treatment	Total		\$56,728		
Arroyo Avenue	Pilgram Way	West Cherry Avenue	ArroyoAve	10	607	33	20,031	R	AC	Charlie - SouthEast	75	72	75	\$142	1,118,712	SEAL CRACKS
Bakeman Lane (N)	Farroll Avenue (East Side)	Farroll Avenue (West Side)	BakemanN	10	1,400	33	46,200	R	AC	Delta - SouthWest	76	73	75	\$319	1,079,447	SEAL CRACKS
Branch Street (W)	Oak Park Boulevard	, ,	BranchStW	10	1,740	45	77,430	MiA	AC/AC	Alpha - NorthWest	55	87	88	\$141	2,098,076	SEAL CRACKS
Brisco Road	El Camino Real	Branch Street (West)	BriscoRd	30	300	32	9,600	MiA	AC/AC	Echo - WestCentral	85	83	85	\$40	2,572,613	SEAL CRACKS
Castillo del Mar	End of Street	Orchard Avenue	CastilloDe	10	2,790	37	103,230	R	AC	Charlie - SouthEast	74	75	77	\$672	1,789,657	SEAL CRACKS
El Camino Real	City Limit	Oak Park Boulevard	ElCaminoRl	10	95	50	4,750	MaC	AC/AC	Echo - WestCentral	78	75	78	\$30	1,521,509	SEAL CRACKS
El Camino Real	Bennett	E. Grand Ave	ElCaminoRl	60	820	37	30,340	MiA	AC/AC	Charlie - SouthEast	77	74	76	\$251	1,334,354	SEAL CRACKS
Emerald Bay Drive (West)	Rodeo Drive	Cul-de-Sac	EmeralsByW	10	465	37	17,205	R	AC/AC	Alpha - NorthWest	65	74	76	\$114	1,272,310	SEAL CRACKS
Garden Street	Cherry Avenue (East)	Grove Court	GardenSt	120	125	37	4,625	R	AC	Bravo - NorthEast	63	74	76	\$31	1,635,312	SEAL CRACKS
Le Point Terrace	· /	Crown Hill	LePointTR	10	150	25	3,750	R	AC	Bravo - NorthEast	58	87	88	\$4	2,747,998	SEAL CRACKS
Oak Park Boulevard (NB)	James Way	City Limit (COP at end of median)	OakPkBINB	550	800	23	18,400	MiA	AC	Alpha - NorthWest	90	89	90	\$55	3,547,026	SEAL CRACKS
Pearwood Avenue		Oak Hill Road (EOS)	PearwoodAv	10	1,200	34	40,920	R	AC/AC	Bravo - NorthEast	75	73	75	\$279	1,201,600	SEAL CRACKS
Pilgrim Way	Orchard Avenue	Arroyo Avenue	PilgramWy	10	370	36	13,320	R	AC/AC	Charlie - SouthEast	75	73	75	\$91	1,201,845	SEAL CRACKS
Short Street	E Branch Street	Olohan Alley	ShortSt	40	130	26	3,380	R	AC	Bravo - NorthEast	76	72	75	\$25	827,195	SEAL CRACKS
Via Avante	Castillo de Mar	Cul-de-Sac	ViaAvante	10	300	28	8,400	R	AC	Charlie - SouthEast	74	75	77	\$55	1,789,657	SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year: 2030

												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
Via Firenze (North)	Castillo del Mar	Cul-de-Sac	ViaFirenzN	10	405	28	11,340	R	AC	Charlie - SouthEast	74	75	77	\$74	1,789,657	SEAL CRACKS
										_	Treatme	ent Tota	I	\$2,323		
				Yea	ar 2031 /	Area To	tal	65	55,729		Year 203	1 Tota	I \$	1,242,508		

												Treatm	ent			
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating	Treatment
Mason Street (South)	Nelson Street	East Branch Street	MasonStS	20	617	35	21,595	R	AC	Bravo - NorthEast	60	40	100	\$257,693	9,240	HEAVY REHAB
Traffic Way	Fair Oaks Avenue	Highway 101	TrafficWy	20	1,075	60	64,500	MiA	AC	Bravo - NorthEast	71	48	100	\$833,862	9,276	HEAVY REHAB
										_	Treatme	nt Total	\$	1,091,555		
Carrington Place	Brittany Ave	CDS	Carrington	10	175	37	6,475	R	AC	Delta - SouthWest	71	70	79	\$16,095	9,940	HEAVY MAINTENANC
Cherry Avenue (East)	Branch Mill Road	End of Pavement	CherryAvE	30	600	22	13,200	R	AC	Bravo - NorthEast	77	62	72	\$32,812	8,380	HEAVY MAINTENANC
Hampton Place	Brittany Ave	CDS	HamptonPl	10	185	37	6,845	R	AC	Delta - SouthWest	71	70	79	\$17,015	9,940	HEAVY MAINTENANC
Harrison Street	Mckinley Street	Cul-De-Sac	HarrisonSt	10	251	18	4,518	R	AC/AC	Bravo - NorthEast	79	66	76	\$11,231	8,414	HEAVY MAINTENANC
Nevada Street	East Branch Street	Le Point Street	NevadaSt	10	325	20	6,500	R	AC	Bravo - NorthEast	80	67	77	\$16,157	8,435	HEAVY MAINTENANC
											Treatme	nt Total		\$93,310		
Calle Cuervo	Via Las Aguilas	Cul-de-Sac	CalleCuerv	10	260	29	7,540	R	AC	Alpha - NorthWest	70	70	79	\$4,851	40,422	LIGHT MAINTENANCE
E Grand Avenue (WB)	PCC @ 101 Overcrossing	El Camino Real	GrandAvWB	515	700	30	21,000	Α	AC/AC	Charlie - SouthEast	85	84	91	\$16,908	54,220	LIGHT MAINTENANCE
Grove Court	Fieldview Place	Farmhouse Place	GroveCt	10	375	37	13,875	R	AC	Bravo - NorthEast	71	74	83	\$8,925	56,315	LIGHT MAINTENANCE
Hillside Court	Fieldview Place	Los Olivos Lane	HillsideCt	10	620	37	22,940	R	AC	Bravo - NorthEast	76	79	87	\$14,756	68,570	LIGHT MAINTENANCE
Orchard Avenue	COP S. of Pilgram Wy	Castillo de Mar	OrchardAv	30	650	37	24,050	R	AC	Charlie - SouthEast	71	74	82	\$15,470	51,857	LIGHT MAINTENANCE
											Treatme	nt Total		\$60,910		
Andre Drive	Jenny Place	CDS	AndreDr	15	1,470	29	42,630	R	AC	Alpha - NorthWest	66	73	76	\$299	1,189,663	SEAL CRACKS
Cherry Avenue (West)	Arroyo Avenue	End of Street (AGHS)	CherryAvW	20	878	39	34,242	R	AC/AC	Charlie - SouthEast	76	73	75	\$241	1,193,021	SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 0.00%

Inflation: 3.00%

Printed: 4/22/2022

Scenario: Current Funding (\$1.25M/Yr)

Year: 2031

									Surface		Current	Treatm	ent PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC		Area ID		Before		Cost	Rating	Treatment
Collado Corte	Avenida de Diamante	Cul-de-Sac	ColladoCt	10	315	37	11,655	R	AC/AC	Alpha - NorthWest	90	88	89	\$5	23,304,715	SEAL CRACKS
El Camino Real	Hillcrest Drive	W/C 850' E/O Hillcrest Dr	ElCaminoRI	30	850	40	34,000	MiA	AC/AC	Echo - WestCentral	79	75	77	\$279	1,400,409	SEAL CRACKS
El Camino Real	W/C 850' E/O Hillcrest Dr	Brisco Rd	ElCaminoRI	35	1,550	32	49,600	MiA	AC/AC	Echo - WestCentral	78	74	76	\$426	1,307,962	SEAL CRACKS
E Grand Avenue (EB)	City Limit @ COP E. of Oak Park	Juniper St	GrandAvEB	510	1,250	38	47,500	Α	AC	Echo - WestCentral	58	87	88	\$89	2,036,967	SEAL CRACKS
Hidden Oak Road	James Way	EOR	HiddenOak	10	880	37	32,560	R	AC	Alpha - NorthWest	78	76	79	\$202	1,235,652	SEAL CRACKS
Los Ciervos Ct	Vista Drive	Cul-de-Sac	LosCiervCT	10	345	29	10,005	R	AC	Alpha - NorthWest	77	73	76	\$71	1,396,896	SEAL CRACKS
Oro Drive	Huasna Road	Platino Lane	OroDr	10	1,430	37	52,910	R	AC/AC	Bravo - NorthEast	90	88	89	\$20	23,485,248	SEAL CRACKS
Oro Drive	Platino Lane	Gularte Road	OroDr	20	1,110	37	41,070	R	AC/AC	Bravo - NorthEast	90	88	89	\$16	23,485,248	SEAL CRACKS
Starlight	Farroll	Morning Rise	Starlight	10	630	35	22,050	R	AC	Delta - SouthWest	80	79	81	\$119	1,443,784	SEAL CRACKS
Via Firenze (South)	Cul-de-Sac	Castillo del Mar	ViaFirenzS	10	405	28	11,340	R	AC	Charlie - SouthEast	75	74	77	\$77	1,751,202	SEAL CRACKS
											Treatme	nt Total		\$1,844		
				Ye	ar 2031 <i>A</i>	rea To	tal	6	02,600		Year 203	1 Total	\$1	,247,619		

												Treatn	nent		
									Surface		Current	PCI	PCI		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID	PCI	Before	After	Cost	Rating Treatment
Brisco Road	Linda Drive	El Camino Real	BriscoRd	20	1,350	37	49,950	MiA	AC	Echo - WestCentral	72	46	100	\$665,131	9,110 HEAVY REHAB
El Camino Real	Brisco Road	Halcyon Road (North)	ElCaminoRI	40	700	50	35,000	MiA	AC/AC	Echo - WestCentral	70	46	100	\$466,058	9,082 HEAVY REHAB
											Treatme	nt Tota	l \$	1,131,189	
Wilton Place	Vernon St	East End	WiltonPl	10	370	36	13,320	R	AC	Bravo - NorthEast	70	69	78	\$34,103	10,589 HEAVY MAINTENAN
											Treatme	nt Tota	l	\$34,103	
Castillo del Mar	Orchard Avenue	Valley Road	CastilloDe	20	163	37	6,031	R	AC	Charlie - SouthEast	76	78	86	\$3,996	60,133 LIGHT MAINTENANG
El Camino Real	Oak Park Boulevard	Hillcrest Drive	ElCaminoRI	20	2,050	30	61,500	MiA	AC/AC	Echo - WestCentral	84	83	90	\$51,000	58,900 LIGHT MAINTENANG
Fieldview Place	Hillside Court	Grove Court	FieldviewP	10	360	37	13,320	R	AC	Bravo - NorthEast	75	77	85	\$8,825	62,670 LIGHT MAINTENANG



City of Arroyo Grande 300 E. Branch St Arroyo Grande, CA 93420 (805) 473-5460

Scenarios - Sections Selected for Treatment

Interest: 0.00%

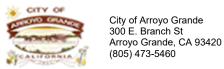
Inflation: 3.00%

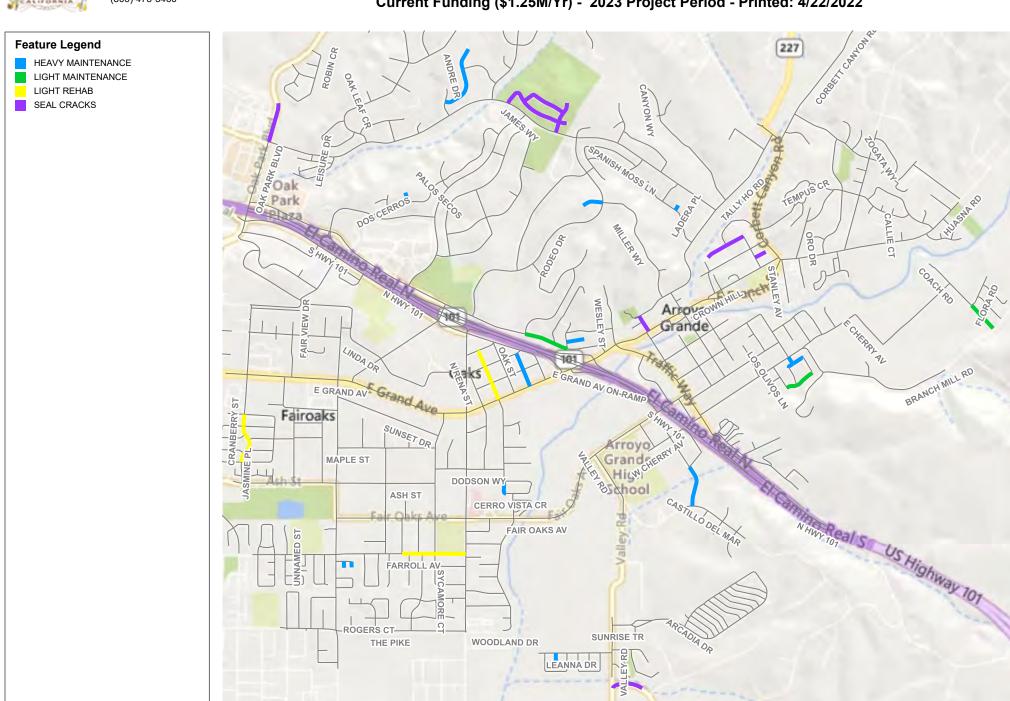
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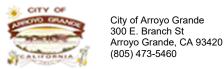
Scenario: Current Funding (\$1.25M/Yr)

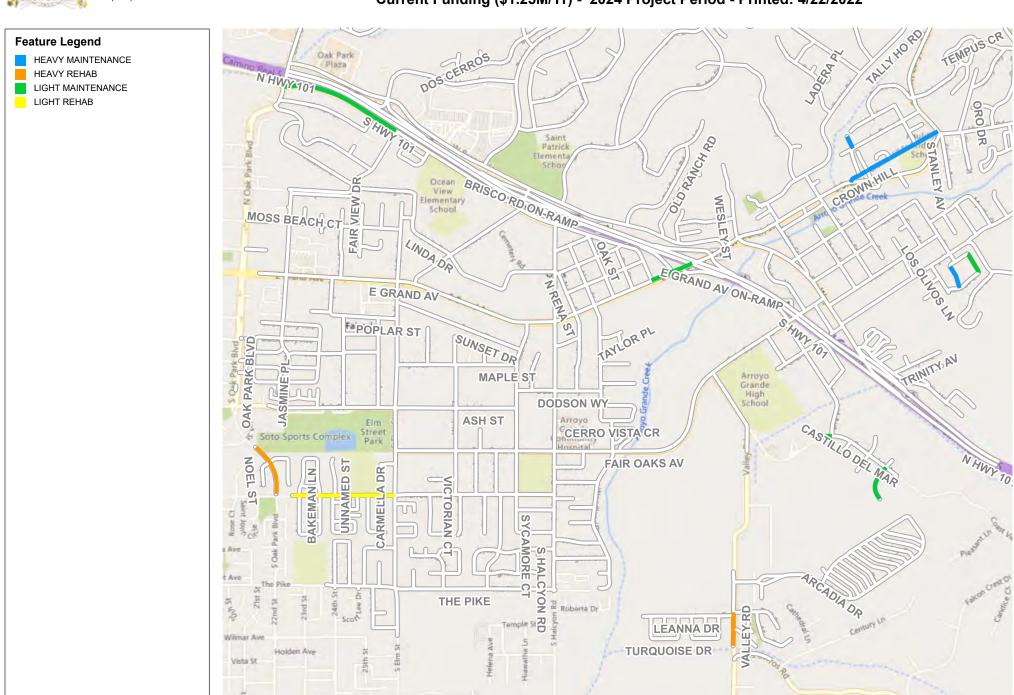
Year: 2032

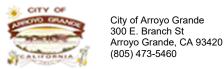
										Treatmer						
									Surface		Current	PCI	PCI			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Type	Area ID		Before		Cost	Rating	Treatment
Garfield Place	Garfield Place	North End (Culde-Sac)	GarfieldPl	20	125	34	4,250	R	AC	Delta - SouthWest	44	81	88	\$2,816	35,589	LIGHT MAINTENANCE
Via Belmonte Court (South)	Castillo del Mar	Cul-de-Sac	ViaBelmonS	10	640	28	17,920	R	AC	Charlie - SouthEast	76	78	86	\$11,873	60,133	LIGHT MAINTENANCE
											Treatme	ent Total		\$78,510		
Asilo Street	La Canada	Vista Drive	AsiloSt	20	1,300	29	37,700	R	AC	Alpha - NorthWest	78	73	75	\$279	1,321,151	SEAL CRACKS
Blueberry Avenue	Boysenberry Street	Courtland Street	BlueberryA	10	483	33	15,939	R	AC	Echo - WestCentral	79	74	76	\$114	1,379,258	SEAL CRACKS
Castillo Court	Vista Drive	Cul-de-Sac	CastilloCt	10	345	29	10,005	R	AC	Alpha - NorthWest	79	74	76	\$72	1,375,895	SEAL CRACKS
Garden Street	East Branch Street	End of Street (Creek)	GardenSt	10	250	24	6,000	R	AC	Bravo - NorthEast	85	78	80	\$36	895,865	SEAL CRACKS
Leedham Place	E. Cherry Ave	Haven Ct	LeedhamPl	10	415	37	15,355	R	AC	Bravo - NorthEast	93	90	90	\$37	2,359,218	SEAL CRACKS
Los Berros	Valley Rd	Century Ln	LosBerros	10	830	40	33,200	MaC	AC	Charlie - SouthEast	90	83	85	\$138	2,139,738	SEAL CRACKS
Los Ciervos	Vista Drive	Cul-de-Sac	LosCiervos	11	920	29	26,680	R	AC	Alpha - NorthWest	78	73	75	\$197	1,321,151	SEAL CRACKS
Myrtle Street	COP East of Noguera	Myrtle Dr	MyrtleSt	20	390	21	8,190	R	AC	Bravo - NorthEast	78	73	76	\$60	910,824	SEAL CRACKS
Oak Park Boulevard (NB)	West Branch	James Way	OakPkBINB	540	1,300	30	39,130	Α	AC	Alpha - NorthWest	61	87	88	\$76	1,977,638	SEAL CRACKS
Paraiso Court	Asilo	Cul-de-Sac	Paraiso	10	190	29	5,510	R	AC	Alpha - NorthWest	78	73	75	\$41	1,321,151	SEAL CRACKS
Raspberry Avenue	Boysenberry St	Cranberry St	RaspberyAv	15	1,050	33	34,650	R	AC	Echo - WestCentral	79	74	76	\$246	1,379,258	SEAL CRACKS
Rodeo Court	Rodeo Dr	End CDS	RodeoCt	10	338	36	12,168	R	AC	Alpha - NorthWest	93	88	89	\$34	2,003,496	SEAL CRACKS
Traffic Way Extension	Traffic Way	Trinity Avenue	TrafficWyX	10	750	32	24,000	R	AC	Bravo - NorthEast	78	73	75	\$177	1,114,128	SEAL CRACKS
										Treatment Total			\$1,507			
				Ye	ar 2032 <i>i</i>	Area Total 46			69,818		Year 203	2 Total	\$1,245,309			
				Grand T	otal Sec	otal Section Area: 5,492,633					Grand Total \$12,477,152					

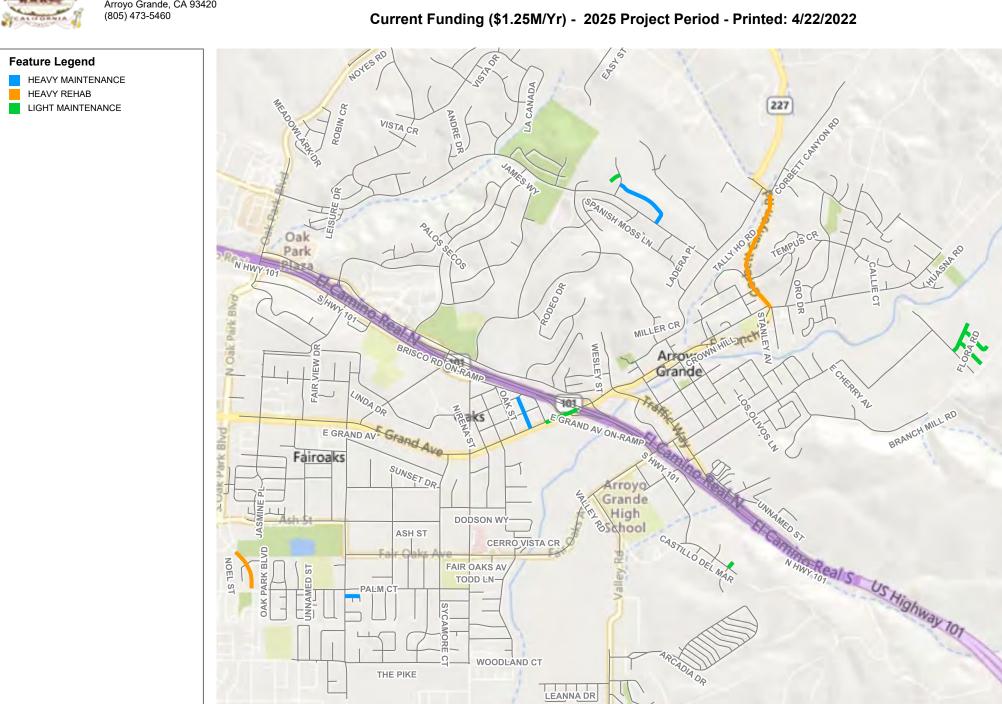


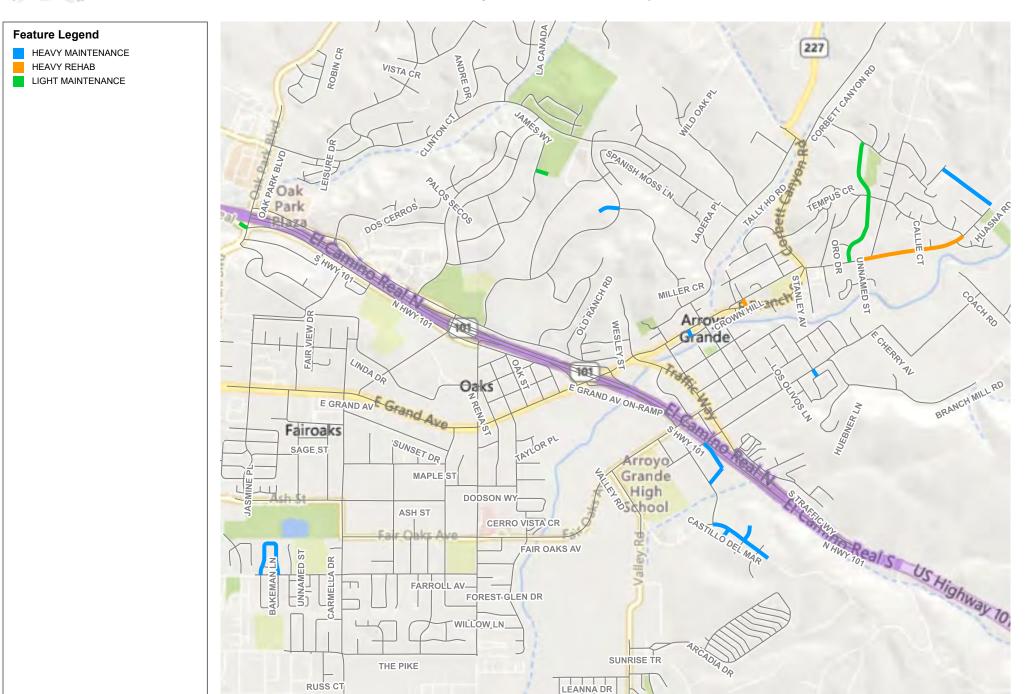




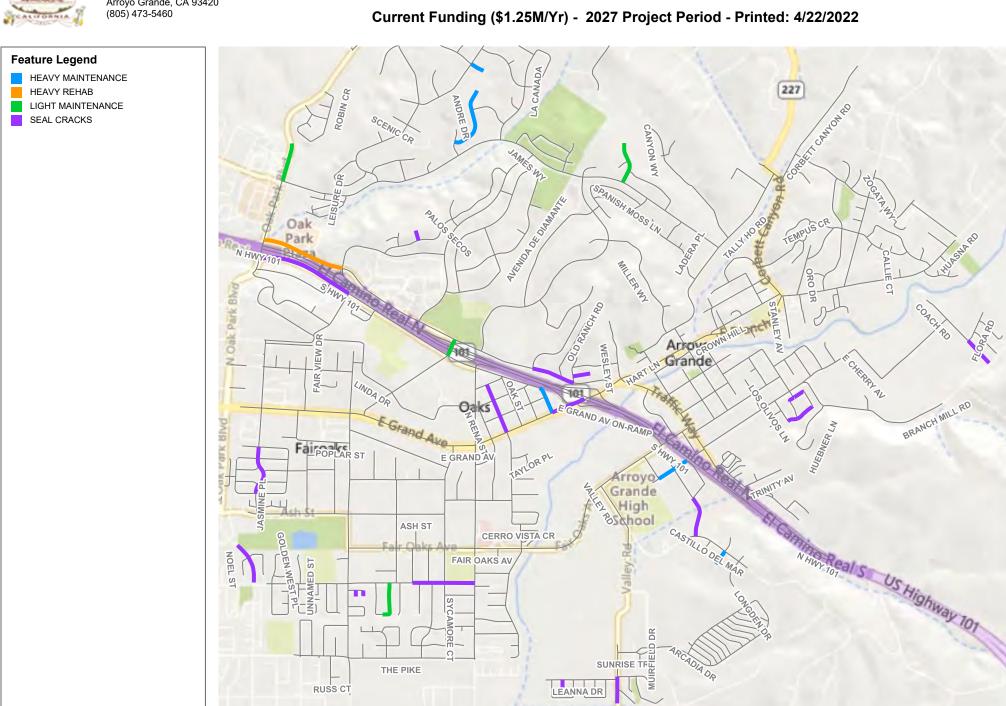






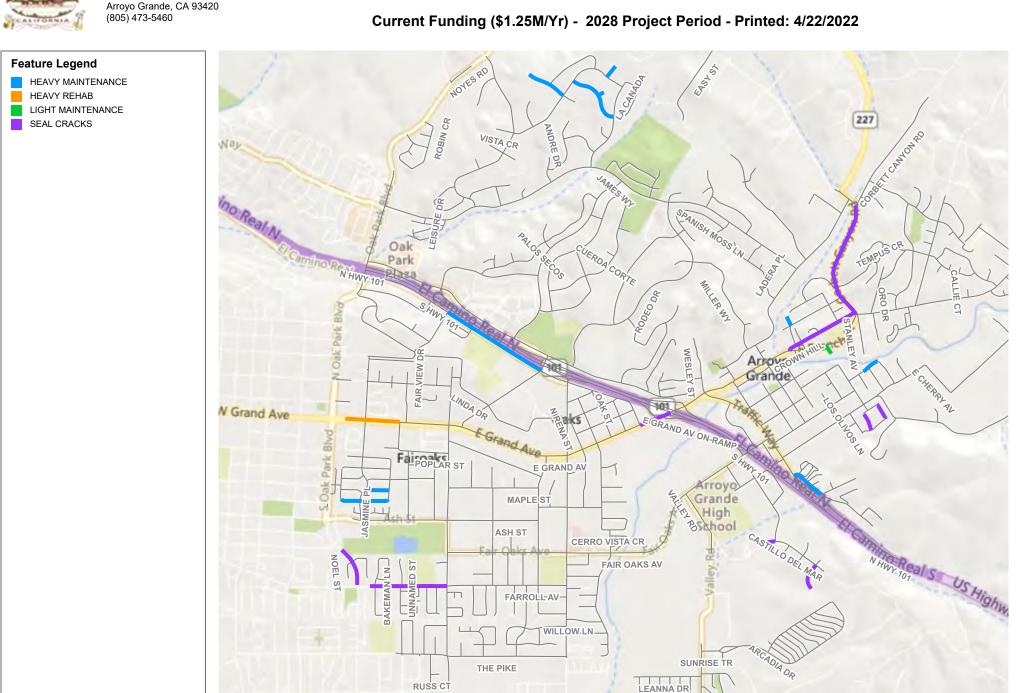


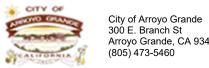


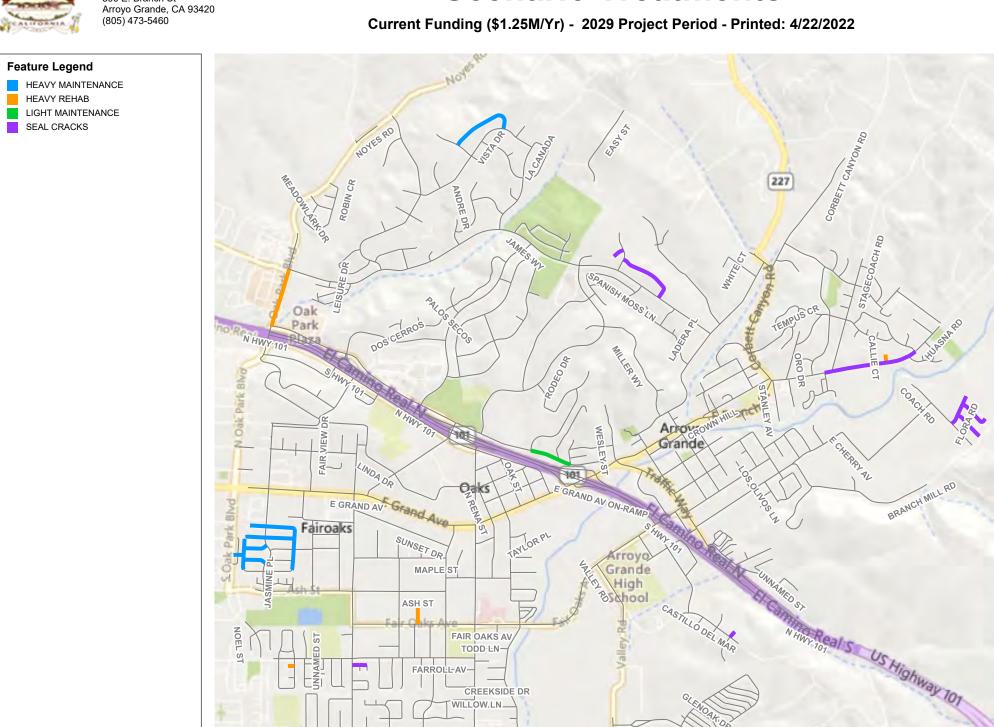


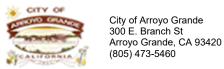


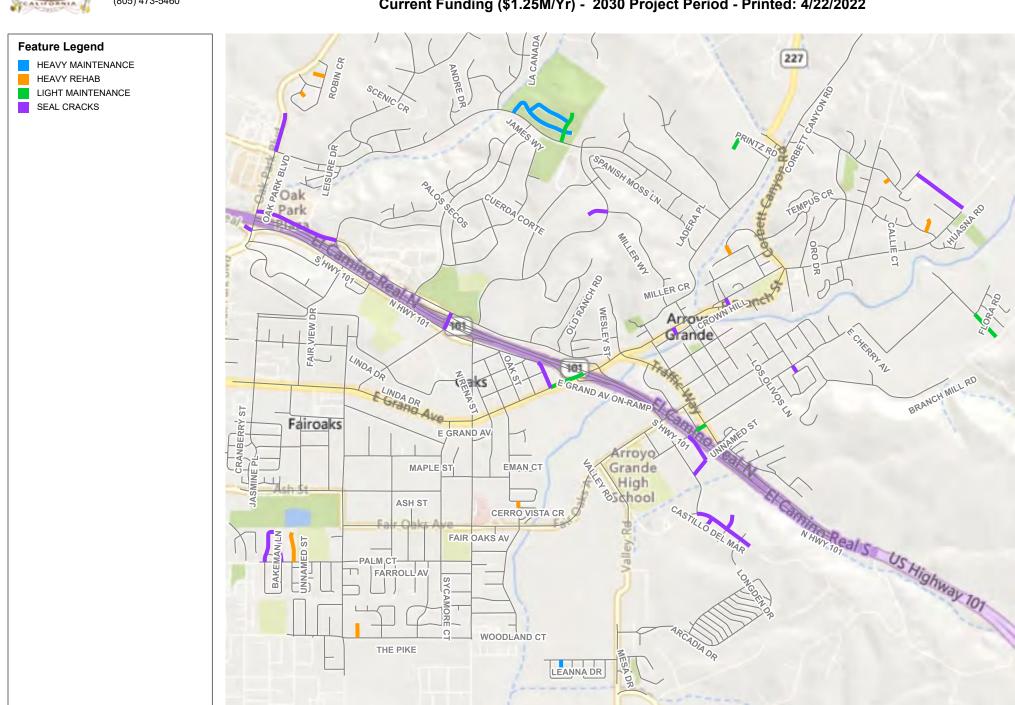
City of Arroyo Grande 300 E. Branch St Arroyo Grande, CA 93420

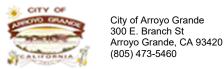


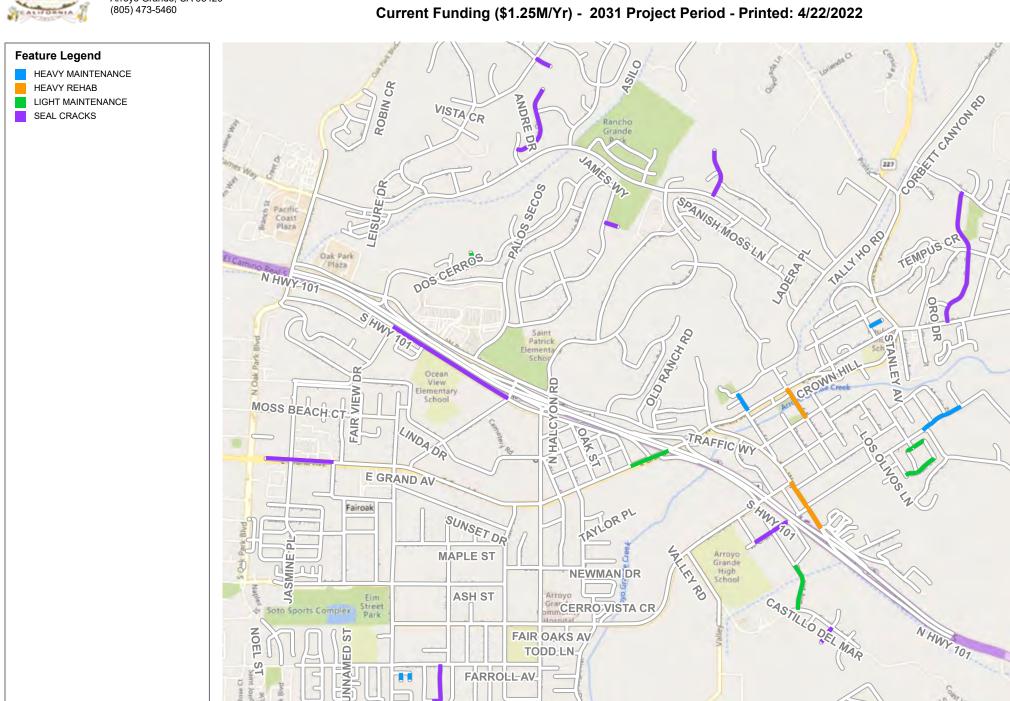








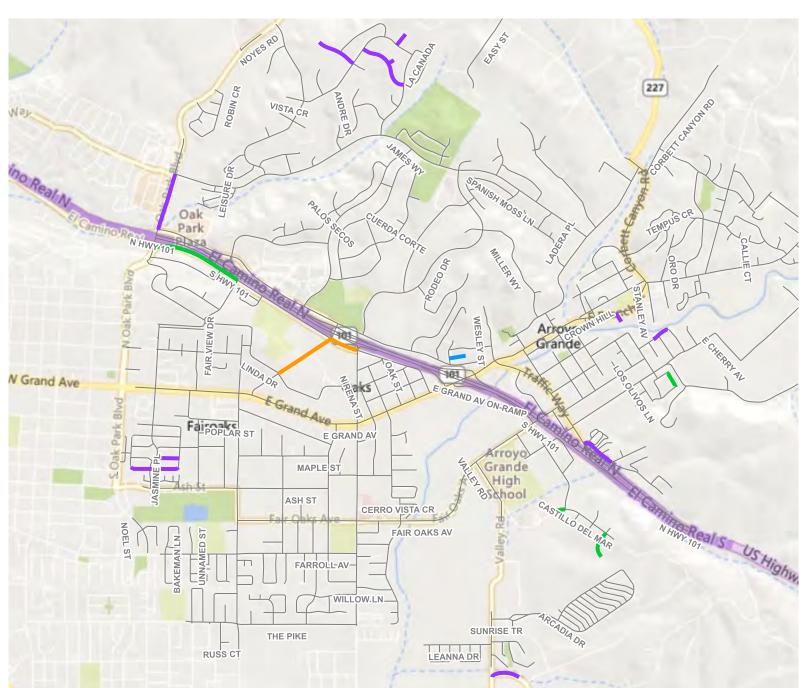




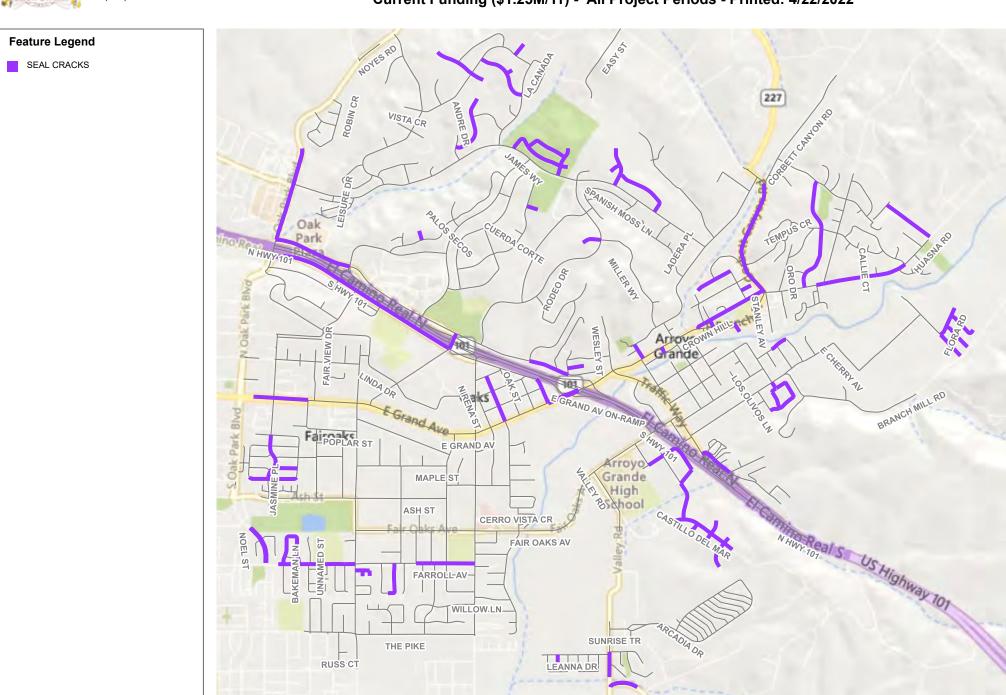


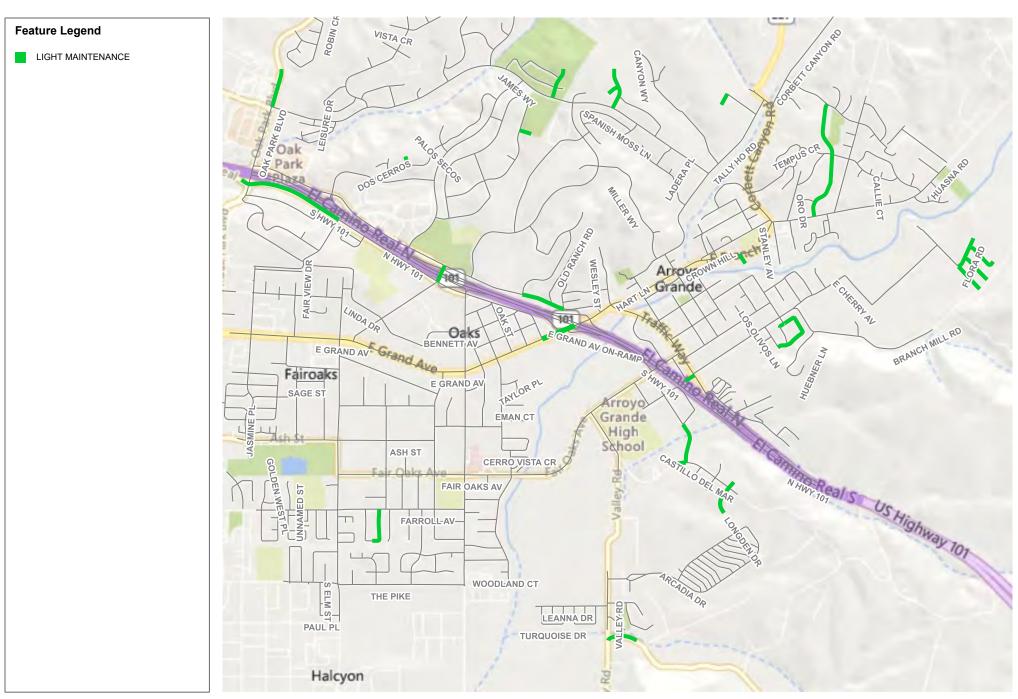
Current Funding (\$1.25M/Yr) - 2032 Project Period - Printed: 4/22/2022

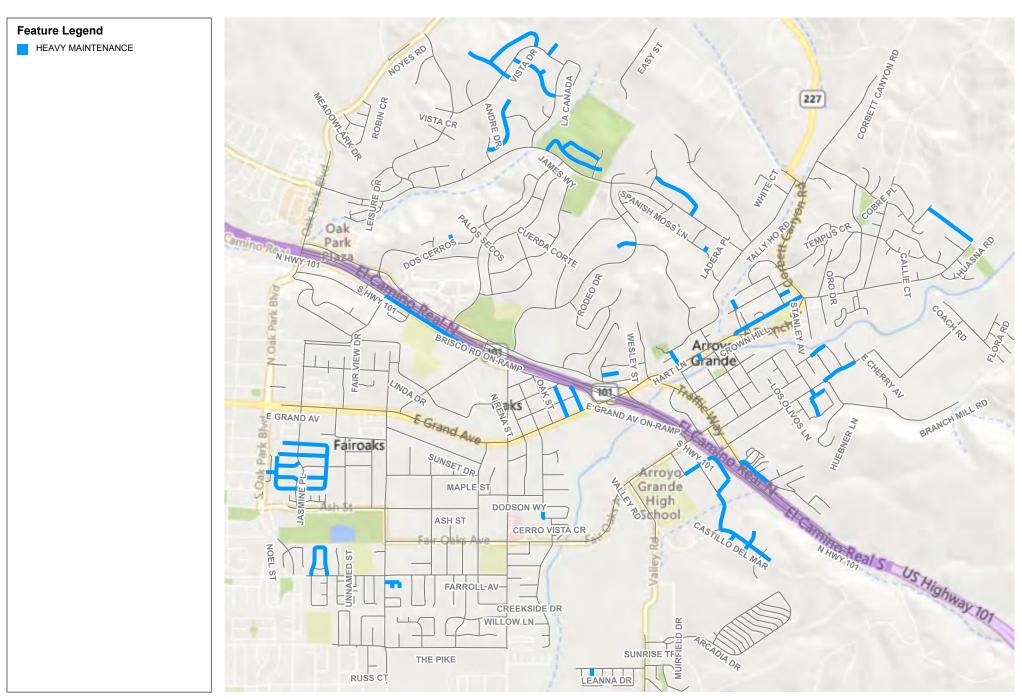
City of Arroyo Grande 300 E. Branch St Arroyo Grande, CA 93420 (805) 473-5460 **Feature Legend** HEAVY MAINTENANCE **HEAVY REHAB** LIGHT MAINTENANCE SEAL CRACKS

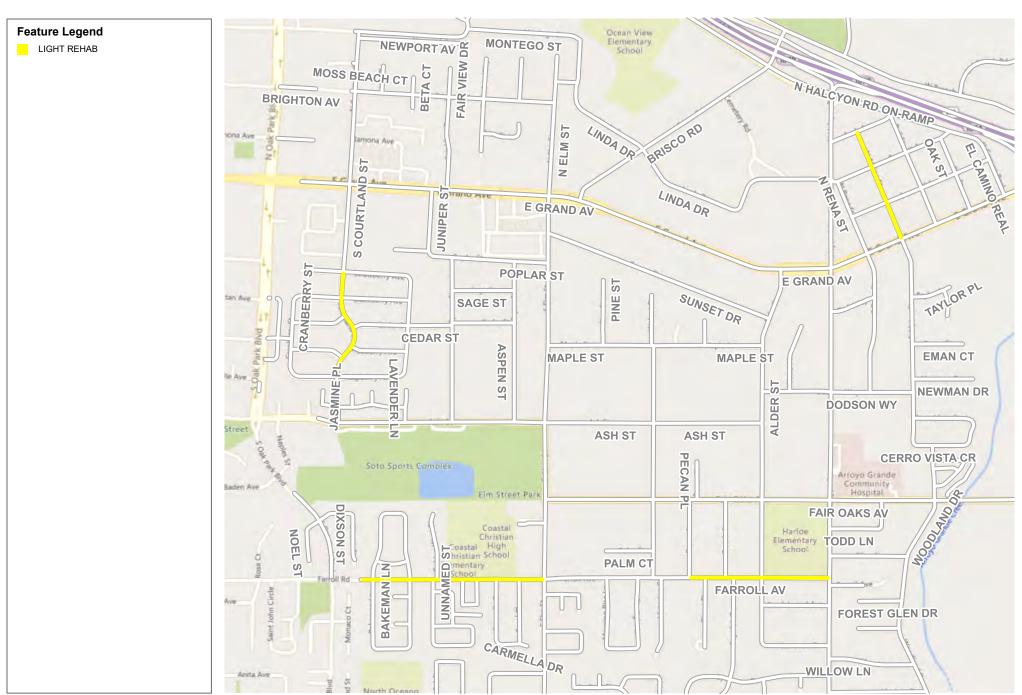


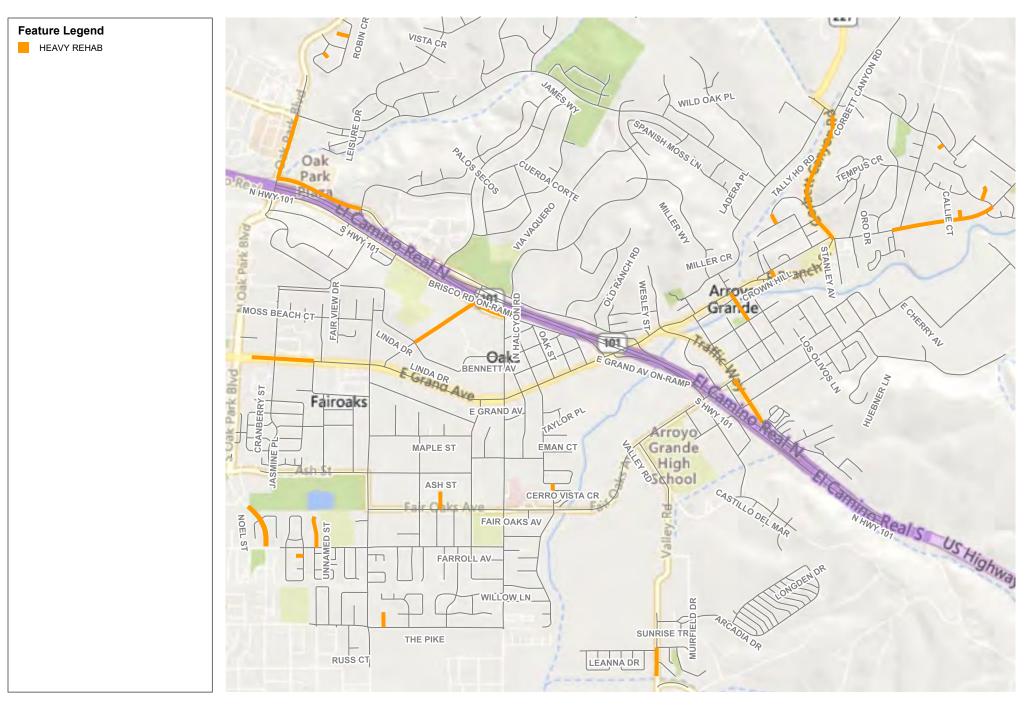












Appendix C Definitions



DEFINITIONS

This section is intended to define important pavement design acronyms and terms used when discussing a Pavement Management System (PMS).

GENERAL TERMS

AC - Asphaltic Concrete - A plant mixed asphalt binder (asphalt cement that is classified according to the Standard Specification for Performance Graded Asphalt Binder) and aggregate (rocks) thoroughly mixed and compacted into a mass.

ALLIGATOR CRACKING - Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where the stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. (Pattern-type cracking that occurs over an entire area not subjected to loading is called "block cracking," which is not a load-associated distress.)

BLOCK CRACKING - Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block, alligator cracks are caused by repeated traffic loadings, and are therefore found only in traffic areas (i.e., wheel paths).

CRITICAL PCI - The PCI value at which the rate of loss increases with time, or the cost of applying a maintenance treatment increases significantly.

DISTORTIONS (Bumps & Sags)- Bumps are small, localized, upward displacements of the pavement surface. They are different from shoves in that shoves are caused by unstable pavement. Sags are small, abrupt, downward displacements of the pavement surface. If bumps appear in pattern perpendicular to traffic flow and are spaced at less than 3 m (10 ft), the distress is called corrugation. Distortion and displacement that occur



over large areas of the pavement surface causing large and/or long dips in the pavement should be recorded at "swelling."

EMULSION - A chemical added to water and asphalt that keeps the asphalt in a stable suspension in the water.

ESAL - The impact of trucks is measured in equivalent single 18,000 pound axle loads (Equivalent Single Axle Load).

FC - Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic.

Arterials - provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collectors - provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Residential/Local - consists of all roads not defined as arterials or collectors and primarily provides access to land with little or no through movement.

• (Excerpted from the U.S. Department of Transportation, Federal Highway Administration web site on "Functional Classification".)

LONGITUDINAL / TRANSVERSE CRACKING - Longitudinal cracks are parallel to the pavement's centerline or laydown direction. Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These types of cracks are not usually load-associated.

OVERLAY - The placement of asphaltic concrete mix over an existing asphaltic concrete or portland cement concrete surface.

Light Overlay - would include any overlay of less than 2 inches of asphalt.

Heavy Overlay - is a thicker layer of asphalt and might include such items/operations as, but not limited to fabric, milling/grinding and reconstruction.



PATCHING & UTILITY CUTS - A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performing (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

PAVEMENT PRESERVATION - Applying the <u>Right Treatment</u> to the <u>Right Pavement</u> at the <u>Right Time</u> using the <u>Right Materials</u>.

PCC - Portland Cement Concrete

PCI - Pavement Condition Index - A rating scale for the condition of a road segment. 100 represents no defects and recent major rehabilitation.

PMS/ PMP - Pavement Management System/ Pavement Management Program - A program to aid in tracking the condition of roads and a means to help quantify the cost of maintaining the roads in a given area.

POTHOLES - Most often are structurally related distresses and should not be confused with raveling and weathering.

PREVENTIVE MAINTENANCE - Provides budget dollars for localized pavement repairs such as digouts and crack filling.

R-VALUE - A test to evaluate the base, subbase and subgrades of an area to be used in pavement designing for thickness of asphalt.

RAVELING - Raveling is the dislodging of coarse aggregate particles. Raveling may be caused by insufficient asphalt binder, poor mixture quality, insufficient compaction, segregation, or stripping. In addition, raveling may be caused by certain types of traffic, i.e., tracked vehicles. Softening of the surface and dislodging of the aggregates due to oil spillage are also included under raveling.

REFLECTIVE CRACKING - Cracks that occur in new "thin" overlays that are identical to the cracks that were present in the existing pavement.

RUTTING / SHOVING - A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but, in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or subgrades, usually caused by consolidated or lateral movement of the materials due to traffic load.



Shoving is a permanent, longitudinal displacement of a localized area of the pavement surface caused by traffic loading. When traffic pushes against the pavement, it produces a short, abrupt wave in the pavement surface. This distress normally occurs only in unstable liquid asphalt mix (cutback or emulsion) pavements.

SLURRY SEAL - Includes a graded aggregate along with emulsion and water. Generally squeegeed and generally consists of two layers.

TI - Traffic Index - Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The total EALs is converted into a design Traffic Index (TI). The design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20_year period are used. For rehabilitation procedures such as overlays, 10 years is generally used.

WEATHERING - Weathering is the loss of the fine aggregate from within the pavement matrix. This distress indicates that either the asphalt binder has hardened appreciably or that a poor quality mixture is present.

STREETSAVER® / REPORT DEFINITIONS

% LOAD RELATED - The percentage of the pavement distress in a management section that is load related distress (caused by excessive weight on the pavement surface).

% OF ENVIRONMENT - The percentage of the pavement distress in a management section that is an environment related distress

% OTHER - Is the percentage of the pavement section that is not a load related or environment related distress.

ACTIVE - Indicates whether or not the current record is active.

ACTION / TREATMENT - A proposed type of rehabilitation work that should be used on a given road segment, based on PCI, FC and engineering evaluation.

ANNUAL BUDGET - The amount of money that is available each year to be used for pavement maintenance. These funds can come from various sources and can vary from year to year, although it is generally a fixed figure.



AREA - Contains the area of a section in square feet. This is automatically calculated using the values that are entered in the Length and Width fields. However, if the section is irregularly shaped the area can be entered by the user.

AREA ID - Is an optional, jurisdiction defined field to identify the area in which the section is located. For example, each neighborhood or subdivision, or each geographic type (mountain, valley, coast, etc.) in the jurisdiction may be assigned a letter of the alphabet.

BASE BUDGET - Provides an area for you to enter the dollar amount of your base budget.

BASE BUDGET INCREASE FACTOR - Stores the percent that the base budget will increase each year.

BASE PM SPLIT - Percent of the base budget that has been set aside for preventive maintenance.

BEGINNING LOCATION - Identifies the point that defines the beginning of the section. This is generally the name of a cross road or other landmark.

BRANCH - Generally a road name or a road name with a direction of travel.

CL - Centerline Mile - a measuring of the length of a road regardless of the width of the road.

CONDITION - Column lists the condition levels (2-5) that require stop-gap treatments.

COST/ SQ YD - Indicates the cost per square yard of road for the suggested treatment.

CURRENT PCI - Calculated from either a visual inspection or a maintenance treatment.

DESCRIPTION - Displays a description of the item named in the previous column in a grid.

DISTRESS - Contains the type of distress present on a section of a road.

DISTRESSES - Defects found in asphalt concrete (AC) pavements or portland cement concrete (PCC) pavements. These defects degrade the condition of the road.

DETERIORATION CURVE - This provides a graphical representation of the current pavement condition index and the historical PCIs for each section of road in your jurisdiction.



END LOCATION - Identifies the point that defines the end of the section. This is generally the name of a cross road or other landmark.

EVENTS – This provides for viewing and maintaining of Events or changes that have been made on a management section. The Events that are included are:

- Management Section Creation.
- Results from Maintenance and Rehabilitation treatments that have been applied to the Management Section.
- Results from Visual Inspections of Management Sections.
- Listing of changes/edits of information on a Management Section.

EVENT ACTIVE - Indicates whether an Event is currently part of the active history for the current Section.

EVENT PCI - The PCI after the selected Event occurred.

EVENT TRANSACTION TYPE - Includes: Creation, Inspection, Treatment, Split, Combine, Attribute Change and Core Data Change.

EVENT VALID - Indicates if an Event can be activated and made part of the valid events for the current section.

FUNDING SOURCE - Is an optional, jurisdiction defined field to identify the funding source for the section; an example might be G for general fund.

GENERAL CODE - Is an optional, jurisdiction defined field used to identify sections of pavement sharing common characteristics, i.e., drainage type.

INFLATION RATE - Is the inflation used throughout your jurisdiction. You may wish to consult your financial department with this value.

INSPECTION AREA - Is the total area of the inspection unit.

INTEREST RATE - Contains the interest rate used throughout your jurisdiction.

LM - Lane Mile - a measurement of the length of all the lanes for a given FC or area.

LIFE EXTENSION - Is the number of years that a maintenance treatment extends the life of a pavement surface.

MAINTENANCE/ **REHABILITATION** - This is used to review the proposed maintenance, new maintenance, and/ or rehabilitation for any road section in your jurisdiction.



MAINTENANCE DATE - Displays the date the maintenance was completed.

MANAGEMENT SECTION - This is used to maintain an inventory of all the roads and road sections in your jurisdiction.

MANAGEMENT UNIT - Relates a project to a management unit.

MILEPOSTS - Display the beginning and ending points of a management section.

NEW PCI - Stores the PCI value that was calculated after a treatment was applied.

NUMBER OF SURFACE SEALS BEFORE OVERLAY - Displays the recommended number of surface seals before the application of an overlay.

OLD PCI - Displays the pavement condition index before a treatment was applied.

OPTIMUM PCI – The Optimum PCI refers to the highest PCI level the overall network can achieve within the given "Budget Needs" time frame. That level is dependent on the parameters set in the Decision Tree and where the PCI Breakpoints are set. Changes made to the either the timing, or the treatments, within the Decision Tree, or to the value of each of the PCI Breakpoints will directly affect the Optimum PCI.

OTHER - Displays the weighting factor applied to management sections with functional classes other than arterial, collector, and residential.

OVERLAY - Displays the overlay code that corresponds to an overlay procedure.

OVERLAY CODE - Is an identifier for the treatment type; use one of the six codes from the pop-up list that appears when this is activated.

PCI CAP - Stores the maximum PCI value that will be included in needs and scenario calculations. If a PCI value is larger than the PCI Cap value, it will not be included.

PCI EFFECTIVENESS CUT-OFF - Contains the minimum PCI value used in calculating the area under the projected performance curve. That area is used in ranking sections needing work, and the area below the PCI Cut-Off value is not included in that area. It should generally be the lowest PCI value that defines the minimum acceptable condition for all of the pavement types and functional classification groupings.

PCI HIGH - LOW > 25 - Is marked if the difference between the high and low PCI values is greater than 25.



PCI HIGH VALUE - Is the maximum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PCI LOW VALUE - Is the minimum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PM% - Scenarios based on a yearly budget, this column stores the percent that has been set aside for preventive maintenance.

RATING - The rating is the weighted cost effectiveness ratio of the recommended treatment. Also referred to as Weighted Effectiveness Ratio (WER)

REPLACEMENT COST - Is the cost per square yard to install a new pavement surface.

RESIDENTIAL \$ - Indicates the cost of a stop-gap treatment per square yard when applied to a road with a residential functional class and a given condition.

ROAD ID - Contains a two-character identifier that was assigned to the road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NAME - Displays the name of the road that corresponds to the road number and road ID. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NUMBER - Contains the number that was assigned to a road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

SECTION - Usually a branch or road is large and needs to be divided into smaller pieces to maintain. These smaller pieces are labeled as "**Sections**" or "**Segments**" and designated with a number and a beginning and ending location.

SECTION ID - Is an identifier that is unique for each section of a given street. Note that the Street ID and the Section ID combined describe the individual section. Therefore, that combination must be unique. The same Section ID can be reused as long as it is used in conjunction with a different Street ID each time.

SEGMENT LENGTH - Is the length in feet of the management section.

SELECT MANAGEMENT SECTIONS - Allows you to calculate PCI values based on selected management sections. If this button is marked, the management sections that



have had records updated since the last calculations are displayed in a grid. Select the management sections you want included in the calculations from this grid.

SPECIAL - Check box is marked if the displayed inspection unit is non-representative of a section as a whole.

SPECIAL UNIT - The information will either be Y or blank. Y is an indication that this inspection unit is in some way non-representative of the section as a whole, and would receive a different maintenance/rehabilitation treatment from the rest of the section.

STANDARD INSPECTION UNITS - Is the typical number of inspection units that would be used for a particular management section.

STOP-GAP APPLICATION INTERVAL - Indicates the number of years between the applications of stop-gap treatments.

STREET ID - Is an identifier that is unique for each street. The Street ID usually bears some similarity to the actual street name.

STREET NAME - Is the full name of the street including "Street", "Way", "Court" etc.

SURFACE - Describes the type of surface for a specific section of road. The options for this field are:

- A AC for asphalt concrete,
- C AC/PCC for asphalt concrete over Portland cement concrete,
- O AC/AC for overlays of asphalt concrete over asphalt concrete,
- P PCC for Portland cement concrete.
- S ST for surface treatment (This Surface Type is not used very often, as it refers to roads that are neither AC or PCC, but have a surface treatment over dirt or gravel.)

TREATMENT - Contains the type of treatment the road received or will receive.

TREATMENT COST - Is an optional field giving the cost in dollars and cents of the treatment.

UNIT OF MEASURE - Displays the units of measure used to measure an item.

UNIT PRICE - Displays the price paid for an inventory item.



VISUAL PCI - Used to identify PCI calculations that have been determined based upon a visual inspection. If this check box is blank, then the PCI was extrapolated based upon the maintenance treatment that has been applied to a management section.

WEIGHTING FACTORS - Section displays the weighting factors established by your jurisdiction for the functional classes.

YEAR OF MAINTENANCE - Stores the proposed year of a treatment.

YEARS BETWEEN CRACK SEALS - Displays the number of years between the application of crack seals for the functional class with a specific severity.

YEARS BETWEEN SURFACE SEALS - Displays the recommended number of years that should come between surface seal application for the functional class with the indicated severity.

YEARS TO CALCULATE - Stores the number of years you want to include in the Budget Needs calculation. The number of years cannot be less than 5 or more than 20.

ZONES - Geographical areas of the city defined by city staff to aid in the development of a maintenance plan for residential roads.