CITY OF COLUSA

2021 PMP Update

Final Report

January 2022

Pavement Engineering Inc.

You can ride on our reputation

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Section I

Executive Summary

EXECUTIVE SUMMARY

The City of Colusa currently maintains approximately 35.37 centerline miles of roads representing 6,687,120 square feet of pavement with a replacement value of approximately $43,925,000 as calculated by StreetSaver®.

Pavement Engineering Inc. (PEI) updated all the streets in the City's Pavement Management System, using the Metropolitan Transportation Commission's (MTC) StreetSaver® program. The purpose of a Pavement Management System 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 System has several distinctive uses:

- As a budgeting tool, a Pavement Management System 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 System provides a quick and easy reference for pavement areas and use.
- As a pavement condition record, a Pavement Management System provides age, load-related, non-load related and climate-related pavement condition and deterioration information. The Pavement Management System uses pavement deterioration curves, based on nationwide research, which allow the program to predict a pavement's future condition.

A Pavement Management System is not capable of providing detailed engineering designs for a street. The Pavement Management System 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 System 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 35.37 centerline miles of road. Field inspections were completed in July 2021.

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 PCI showed a decrease of 3 or more points per year, or an increase of 1 PCI without a documented 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.

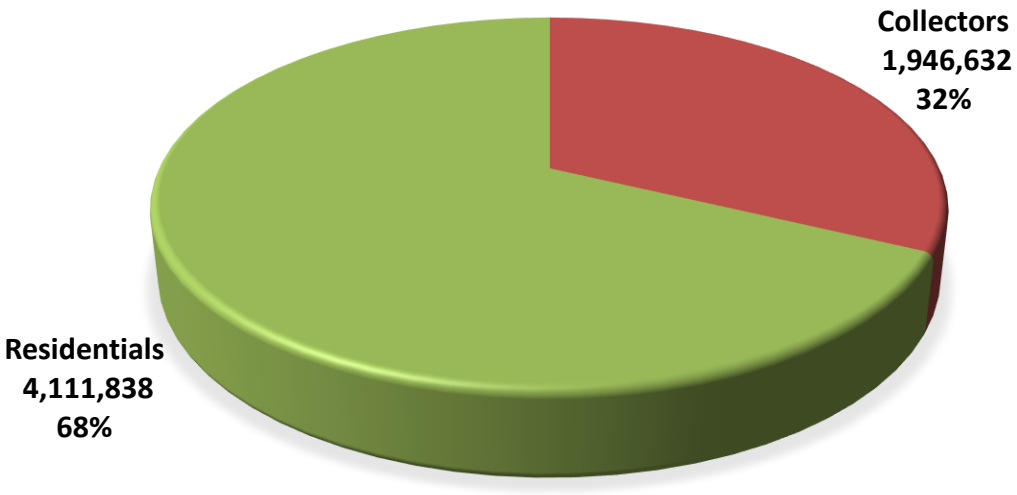
FINDINGS

These findings exclude all alleyways the city maintains. The updated Pavement Management System showed that the City's overall average PCI is 42.

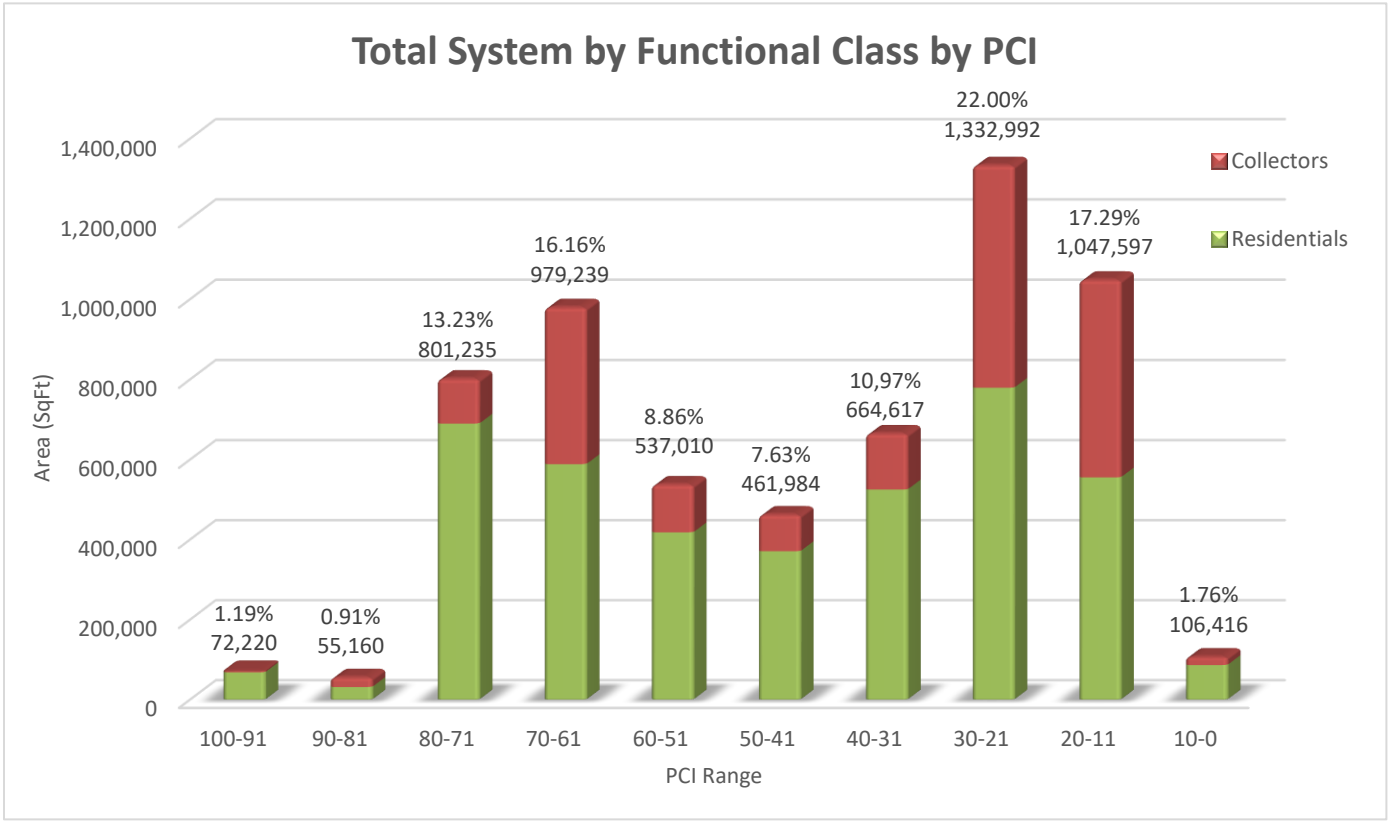
The breakdown by functional classification is as follows:

Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Collector	8.45	16.99	1,946,632	32.13%	38
Residential	18.60	36.96	4,111,838	67.87%	46
Totals	27.05	53.95	6,058,470	100.00%	42

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	1.19%	72,220
Good	90-71	14.14%	856,395
Fair	70-51	25.03%	1,516,249
Poor	50-31	18.60%	1,126,601
Failed	30-0	41.05%	2,487,005

The analysis shows that **59.65%** the City's pavement are in **Poor** to **Failed** 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 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

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.

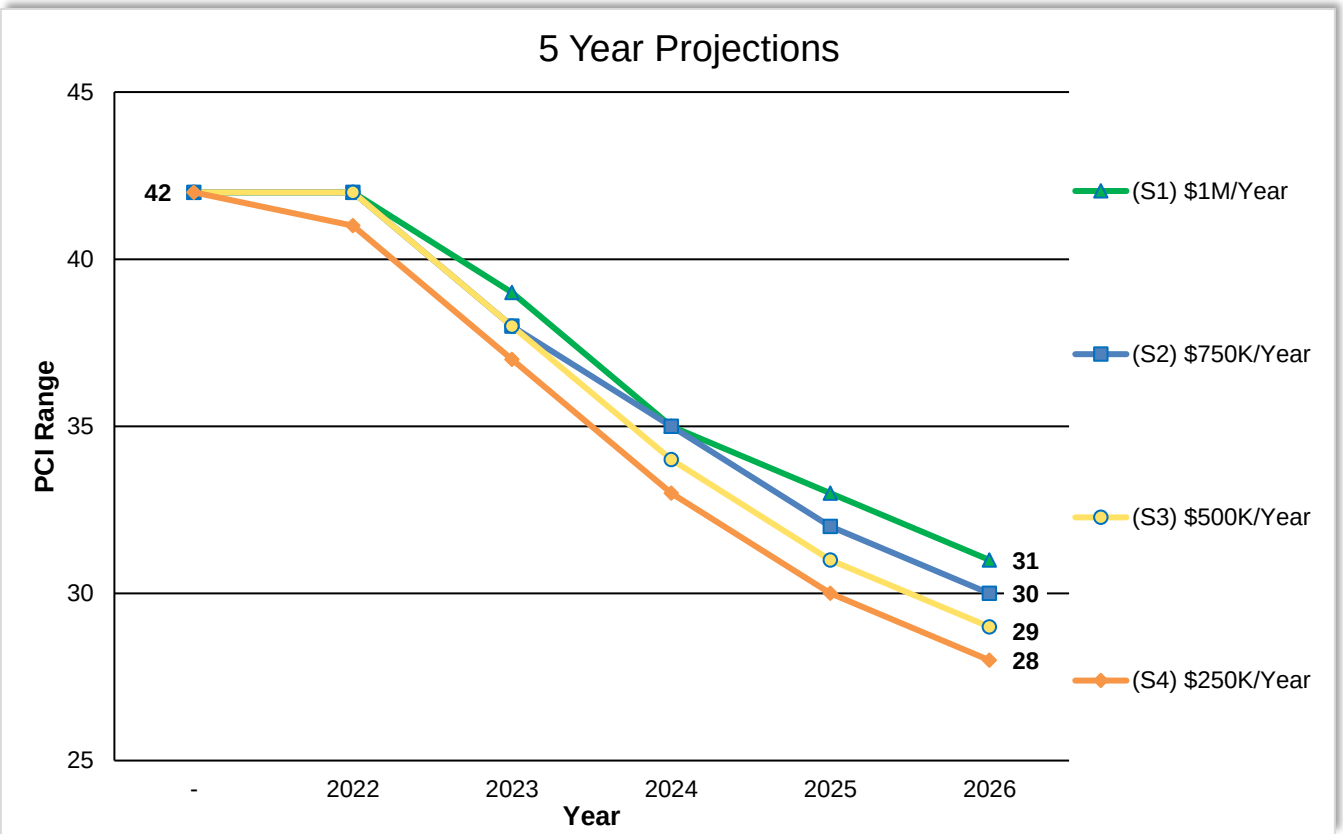
For the City of Colusa, the unit costs on the following table were used:

Treatment	Collector	Residential
Cost/ Sq Yd		
Crack Seal **($$/LF)**	$1.60	$1.60
Light Maintenance	$5.75	$5.75
Heavy Maintenance	$25.00	$21.50
Light Rehab	$64.00	$54.00
Heavy Rehab	$93.50	$80.00
Reconstruct	$182.00	$160.00

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

Budget Scenario Projections

PEI generated Four (4) scenario projections which are represented graphically below:



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

Scenario 1: An overall budget of $1,000,000 will decrease the overall PCI by 11 Points in 5 years.

Scenario 2: An overall budget of $750,000 will decrease the overall PCI by 12 Points in 5 years.

Scenario 3: An overall budget of $500,000 will decrease the overall PCI by 13 Points in 5 years.

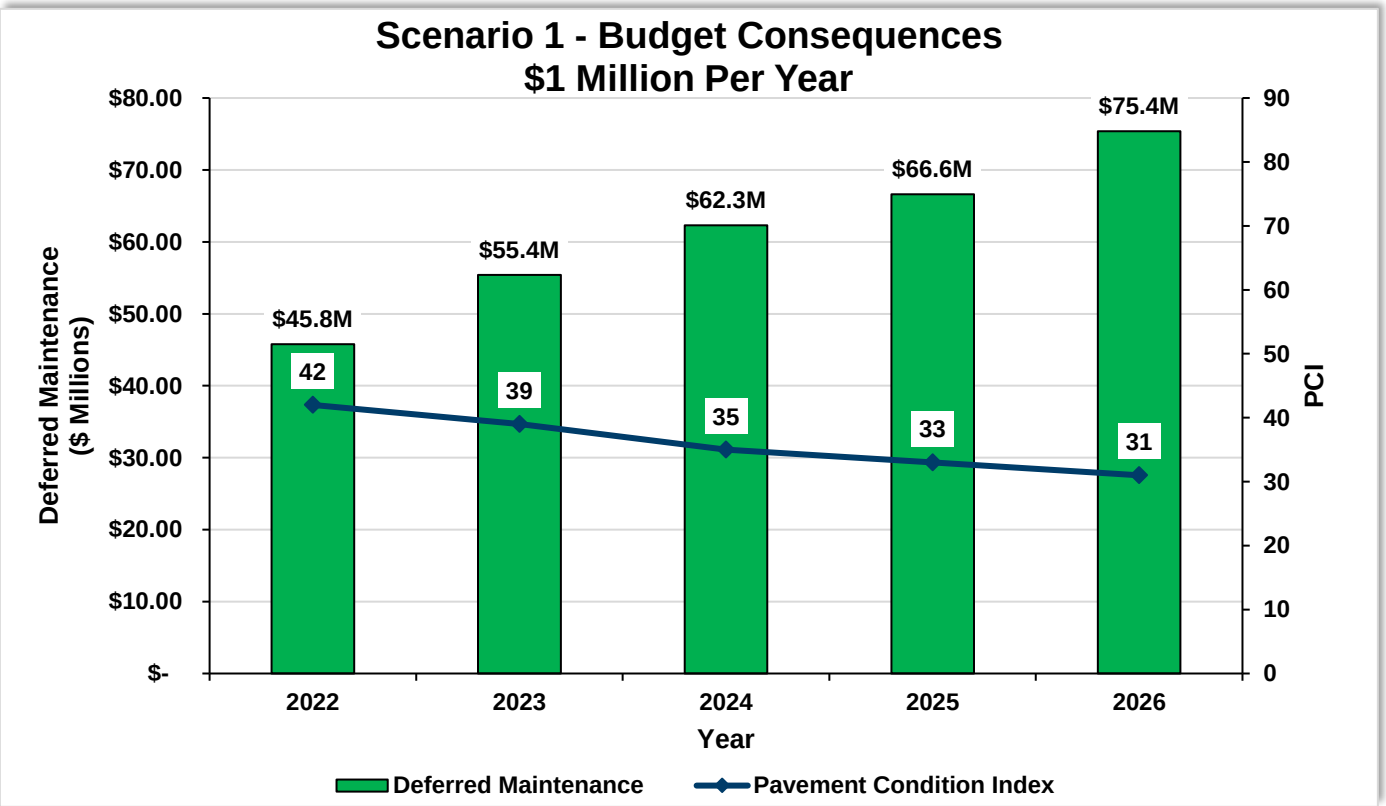
Scenario 4: An overall budget of $250,000 will decrease the overall PCI by 14 Points in 5 years.

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

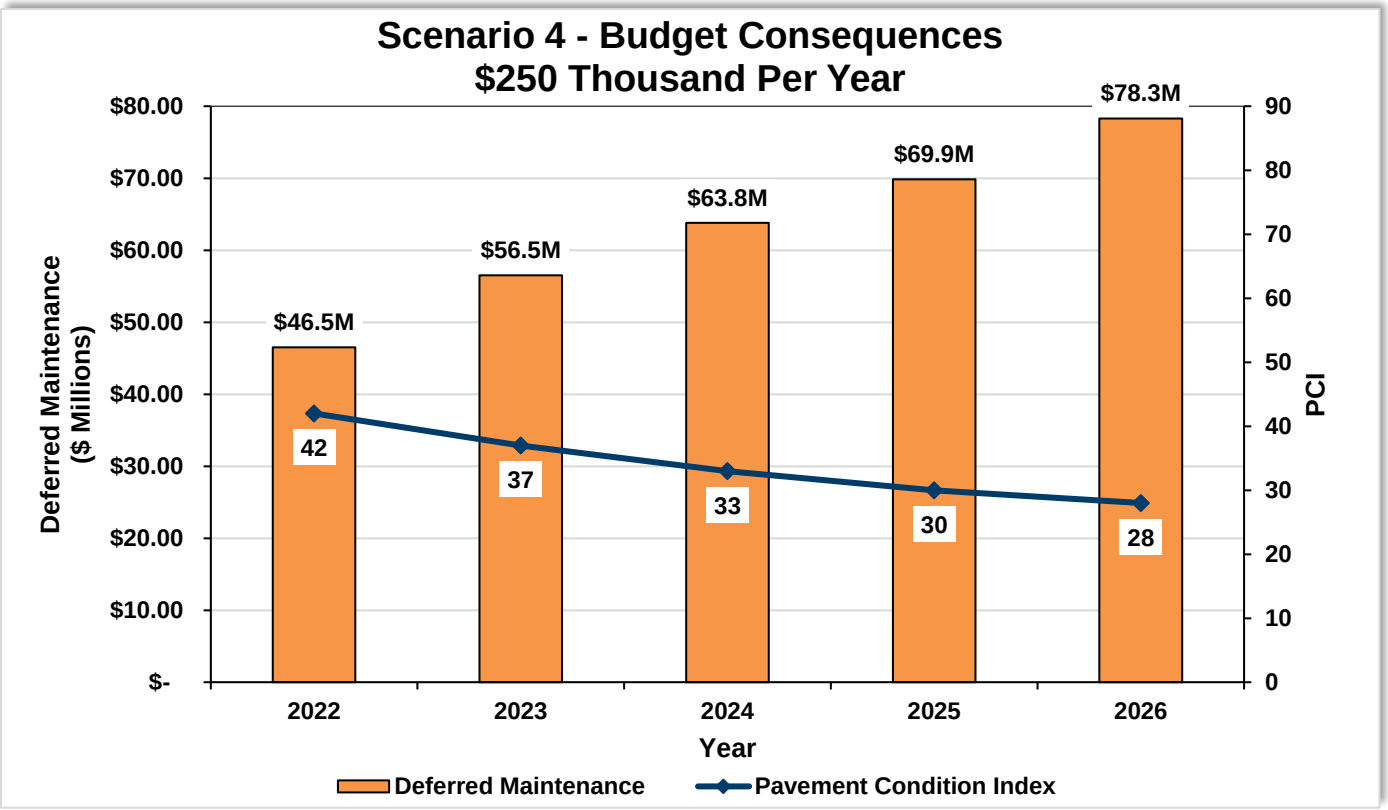
Budget Consequences

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

At a funding level of $1M/Yr., the PCI of the entire system will deteriorate from 42 to 31, an 11 PCI point drop over the next 5 years. In addition, the backlog of deferred maintenance grows from $45.8 million to $75.4 million, an increase of 65%.



At a funding level of $250K/Yr., the PCI of the entire system will deteriorate from 42 to 28, an 14 PCI point drop over the next 5 years. In addition, the backlog of deferred maintenance grows from $46.5 million to $78.3 million, an increase of 68%.



CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2021 Pavement Management System Update performed by PEI. PEI inspected all road segments in the Colusa. The average overall PCI for the City is 42. 59.65% of the City's pavement is in Poor to Failed condition.

To maintain the system at its current overall PCI of 42, the City will need to spend an average of $4.7 million annually over the next 5 years.

A review of the City's street system, by functional classification, shows that the Residential streets have the highest average PCI of 46 and the Collector streets have an average PCI of 38. 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 System 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 System 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 System, 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 System (PMS) 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 methods used in California is based on a 50 percent reliability. This means that the average pavement life of all pavements constructed using the design procedure will last the design life. It also means that about half will not last that long and the other half will last longer. To express this concept, a design life is often expressed in a span of years, such as 17 to 23 years for 20-year design life.

PAVEMENT DETERIORATION

The StreetSaver® Program is setup to track and mimic the deterioration that is occurring on the pavement segments. PEI takes exception to the amount of deterioration (11 PCI points) that StreetSaver® applies within the first year after a pavement has received a rehabilitation treatment. We have found this amount of deterioration to be generally excessive.

Pavement deteriorates from two processes, **fatigue** and **aging.** These processes 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 20 years. Each deterioration process has its own set of pavement defects, which are related to the process.

Fatigue

The first deterioration process is fatigue from 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 quantity of digouts, for a specific section of road, reaches approximately 10 percent, or more, of the total area, the pavement is considered to have reached its service life and will require a major rehabilitation treatment.

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 is composed of various sized aggregates and asphalt binder. The aggregates used are generally of fair quality and do experience some breakdown over time. Aggregate aging problems need to be addressed with maintenance treatments. The asphalt concrete binder ages as well. As the asphalt binder ages, it loses volume through the loss of volatile components in the asphalt. As the volume decreases, 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 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 distresses. These are:

1. Alligator Cracking (Fatigue)
2. Block Cracking
3. Distortions
4. Longitudinal & 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 rating manual are included herein:

Alligator Cracking (Fatigue)

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. Some of the pieces may rock under traffic.

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

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)

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.
3. 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 with a width that is less than 10 mm (3/8".) or
- (2) filled crack of any width (filler in satisfactory condition).

M One of the following conditions exists:
- (1) non-filled crack with a width that is greater than or equal to 10 mm and less than 75 mm (3/8" to 3")
- (2) non-filled crack with a width that is less than or equal to 75 mm (3"), surrounded by light and random cracking, or
- (3) filled crack with a width less than or equal to 75mm (3") where the filler is no longer in satisfactory condition.

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 with a width that is greater than 75 mm (3”.) 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

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

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

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

Description:

Weathering is the wearing away of the asphalt binder and fine aggregates from the pavement matrix.

Fine aggregate refers to the small sized aggregates (generally different types of sand) used in an 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:

L 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 $1/4^{th}$ 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 $1/4^{th}$ 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 should be determined depending on the street type and construction.

Slurry Seals

Slurry seals consist of a combination of fine aggregate and emulsified oil. Slurry seals are used to protect the pavement surface from the oxidizing effects of the sun and water, as well as providing a new wearing surface for the pavement. Slurry Seals are very useful, especially when the existing pavement surface is severely raveled, but is structurally sound. When applied to the correct pavements, a slurry seal can extend the life of a pavement, by five (5) to seven (7) years.

Cape Seals (Conventional & Rubberized)

Cape seals, whether Conventional or Rubberized, are applied in a two-part process. The first part consists of placing a chip seal. The second part consists of coating the chip seal with a slurry seal. A chip seal is an application of small angular rock (chips) approximately 1/4" to 3/8” in maximum size, embedded into a thick application of asphalt emulsion, or rubberized asphalt binder.

Conventional chip seals generally incorporate polymer modified binders into the asphalt emulsion, whereas rubberized chip seals use an asphalt binder that has rubber mixed in solution. The rubberized binder gives the pavement more flexibility and resilience.

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 can be placed over low to moderate alligator cracks and block shrinkage cracking. When applied to the correct pavement, a Conventional Cape Seal can extend the life of a pavement by 7 to 10 years, and a Rubberized Cape Seal can extend the life of a pavement by 7 to 12 years.

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. The common holding measures used by City 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 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, pavement fabric and varying thicknesses of asphalt concrete. Surface preparation can consist of crack filling, pavement repairs of base failures and leveling courses.

Pavement fabric is often used as a water inhibiting membrane and to retard reflective cracking. Care must be used with fabric to avoid intersections with heavy truck breaking, steep grades (generally over 8 percent), and areas where subsurface water might be trapped.

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.

RHMA Overlays

RHMA is the shortened reference for Rubberized Hot Mix Asphalt. This material 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 one (1) inch of RHMA is equal to two (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.

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 is an intermediate step between an overlay 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 cracking and stress history 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).

Cold In-Place Recycling (CIR)

CIR is an option when pavements are structurally adequate or slightly structurally deficient. It can be especially useful when pavements are thick (greater than 6 inches). CIR helps reduce crack history in thicker pavement and provides a green approach by using existing materials. CIR consists of either an emulsion process or a foaming process. The cold foam process can include mixing aggregate base with the asphalt.

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.

Reconstruction can consist of various alternatives including Full Depth HMA, HMA over aggregate base, or Full Depth Reclamation (FDR). Full Depth HMA is the fastest for construction but typically has higher costs than other reconstruction alternatives. FDR HMA can be a cost-effective approach but takes much longer to construct than HMA. HMA over aggregate base has a lower cost than Full Depth HMA but has significant impact on the public due to the slower construction process.

Section III

Pavement Management System Specifics

PAVEMENT MANAGEMENT SYSTEM SPECIFICS

This section discusses the characteristics of the Pavement Management System and its application for The City of Colusa.

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 System (PMS); 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 PMS if it was to be adopted and used by cities and counties.

In 1983, a consultant was retained to assist MTC in determining PMS needs, PMS resources, and problems. In addition, they were to develop three basic elements of a standardized prototype PMS: 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 PMS. Since that time the program has evolved into StreetSaver®.

Today, the Metropolitan Transportation Commission (MTC) for California's San Francisco Bay Area 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 system 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.

Implementation

There are several steps involved in implementing an effective Pavement Management System. 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.

SYSTEM ASSUMPTIONS

The goal of the Pavement Management System 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 maximum economical affect for a given subset of the system to be maintained. Using the Pavement Management System, management is able to realistically budget for economically maintaining The City's pavement system. Annually updating maintenance activity and costs keeps the system current.

PAVEMENT MAINTENANCE AND REHABILITATION (M&R) UNIT COSTS

The reliability and accuracy of any PMS 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 below.

Treatment Category	Typical Treatment
Light Maintenance	• Slurry Seal or Micro-Surface • Fog 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

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 miscellaneous work such as transitions, striping, dig outs, etc.

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 15% increase to account for potential PCC repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street section. The unit costs also include a 15% allowance to account for engineering design fees and inspection. As well as a 10% contingency. These prices are in today's dollars (2021) and do not account for inflation.

TREATMENT	COLLECTOR	RESIDENTIAL
	Cost/ Sq Yd	
Crack Seal ($$/LF)	$1.60	$1.60
Light Maintenance	$5.75	$5.75
Heavy Maintenance	$25.00	$21.50
Light Rehab.	$64.00	$54.00
Heavy Rehab.	$93.50	$80.00
Reconstruct	$182.00	$160.00

Decision Trees / Treatment Strategies

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 Colusa 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 overlays, light overlays, heavy maintenance, light maintenance and no action. 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 PMS 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 Colusa 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 adjusted during the update of The City of Colusa's Pavement Management System.

The new breakpoints are as follows:

<table>
<tr><th colspan="4">PCI BREAKPOINTS</th></tr>
<tr><th colspan="2">Collectors</th><th colspan="2">Residential</th></tr>
<tr><td>100</td><td colspan="2">I</td><td>100</td><td colspan="2">I</td></tr>
<tr><td>90</td><td colspan="2" rowspan="2">LIGHT MAINTENANCE</td><td>90</td><td colspan="2" rowspan="2">LIGHT MAINTENANCE</td></tr>
<tr><td rowspan="2">70</td><td rowspan="2">70</td></tr>
<tr><td>II</td><td>III</td><td>II</td><td>III</td></tr>
<tr><td></td><td>(Non-Load)</td><td>(Load)</td><td></td><td>(Non-Load)</td><td>(Load)</td></tr>
<tr><td></td><td rowspan="2">HEAVY MAINT.</td><td rowspan="2">LIGHT REHAB.</td><td></td><td rowspan="2">HEAVY MAINT.</td><td rowspan="2">LIGHT REHAB.</td></tr>
<tr><td rowspan="2">50</td><td rowspan="2">50</td></tr>
<tr><td colspan="2">IV</td><td colspan="2">IV</td></tr>
<tr><td></td><td colspan="2" rowspan="2">HEAVY REHAB.</td><td></td><td colspan="2" rowspan="2">HEAVY REHAB.</td></tr>
<tr><td rowspan="2">25</td><td rowspan="2">25</td></tr>
<tr><td colspan="2">V</td><td colspan="2">V</td></tr>
<tr><td>0</td><td colspan="2">RECONSTRUCT</td><td>0</td><td colspan="2">RECONSTRUCT</td></tr>
</table>

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 pavements. The streets were rated based on the StreetSaver® system described in the Background. 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.

SYSTEM UPDATES

The Pavement Management System is a dynamic program. It is expected that The City will continue to visually rate the street network and update the 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 new maintenance and rehabilitation work performed to any particular street segment.

Section IV
Reference Reports

Street List Alphabetical

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
10TH ST.	010	LEVEE ST.	MAIN ST.	315	37	11,655	16
10TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	60
11TH ST.	010	LEVEE ST	MAIN ST	288	42	12,096	5
11TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	78
11TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	64
11TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	31
11TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	61
11TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	68
11TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	20
11TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	27
11TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	22
12TH ST.	010	LEVEE ST.	MAIN ST.	340	46	15,640	34
12TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	34
12TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	24
12TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	29
12TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	30
12TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	17
12TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	77
12TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	71
12TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	73
12TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	73
12TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	69
13TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	24	8,160	23
1ST ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	38
1ST ST.	030	MARKET ST.	JAY ST.	330	46	15,180	30
1ST ST.	040	JAY ST.	OAK ST.	340	46	15,640	69

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
1ST ST.	050	OAK ST.	CLAY ST.	340	46	15,640	49
1ST ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	49
1ST ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	35
1ST ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	30
1ST ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	44
1ST ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	48
1ST ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	61
1ST ST.	120	SIOC ST.	IRRIGATION DITCH	180	46	8,280	5
2ND ST.	010	LEVEE ST.	MAIN ST.	200	43	8,600	15
2ND ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	39
2ND ST.	030	MARKET ST.	JAY ST.	305	46	14,030	77
2ND ST.	040	JAY ST.	OAK ST.	340	46	15,640	27
2ND ST.	050	OAK ST.	CLAY ST.	340	46	15,640	15
2ND ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	18
2ND ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	76
2ND ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	75
2ND ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	61
2ND ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	37
2ND ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	34
2ND ST.	120	SIOC ST.	LOUIS LN.	568	46	26,128	74
2ND ST.	130	LOUIS LN.	LARSEN LN.	414	46	19,044	64
3RD ST.	010	LEVEE ST.	MAIN ST.	155	42	6,510	15
3RD ST.	020	MAIN ST.	MARKET ST.	305	43	13,115	42
3RD ST.	030	ALLEY AL03MJ	JAY ST.	180	46	8,280	24
3RD ST.	040	JAY ST.	OAK ST.	340	46	15,640	24
3RD ST.	050	OAK ST.	CLAY ST.	340	46	15,640	19

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
3RD ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	33
3RD ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	21
3RD ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	18
3RD ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	49
3RD ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	20
3RD ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	22
3RD ST.	120	SIOC ST.	LOUIS LN.	550	43	23,650	48
3RD ST.	130	LOUIS LN.	LARSEN LN.	422	36	15,192	17
3RD ST.	140	LARSEN LN.	W. FLORIMOND DR.	502	40	20,080	18
3RD ST.	150	W. FLORIMOND DR.	JANICE DR.	307	40	12,280	16
3RD ST.	160	JANICE DR.	ALLEN CIR. N LEG	328	40	13,120	18
3RD ST.	170	ALLEN CIR. N LEG	ALLEN CIR. S LEG	332	40	13,280	18
3RD ST.	180	ALLEN CIR. S LEG	NAVAJO AVE.	280	40	11,200	16
3RD ST.	190	NAVAJO AVE.	CAHIL CIR.	280	40	11,200	64
3RD ST.	200	CAHIL CIR.	YOSEMITE WAY	287	40	11,480	63
3RD ST.	210	YOSEMITE WAY	VICTORIA WAY	511	40	20,440	62
3RD ST.	220	VICTORIA WAY	120' S OF VICTORIA	170	40	6,800	84
4TH ST.	010	LEVEE ST.	MAIN ST.	250	46	11,500	38
4TH ST.	020	MAIN ST.	MARKET ST.	305	57	17,385	43
4TH ST.	030	MARKET ST.	JAY ST.	305	57	17,385	50
4TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	21
4TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	74
4TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	45
4TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	50
4TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	25
4TH ST.	090	FREMONT ST.	CARSON ST.	340	46	15,640	17

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
4TH ST.	100	CARSON ST.	SIOC ST.	340	46	15,640	15
4TH ST.	110	SIOC ST.	END, SOUTH	255	46	11,730	13
5TH ST.	010	LEVEE ST.	MAIN ST.	285	59	16,815	20
5TH ST.	020	MAIN ST.	MARKET ST.	305	59	17,995	23
5TH ST.	030	MARKET ST.	JAY ST.	330	55	18,150	70
5TH ST.	040	JAY ST.	OAK ST.	340	55	18,700	58
5TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	11
5TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	13
5TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	11
5TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	46
5TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	26
5TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	35
5TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	35
5TH ST.	120	SIOC ST.	WARE AVE	600	46	27,600	39
5TH ST. (SOUTH)	140	WARE AVE.	CITY LIMIT	380	17	6,460	35
6TH ST.	020	MAIN ST.	MARKET ST.	305	57	17,385	74
6TH ST.	030	MARKET ST.	JAY ST.	330	51	16,830	63
6TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	80
6TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	80
6TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	31
6TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	15
6TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	80
6TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	80
6TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	22
6TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	62
6TH ST.	120	SIOC ST.	S END	340	46	15,640	27

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
7TH ST.	020	MAIN ST.	MARKET ST.	305	56	17,080	79
7TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	35
7TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	21
7TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	13
7TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	13
7TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	11
7TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	22
7TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	21
7TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	5
7TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	15
7TH ST.	120	SIOC ST.	HARRIS ST.	300	46	13,800	24
8TH ST.	020	MAIN ST.	MARKET ST.	305	49	14,945	55
8TH ST.	030	MARKET ST.	JAY ST.	330	46	15,180	38
8TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	62
8TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	29
8TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	14
8TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	24
8TH ST.	080	FREMONT ST.	CARSON ST.	340	46	15,640	24
8TH ST.	090	CARSON ST.	SIOC ST.	340	46	15,640	17
8TH ST.	100	SIOC ST.	HARRIS ST.	340	46	15,640	17
8TH ST.	110	HARRIS ST.	WARE AVE.	300	42	12,600	8
8TH ST.	120	WARE AVE.	COLUS AVE.	1,458	42	61,236	9
9TH ST.	010	LEVEE ST.	MAIN ST.	200	36	7,200	69
9TH ST.	020	MAIN ST.	MARKET ST.	340	36	12,240	58
9TH ST.	030	MARKET ST.	JAY ST.	330	46	15,180	13
9TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	40

Desktop Reference
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
9TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	30
9TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	33
9TH ST.	080	FREMONT ST.	CARSON ST.	340	46	15,640	21
9TH ST.	090	CARSON ST.	SIOC ST.	340	46	15,640	21
9TH ST.	100	SIOC ST.	HARRIS ST.	340	46	15,640	21
ALLEN CIR.	010	3RD ST. (N)	3RD ST. (S)	1,400	36	50,400	54
ASPEN CT.	010	COUNTRY CLUB DR.	CUL-DE-SAC	167	32	5,344	66
BABER DR.	010	CARSON ST.	SIOC ST.	340	40	13,600	36
BABER DR.	020	SIOC ST.	END, SOUTH	110	40	4,400	62
BIRCHWOOD PL.	010	BRENTWOOD DR.	WOODHAVEN DR.	538	32	17,216	44
BIRCHWOOD PL.	020	WOODHAVEN DR.	CUL-DE-SAC	441	32	14,112	41
BRENTWOOD DR.	010	COUNTRY CLUB DR.	BIRCHWOOD PL.	171	32	5,472	71
BRENTWOOD DR.	020	BIRCHWOOD PL.	END, SOUTH	110	32	3,520	65
BUTTE VISTA WAY	010	FLORIMOND DR.	SR20/45	240	36	8,640	27
CAHIL CIR.	010	3RD ST.	CUL-DE-SAC	230	32	7,360	67
CALDWELL CIR.	010	LARSEN LN.	CUL-DE-SAC	206	36	7,416	61
CALEB CT.	010	TARA DR.	CUL-DE-SAC	202	32	6,464	56
CARSON ST.	010	BABER DR.	12TH ST.	400	46	18,400	29
CARSON ST.	020	12TH ST.	CUL-DE-SAC	292	46	13,432	33
CARSON ST.	030	10TH ST.	9TH ST.	375	46	17,250	71
CARSON ST.	040	9TH ST.	8TH ST.	400	46	18,400	76
CARSON ST.	050	8TH	7TH	400	46	18,400	70
CARSON ST.	060	7TH ST.	6TH ST.	400	46	18,400	76
CARSON ST.	070	6TH ST.	5TH ST.	400	46	18,400	69
CARSON ST.	080	5TH ST.	4TH ST.	400	46	18,400	70
CARSON ST.	090	4TH ST.	3RD ST.	400	46	18,400	75

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
CARSON ST.	100	3RD ST.	2ND ST.	400	46	18,400	59
CARSON ST.	110	2ND ST.	1ST ST.	400	46	18,400	55
CARSON ST.	120	1ST ST.	BRIDGE ST.	375	46	17,250	45
CARSON ST.	130	BRIDGE ST.	C ST.	790	40	31,600	28
CARSON ST.	150	C ST.	D ST.	400	40	16,000	68
CLAY ST.	020	13TH ST.	12TH ST.	400	46	18,400	15
CLAY ST.	030	12TH ST.	11TH ST.	400	46	18,400	61
CLAY ST.	040	11TH ST.	10TH ST.	375	46	17,250	18
CLAY ST.	050	10TH ST.	9TH ST.	400	46	18,400	11
CLAY ST.	060	9TH ST.	8TH ST.	400	46	18,400	18
CLAY ST.	070	8TH ST.	7TH ST.	400	46	18,400	18
CLAY ST.	080	7TH ST.	6TH ST.	400	46	18,400	22
CLAY ST.	090	6TH ST.	5TH ST.	400	46	18,400	30
CLAY ST.	100	5TH ST.	4TH ST.	400	46	18,400	42
CLAY ST.	110	4TH ST.	3RD ST.	400	46	18,400	53
CLAY ST.	120	3RD ST.	2ND ST.	400	46	18,400	41
CLAY ST.	130	2ND ST.	1ST ST.	400	46	18,400	77
CLAY ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	77
COLUS AVE.	010	WILL S. GREEN AVE.	8TH ST.	1,650	42	69,300	63
COUNTRY CLUB DR.	010	WESCOTT RD.	ASPEN CT.	757	40	30,280	73
COUNTRY CLUB DR.	020	ASPEN CT.	BRENTWOOD DR.	269	40	10,760	72
COUNTRY CLUB DR.	030	BRENTWOOD DR.	FORESTWOOD DR.	223	40	8,920	69
COUNTRY CLUB DR.	040	FORESTWOOD DR.	WOODHAVEN DR	240	40	9,600	74
COUNTRY CLUB DR.	050	WOODHAVEN DR	OAK TREE LN. (S)	300	40	12,000	73
COUNTRY CLUB DR.	060	OAK TREE LN. (S)	OAK TREE LN. (N)	295	40	11,800	19
COUNTRY CLUB DR.	070	OAK TREE LN. (N)	ROSS CT.	319	40	12,760	14

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
COUNTRY CLUB DR.	080	ROSS CT.	JEREMY WAY	470	40	18,800	20
COUNTRY CLUB DR.	090	JEREMY WAY	MEADOW VIEW DR.	535	40	21,400	22
COUNTRY CLUB DR.	100	MEADOW VIEW DR.	FLORIMOND DR.	1,344	40	53,760	13
COUNTRY CLUB DR.	110	FLORIMOND DR.	SR20/45	140	40	5,600	15
CROMMER AVE.	010	D ST.	EAST END AT LEVEE	4,000	24	96,000	58
CYNTHIA DR.	010	WESCOTT RD.	SUNSET WAY	274	36	9,864	74
CYNTHIA DR.	020	SUNSET WAY	ROSEWOOD WAY	288	36	10,368	74
CYNTHIA DR.	030	ROSEWOOD WAY	FLORIMOND DR.	802	36	28,872	76
CYNTHIA DR.	040	FLORIMOND DR.	SR20/45	150	36	5,400	9
D ST.	080	WEBSTER ST.	LAFAYETTE ST.	332	46	15,272	33
D ST.	090	LAFAYETTE ST.	CARSON ST.	586	25	14,650	80
FLORIMOND DR.	020	WESCOTT RD.	SUNSET WAY	282	35	9,870	57
FLORIMOND DR.	030	SUNSET WAY	ROSEWOOD WAY	289	36	10,404	44
FLORIMOND DR.	040	ROSEWOOD WAY	BUTTE VISTA WAY	353	36	12,708	48
FLORIMOND DR.	050	BUTTE VISTA WAY	WILLOW GLEN CT.	210	36	7,560	5
FLORIMOND DR.	060	WILLOW GLEN CT.	CYNTHIA DR.	557	36	20,052	15
FLORIMOND DR.	070	CYNTHIA DR.	COUNTRY CLUB DR.	545	36	19,620	22
FLORIMOND DR. (WES	010	3RD ST.	WESCOTT RD.	1,237	40	49,480	64
FORESTWOOD DR.	010	COUNTRY CLUB DR.	WOODHAVEN DR.	367	32	11,744	49
FREMONT ST.	010	13TH ST.	12TH ST.	340	46	15,640	28
FREMONT ST.	020	12TH ST.	11TH ST.	400	46	18,400	33
FREMONT ST.	025	11TH ST.	10TH ST.	400	46	18,400	37
FREMONT ST.	030	10TH ST.	9TH ST.	375	46	17,250	65
FREMONT ST.	040	9TH ST.	8TH ST.	400	46	18,400	64
FREMONT ST.	050	8TH ST.	7TH ST.	400	46	18,400	62
FREMONT ST.	060	7TH ST.	6TH ST.	400	46	18,400	53

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Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
FREMONT ST.	070	6TH ST.	5TH ST.	400	46	18,400	60
FREMONT ST.	080	5TH ST.	4TH ST.	400	46	18,400	62
FREMONT ST.	090	4TH ST.	3RD ST.	400	46	18,400	64
FREMONT ST.	100	3RD ST.	2ND ST.	400	46	18,400	64
FREMONT ST.	110	2ND ST.	1ST ST.	400	46	18,400	65
FREMONT ST.	120	1ST ST.	BRIDGE ST.	375	46	17,250	57
FREMONT ST.	130	BRIDGE ST.	B ST.	375	25	9,375	33
FREMONT ST.	140	B ST.	C ST.	250	25	6,250	58
HARRIS ST.	010	10TH ST.	9TH ST.	400	46	18,400	95
HARRIS ST.	020	9TH ST.	8TH ST.	400	46	18,400	95
HARRIS ST.	030	8TH ST.	7TH ST.	400	46	18,400	18
JANICE DR.	010	3RD ST.	END, EAST	497	36	17,892	59
JAY ST.	020	13TH ST.	12TH ST.	340	46	15,640	33
JAY ST.	030	12TH ST.	11TH ST.	400	46	18,400	18
JAY ST.	040	11TH ST.	10TH ST.	375	46	17,250	22
JAY ST.	050	10TH ST.	9TH ST.	375	46	17,250	46
JAY ST.	060	9TH ST.	8TH ST.	400	46	18,400	44
JAY ST.	070	8TH ST.	7TH ST.	400	46	18,400	36
JAY ST.	080	7TH ST.	6TH ST.	400	46	18,400	27
JAY ST.	090	6TH ST.	5TH ST.	400	52	20,800	45
JAY ST.	100	5TH ST.	4TH ST.	400	57	22,800	32
JAY ST.	110	4TH ST.	3RD ST.	400	46	18,400	48
JAY ST.	120	3RD ST.	2ND ST.	400	46	18,400	31
JAY ST.	130	2ND ST.	1ST ST.	400	46	18,400	17
JAY ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	56
JEREMY WAY	010	TARA DR.	COUNTRY CLUB DR.	382	40	15,280	52

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
LAFAYETTE ST.	020	13TH ST.	12TH ST.	350	46	16,100	63
LAFAYETTE ST.	030	12TH ST.	11TH ST.	400	46	18,400	41
LAFAYETTE ST.	040	11TH ST.	10TH ST.	375	46	17,250	10
LAFAYETTE ST.	050	7TH ST.	6TH ST.	400	46	18,400	59
LAFAYETTE ST.	060	6TH ST.	5TH ST.	400	46	18,400	65
LAFAYETTE ST.	070	4TH ST.	3RD ST.	400	46	18,400	16
LAFAYETTE ST.	080	3RD ST.	2ND ST.	400	46	18,400	12
LAFAYETTE ST.	090	2ND ST.	1ST ST.	400	46	18,400	74
LAFAYETTE ST.	100	1ST ST.	BRIDGE ST.	375	46	17,250	75
LARSEN LN.	010	3RD ST.	PARKVIEW CIR.	251	43	10,793	53
LARSEN LN.	020	PARKVIEW CIR.	CALDWELL CIR.	259	43	11,137	61
LARSEN LN.	030	CALDWELL CIR.	WESCOTT RD.	679	25	16,975	52
LINDSEY DR.	010	COUNTRY CLUB DR.	PAIGE CT.	700	32	22,400	61
LINDSEY DR.	020	PAIGE CT.	WOODHAVEN DR.	255	32	8,160	51
LINDSEY PL.	010	WOODHAVEN DR.	CUL-DE-SAC	150	32	4,800	55
LOUIS LN.	010	WEST END	3RD ST.	193	36	6,948	75
LOUIS LN.	020	3RD ST.	2ND ST.	437	36	15,732	75
LOUIS LN.	030	2ND ST.	WESCOTT RD.	764	36	27,504	69
MAIN ST.	010	13TH ST.	12TH ST.	400	45	18,000	10
MAIN ST.	020	12TH ST.	11TH ST.	400	45	18,000	11
MAIN ST.	030	11TH ST.	10TH ST.	400	36	14,400	20
MAIN ST.	040	10TH ST.	9TH ST.	400	48	19,200	18
MAIN ST.	050	9TH ST.	8TH ST.	400	36	14,400	34
MAIN ST.	060	8TH ST.	7TH ST.	400	51	20,400	61
MAIN ST.	070	7TH ST.	6TH ST.	400	50	20,000	56
MAIN ST.	080	6TH ST.	5TH ST.	400	52	20,800	21

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
MAIN ST.	090	5TH ST.	4TH ST.	400	52	20,800	19
MAIN ST.	100	4TH ST.	3RD ST.	400	46	18,400	29
MAIN ST.	110	3RD ST.	2ND ST.	400	47	18,800	28
MAIN ST.	120	2ND ST.	1ST ST.	400	46	18,400	27
MAIN ST.	130	1ST ST.	BRIDGE ST.	375	46	17,250	26
MEADOW VIEW DR.	010	WESCOTT RD.	COUNTRY CLUB DR.	935	40	37,400	66
MODOC CT.	020	CUL-DE-SAC	NAVAJO AVE.	242	32	7,744	75
MODOC ST.	010	NAVAJO AVE.	CUL-DE-SAC	402	32	12,864	70
NAVAJO AVE.	010	END, WEST	3RD ST.	169	40	6,760	70
NAVAJO AVE.	020	3RD ST.	YOSEMITE WAY	460	40	18,400	61
NAVAJO AVE.	030	YOSEMITE WAY	MODOC ST.	436	40	17,440	70
NAVAJO AVE.	040	MODOC ST.	SIOUX ST.	257	40	10,280	68
NAVAJO AVE.	050	SIOUX ST.	WESCOTT RD.	272	40	10,880	67
OAK ST.	020	13TH ST.	12TH ST.	400	46	18,400	22
OAK ST.	030	12TH ST.	11TH ST.	400	46	18,400	14
OAK ST.	040	11TH ST.	10TH ST.	375	46	17,250	21
OAK ST.	050	10TH ST.	9TH ST.	375	46	17,250	36
OAK ST.	060	9TH ST.	8TH ST.	400	46	18,400	23
OAK ST.	070	8TH ST.	7TH ST.	400	46	18,400	23
OAK ST.	080	7TH ST.	6TH ST.	400	46	18,400	26
OAK ST.	090	6TH ST.	5TH ST.	400	46	18,400	74
OAK ST.	100	5TH ST.	4TH ST.	400	46	18,400	75
OAK ST.	110	4TH ST.	3RD ST.	400	46	18,400	19
OAK ST.	120	3RD ST.	2ND ST.	400	46	18,400	15
OAK ST.	130	2ND ST.	1ST ST.	400	46	18,400	13
OAK ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	73

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
OAK TREE LN.	010	COUNTRY CLUB DR. (N)	COUNTRY CLUB DR. (S)	690	32	22,080	22
PAIGE CT.	010	CUL-DE-SAC	LINDSEY DR.	230	32	7,360	69
PARKHILL ST.	020	13TH ST.	12TH ST.	375	46	17,250	13
PARKHILL ST.	030	12TH ST.	11TH ST.	400	46	18,400	21
PARKHILL ST.	040	11TH ST.	10TH ST.	400	46	18,400	6
PARKHILL ST.	050	10TH ST.	9TH ST.	400	46	18,400	22
PARKHILL ST.	060	9TH ST.	8TH ST.	400	46	18,400	22
PARKHILL ST.	070	8TH ST.	7TH ST.	400	46	18,400	21
PARKHILL ST.	080	7TH ST.	6TH ST.	400	46	18,400	21
PARKHILL ST.	090	6TH ST.	5TH ST.	400	46	18,400	21
PARKHILL ST.	100	5TH ST.	4TH ST.	400	46	18,400	22
PARKHILL ST.	110	4TH ST.	3RD ST.	400	46	18,400	12
PARKHILL ST.	120	3RD ST.	2ND ST.	400	46	18,400	11
PARKHILL ST.	130	2ND ST.	1ST ST.	400	46	18,400	75
PARKHILL ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	76
PARKVIEW CIR.	010	LARSEN LN.	CUL-DE-SAC	205	32	6,560	61
ROSEWOOD WAY	010	FLORIMOND DR.	CYNTHIA DR.	677	36	24,372	68
ROSS CT.	020	COUNTRY CLUB DR.	CUL-DE-SAC	126	32	4,032	36
SEQUOIA WAY	010	YOSEMITE WAY	SIOUX ST.	875	32	28,000	60
SIOC ST.	010	13TH ST.	12TH ST.	400	46	18,400	38
SIOC ST.	020	10TH ST.	9TH ST.	375	46	17,250	43
SIOC ST.	030	9TH ST.	8TH ST.	400	46	18,400	31
SIOC ST.	040	8TH ST.	7TH ST.	400	46	18,400	26
SIOC ST.	050	7TH ST.	6TH ST.	400	46	18,400	39
SIOC ST.	060	6TH ST.	5TH ST.	400	46	18,400	40
SIOC ST.	070	5TH ST.	4TH ST.	400	46	18,400	71

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
SIOC ST.	080	4TH ST.	3RD ST.	400	46	18,400	71
SIOC ST.	090	3RD ST.	2ND ST.	400	46	18,400	75
SIOC ST.	100	2ND ST.	1ST ST.	400	46	18,400	68
SIOC ST.	110	1ST ST.	BRIDGE ST.	375	46	17,250	69
SIOUX ST.	010	NAVAJO AVE.	SEQUOIA WAY	352	40	14,080	41
SIOUX ST.	020	SEQUOIA WAY	END, SOUTH	103	40	4,120	66
SUNSET WAY	010	FLORIMOND DR.	CYNTHIA DR.	663	37	24,531	77
TARA DR.	010	WESCOTT RD.	CALEB CT.	331	40	13,240	73
TARA DR.	020	CALEB CT.	JEREMY WAY	487	40	19,480	53
TARA DR.	030	JEREMY WAY	CHANGE OF PAVEMENT	135	40	5,400	69
TARA DR.	040	CHANGE OF PAVEMENT	CUL-DE-SAC	325	40	13,000	71
VICTORIA WAY	010	3RD ST.	CUL-DE-SAC	385	33	12,705	77
WARE AVE.	010	8TH ST.	SOUTH 5TH ST.	1,128	22	24,816	67
WEBSTER ST.	020	13TH ST.	12TH ST.	400	46	18,400	29
WEBSTER ST.	030	12TH ST.	11TH ST.	400	46	18,400	36
WEBSTER ST.	040	11TH ST.	10TH ST.	375	46	17,250	28
WEBSTER ST.	050	10TH ST.	9TH ST.	375	46	17,250	20
WEBSTER ST.	060	9TH ST.	8TH ST.	400	46	18,400	21
WEBSTER ST.	070	8TH ST.	7TH ST.	400	49	19,600	19
WEBSTER ST.	080	7TH ST.	6TH ST.	400	46	18,400	17
WEBSTER ST.	090	6TH ST.	5TH ST.	400	46	18,400	14
WEBSTER ST.	100	5TH ST.	4TH ST.	400	46	18,400	33
WEBSTER ST.	110	4TH ST.	3RD ST.	400	46	18,400	68
WEBSTER ST.	120	3RD ST.	2ND ST.	400	46	18,400	74
WEBSTER ST.	130	2ND ST.	1ST ST.	400	46	18,400	17
WEBSTER ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	23

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
WESCOTT RD.	010	SR20/45	LOUIS LN.	180	23	4,140	94
WESCOTT RD.	020	LOUIS LN.	LARSEN LN.	469	50	23,450	29
WESCOTT RD.	030	LARSEN LN.	FLORIMOND DR.	504	50	25,200	17
WESCOTT RD.	040	FLORIMOND DR.	CYNTHIA DR.	653	50	32,650	12
WESCOTT RD.	050	CYNTHIA DR.	MEADOW VIEW DR.	822	50	41,100	28
WESCOTT RD.	060	MEADOW VIEW DR.	NAVAJO AVE.	212	50	10,600	31
WESCOTT RD.	070	NAVAJO AVE.	TARA DR.	107	50	5,350	27
WESCOTT RD.	080	TARA DR.	600' S OF TARA	600	47	28,200	29
WESCOTT RD.	090	600' S OF TARA	WALNUT TREE DR.	1,540	37	56,980	28
WILL S. GREEN AVE.	010	STATE HIGHWAY 20	COLUS AVE.	457	26	11,882	17
WILL S. GREEN AVE.	020	COLUS AVE.	PARKER ST.	750	26	19,500	43
WILL S. GREEN AVE.	030	PARKER ST.	CITY LIMIT	450	26	11,700	58
WILLOW GLEN CT.	010	CUL-DE-SAC	FLORIMOND DR.	222	36	7,992	24
WOODHAVEN DR.	010	CUL-DE-SAC	LINDSEY DR.	468	32	14,976	71
WOODHAVEN DR.	020	LINDSEY DR.	COUNTRY CLUB DR.	263	32	8,416	54
WOODHAVEN DR.	030	COUNTRY CLUB DR.	FORESTWOOD DR.	608	32	19,456	36
WOODHAVEN DR.	040	FORESTWOOD DR.	BIRCHWOOD PL.	256	32	8,192	65
YOSEMITE WAY	010	NAVAJO AVE.	SEQUIOA WAY	728	40	29,120	54
YOSEMITE WAY	020	SEQUOIA WAY	3RD ST.	247	40	9,880	67

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Street Name	Section ID	From	To	Length	Width	Area	Current PCI
HARRIS ST.	010	10TH ST.	9TH ST.	400	46	18,400	95
HARRIS ST.	020	9TH ST.	8TH ST.	400	46	18,400	95
WESCOTT RD.	010	SR20/45	LOUIS LN.	180	23	4,140	94
3RD ST.	220	VICTORIA WAY	120' S OF VICTORIA	170	40	6,800	84
6TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	80
6TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	80
6TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	80
6TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	80
D ST.	090	LAFAYETTE ST.	CARSON ST.	586	25	14,650	80
7TH ST.	020	MAIN ST.	MARKET ST.	305	56	17,080	79
11TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	78
12TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	77
2ND ST.	030	MARKET ST.	JAY ST.	305	46	14,030	77
CLAY ST.	130	2ND ST.	1ST ST.	400	46	18,400	77
CLAY ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	77
SUNSET WAY	010	FLORIMOND DR.	CYNTHIA DR.	663	37	24,531	77
VICTORIA WAY	010	3RD ST.	CUL-DE-SAC	385	33	12,705	77
2ND ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	76
CARSON ST.	040	9TH ST.	8TH ST.	400	46	18,400	76
CARSON ST.	060	7TH ST.	6TH ST.	400	46	18,400	76
CYNTHIA DR.	030	ROSEWOOD WAY	FLORIMOND DR.	802	36	28,872	76
PARKHILL ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	76
2ND ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	75
CARSON ST.	090	4TH ST.	3RD ST.	400	46	18,400	75
LAFAYETTE ST.	100	1ST ST.	BRIDGE ST.	375	46	17,250	75
LOUIS LN.	010	WEST END	3RD ST.	193	36	6,948	75

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PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
LOUIS LN.	020	3RD ST.	2ND ST.	437	36	15,732	75
MODOC CT.	020	CUL-DE-SAC	NAVAJO AVE.	242	32	7,744	75
OAK ST.	100	5TH ST.	4TH ST.	400	46	18,400	75
PARKHILL ST.	130	2ND ST.	1ST ST.	400	46	18,400	75
SIOC ST.	090	3RD ST.	2ND ST.	400	46	18,400	75
2ND ST.	120	SIOC ST.	LOUIS LN.	568	46	26,128	74
4TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	74
6TH ST.	020	MAIN ST.	MARKET ST.	305	57	17,385	74
COUNTRY CLUB DR.	040	FORESTWOOD DR.	WOODHAVEN DR	240	40	9,600	74
CYNTHIA DR.	010	WESCOTT RD.	SUNSET WAY	274	36	9,864	74
CYNTHIA DR.	020	SUNSET WAY	ROSEWOOD WAY	288	36	10,368	74
LAFAYETTE ST.	090	2ND ST.	1ST ST.	400	46	18,400	74
OAK ST.	090	6TH ST.	5TH ST.	400	46	18,400	74
WEBSTER ST.	120	3RD ST.	2ND ST.	400	46	18,400	74
12TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	73
12TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	73
COUNTRY CLUB DR.	010	WESCOTT RD.	ASPEN CT.	757	40	30,280	73
COUNTRY CLUB DR.	050	WOODHAVEN DR	OAK TREE LN. (S)	300	40	12,000	73
OAK ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	73
TARA DR.	010	WESCOTT RD.	CALEB CT.	331	40	13,240	73
COUNTRY CLUB DR.	020	ASPEN CT.	BRENTWOOD DR.	269	40	10,760	72
12TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	71
BRENTWOOD DR.	010	COUNTRY CLUB DR.	BIRCHWOOD PL.	171	32	5,472	71
CARSON ST.	030	10TH ST.	9TH ST.	375	46	17,250	71
SIOC ST.	070	5TH ST.	4TH ST.	400	46	18,400	71
SIOC ST.	080	4TH ST.	3RD ST.	400	46	18,400	71

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
TARA DR.	040	CHANGE OF PAVEMENT	CUL-DE-SAC	325	40	13,000	71
WOODHAVEN DR.	010	CUL-DE-SAC	LINDSEY DR.	468	32	14,976	71
5TH ST.	030	MARKET ST.	JAY ST.	330	55	18,150	70
CARSON ST.	050	8TH	7TH	400	46	18,400	70
CARSON ST.	080	5TH ST.	4TH ST.	400	46	18,400	70
MODOC ST.	010	NAVAJO AVE.	CUL-DE-SAC	402	32	12,864	70
NAVAJO AVE.	010	END, WEST	3RD ST.	169	40	6,760	70
NAVAJO AVE.	030	YOSEMITE WAY	MODOC ST.	436	40	17,440	70
12TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	69
1ST ST.	040	JAY ST.	OAK ST.	340	46	15,640	69
9TH ST.	010	LEVEE ST.	MAIN ST.	200	36	7,200	69
CARSON ST.	070	6TH ST.	5TH ST.	400	46	18,400	69
COUNTRY CLUB DR.	030	BRENTWOOD DR.	FORESTWOOD DR.	223	40	8,920	69
LOUIS LN.	030	2ND ST.	WESCOTT RD.	764	36	27,504	69
PAIGE CT.	010	CUL-DE-SAC	LINDSEY DR.	230	32	7,360	69
SIOC ST.	110	1ST ST.	BRIDGE ST.	375	46	17,250	69
TARA DR.	030	JEREMY WAY	CHANGE OF PAVEMENT	135	40	5,400	69
11TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	68
CARSON ST.	150	C ST.	D ST.	400	40	16,000	68
NAVAJO AVE.	040	MODOC ST.	SIOUX ST.	257	40	10,280	68
ROSEWOOD WAY	010	FLORIMOND DR.	CYNTHIA DR.	677	36	24,372	68
SIOC ST.	100	2ND ST.	1ST ST.	400	46	18,400	68
WEBSTER ST.	110	4TH ST.	3RD ST.	400	46	18,400	68
CAHIL CIR.	010	3RD ST.	CUL-DE-SAC	230	32	7,360	67
NAVAJO AVE.	050	SIOUX ST.	WESCOTT RD.	272	40	10,880	67
WARE AVE.	010	8TH ST.	SOUTH 5TH ST.	1,128	22	24,816	67

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
YOSEMITE WAY	020	SEQUOIA WAY	3RD ST.	247	40	9,880	67
ASPEN CT.	010	COUNTRY CLUB DR.	CUL-DE-SAC	167	32	5,344	66
MEADOW VIEW DR.	010	WESCOTT RD.	COUNTRY CLUB DR.	935	40	37,400	66
SIOUX ST.	020	SEQUOIA WAY	END, SOUTH	103	40	4,120	66
BRENTWOOD DR.	020	BIRCHWOOD PL.	END, SOUTH	110	32	3,520	65
FREMONT ST.	030	10TH ST.	9TH ST.	375	46	17,250	65
FREMONT ST.	110	2ND ST.	1ST ST.	400	46	18,400	65
LAFAYETTE ST.	060	6TH ST.	5TH ST.	400	46	18,400	65
WOODHAVEN DR.	040	FORESTWOOD DR.	BIRCHWOOD PL.	256	32	8,192	65
11TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	64
2ND ST.	130	LOUIS LN.	LARSEN LN.	414	46	19,044	64
3RD ST.	190	NAVAJO AVE.	CAHIL CIR.	280	40	11,200	64
FLORIMOND DR. (WES	010	3RD ST.	WESCOTT RD.	1,237	40	49,480	64
FREMONT ST.	040	9TH ST.	8TH ST.	400	46	18,400	64
FREMONT ST.	090	4TH ST.	3RD ST.	400	46	18,400	64
FREMONT ST.	100	3RD ST.	2ND ST.	400	46	18,400	64
3RD ST.	200	CAHIL CIR.	YOSEMITE WAY	287	40	11,480	63
6TH ST.	030	MARKET ST.	JAY ST.	330	51	16,830	63
COLUS AVE.	010	WILL S. GREEN AVE.	8TH ST.	1,650	42	69,300	63
LAFAYETTE ST.	020	13TH ST.	12TH ST.	350	46	16,100	63
3RD ST.	210	YOSEMITE WAY	VICTORIA WAY	511	40	20,440	62
6TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	62
8TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	62
BABER DR.	020	SIOC ST.	END, SOUTH	110	40	4,400	62
FREMONT ST.	050	8TH ST.	7TH ST.	400	46	18,400	62
FREMONT ST.	080	5TH ST.	4TH ST.	400	46	18,400	62

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
11TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	61
1ST ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	61
2ND ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	61
CALDWELL CIR.	010	LARSEN LN.	CUL-DE-SAC	206	36	7,416	61
CLAY ST.	030	12TH ST.	11TH ST.	400	46	18,400	61
LARSEN LN.	020	PARKVIEW CIR.	CALDWELL CIR.	259	43	11,137	61
LINDSEY DR.	010	COUNTRY CLUB DR.	PAIGE CT.	700	32	22,400	61
MAIN ST.	060	8TH ST.	7TH ST.	400	51	20,400	61
NAVAJO AVE.	020	3RD ST.	YOSEMITE WAY	460	40	18,400	61
PARKVIEW CIR.	010	LARSEN LN.	CUL-DE-SAC	205	32	6,560	61
10TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	60
FREMONT ST.	070	6TH ST.	5TH ST.	400	46	18,400	60
SEQUOIA WAY	010	YOSEMITE WAY	SIOUX ST.	875	32	28,000	60
CARSON ST.	100	3RD ST.	2ND ST.	400	46	18,400	59
JANICE DR.	010	3RD ST.	END, EAST	497	36	17,892	59
LAFAYETTE ST.	050	7TH ST.	6TH ST.	400	46	18,400	59
5TH ST.	040	JAY ST.	OAK ST.	340	55	18,700	58
9TH ST.	020	MAIN ST.	MARKET ST.	340	36	12,240	58
CROMMER AVE.	010	D ST.	EAST END AT LEVEE	4,000	24	96,000	58
FREMONT ST.	140	B ST.	C ST.	250	25	6,250	58
WILL S. GREEN AVE.	030	PARKER ST.	CITY LIMIT	450	26	11,700	58
FLORIMOND DR.	020	WESCOTT RD.	SUNSET WAY	282	35	9,870	57
FREMONT ST.	120	1ST ST.	BRIDGE ST.	375	46	17,250	57
CALEB CT.	010	TARA DR.	CUL-DE-SAC	202	32	6,464	56
JAY ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	56
MAIN ST.	070	7TH ST.	6TH ST.	400	50	20,000	56

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
8TH ST.	020	MAIN ST.	MARKET ST.	305	49	14,945	55
CARSON ST.	110	2ND ST.	1ST ST.	400	46	18,400	55
LINDSEY PL.	010	WOODHAVEN DR.	CUL-DE-SAC	150	32	4,800	55
ALLEN CIR.	010	3RD ST. (N)	3RD ST. (S)	1,400	36	50,400	54
WOODHAVEN DR.	020	LINDSEY DR.	COUNTRY CLUB DR.	263	32	8,416	54
YOSEMITE WAY	010	NAVAJO AVE.	SEQUIOA WAY	728	40	29,120	54
CLAY ST.	110	4TH ST.	3RD ST.	400	46	18,400	53
FREMONT ST.	060	7TH ST.	6TH ST.	400	46	18,400	53
LARSEN LN.	010	3RD ST.	PARKVIEW CIR.	251	43	10,793	53
TARA DR.	020	CALEB CT.	JEREMY WAY	487	40	19,480	53
JEREMY WAY	010	TARA DR.	COUNTRY CLUB DR.	382	40	15,280	52
LARSEN LN.	030	CALDWELL CIR.	WESCOTT RD.	679	25	16,975	52
LINDSEY DR.	020	PAIGE CT.	WOODHAVEN DR.	255	32	8,160	51
4TH ST.	030	MARKET ST.	JAY ST.	305	57	17,385	50
4TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	50
1ST ST.	050	OAK ST.	CLAY ST.	340	46	15,640	49
1ST ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	49
3RD ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	49
FORESTWOOD DR.	010	COUNTRY CLUB DR.	WOODHAVEN DR.	367	32	11,744	49
1ST ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	48
3RD ST.	120	SIOC ST.	LOUIS LN.	550	43	23,650	48
FLORIMOND DR.	040	ROSEWOOD WAY	BUTTE VISTA WAY	353	36	12,708	48
JAY ST.	110	4TH ST.	3RD ST.	400	46	18,400	48
5TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	46
JAY ST.	050	10TH ST.	9TH ST.	375	46	17,250	46
4TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	45

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
CARSON ST.	120	1ST ST.	BRIDGE ST.	375	46	17,250	45
JAY ST.	090	6TH ST.	5TH ST.	400	52	20,800	45
1ST ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	44
BIRCHWOOD PL.	010	BRENTWOOD DR.	WOODHAVEN DR.	538	32	17,216	44
FLORIMOND DR.	030	SUNSET WAY	ROSEWOOD WAY	289	36	10,404	44
JAY ST.	060	9TH ST.	8TH ST.	400	46	18,400	44
4TH ST.	020	MAIN ST.	MARKET ST.	305	57	17,385	43
SIOC ST.	020	10TH ST.	9TH ST.	375	46	17,250	43
WILL S. GREEN AVE.	020	COLUS AVE.	PARKER ST.	750	26	19,500	43
3RD ST.	020	MAIN ST.	MARKET ST.	305	43	13,115	42
CLAY ST.	100	5TH ST.	4TH ST.	400	46	18,400	42
BIRCHWOOD PL.	020	WOODHAVEN DR.	CUL-DE-SAC	441	32	14,112	41
CLAY ST.	120	3RD ST.	2ND ST.	400	46	18,400	41
LAFAYETTE ST.	030	12TH ST.	11TH ST.	400	46	18,400	41
SIOUX ST.	010	NAVAJO AVE.	SEQUOIA WAY	352	40	14,080	41
9TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	40
SIOC ST.	060	6TH ST.	5TH ST.	400	46	18,400	40
2ND ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	39
5TH ST.	120	SIOC ST.	WARE AVE	600	46	27,600	39
SIOC ST.	050	7TH ST.	6TH ST.	400	46	18,400	39
1ST ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	38
4TH ST.	010	LEVEE ST.	MAIN ST.	250	46	11,500	38
8TH ST.	030	MARKET ST.	JAY ST.	330	46	15,180	38
SIOC ST.	010	13TH ST.	12TH ST.	400	46	18,400	38
2ND ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	37
FREMONT ST.	025	11TH ST.	10TH ST.	400	46	18,400	37

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
BABER DR.	010	CARSON ST.	SIOC ST.	340	40	13,600	36
JAY ST.	070	8TH ST.	7TH ST.	400	46	18,400	36
OAK ST.	050	10TH ST.	9TH ST.	375	46	17,250	36
ROSS CT.	020	COUNTRY CLUB DR.	CUL-DE-SAC	126	32	4,032	36
WEBSTER ST.	030	12TH ST.	11TH ST.	400	46	18,400	36
WOODHAVEN DR.	030	COUNTRY CLUB DR.	FORESTWOOD DR.	608	32	19,456	36
1ST ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	35
5TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	35
5TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	35
5TH ST. (SOUTH)	140	WARE AVE.	CITY LIMIT	380	17	6,460	35
7TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	35
12TH ST.	010	LEVEE ST.	MAIN ST.	340	46	15,640	34
12TH ST.	020	MAIN ST.	MARKET ST.	305	46	14,030	34
2ND ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	34
MAIN ST.	050	9TH ST.	8TH ST.	400	36	14,400	34
3RD ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	33
9TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	33
CARSON ST.	020	12TH ST.	CUL-DE-SAC	292	46	13,432	33
D ST.	080	WEBSTER ST.	LAFAYETTE ST.	332	46	15,272	33
FREMONT ST.	020	12TH ST.	11TH ST.	400	46	18,400	33
FREMONT ST.	130	BRIDGE ST.	B ST.	375	25	9,375	33
JAY ST.	020	13TH ST.	12TH ST.	340	46	15,640	33
WEBSTER ST.	100	5TH ST.	4TH ST.	400	46	18,400	33
JAY ST.	100	5TH ST.	4TH ST.	400	57	22,800	32
11TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	31
6TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	31

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
JAY ST.	120	3RD ST.	2ND ST.	400	46	18,400	31
SIOC ST.	030	9TH ST.	8TH ST.	400	46	18,400	31
WESCOTT RD.	060	MEADOW VIEW DR.	NAVAJO AVE.	212	50	10,600	31
12TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	30
1ST ST.	030	MARKET ST.	JAY ST.	330	46	15,180	30
1ST ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	30
9TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	30
CLAY ST.	090	6TH ST.	5TH ST.	400	46	18,400	30
12TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	29
8TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	29
CARSON ST.	010	BABER DR.	12TH ST.	400	46	18,400	29
MAIN ST.	100	4TH ST.	3RD ST.	400	46	18,400	29
WEBSTER ST.	020	13TH ST.	12TH ST.	400	46	18,400	29
WESCOTT RD.	020	LOUIS LN.	LARSEN LN.	469	50	23,450	29
WESCOTT RD.	080	TARA DR.	600' S OF TARA	600	47	28,200	29
CARSON ST.	130	BRIDGE ST.	C ST.	790	40	31,600	28
FREMONT ST.	010	13TH ST.	12TH ST.	340	46	15,640	28
MAIN ST.	110	3RD ST.	2ND ST.	400	47	18,800	28
WEBSTER ST.	040	11TH ST.	10TH ST.	375	46	17,250	28
WESCOTT RD.	050	CYNTHIA DR.	MEADOW VIEW DR.	822	50	41,100	28
WESCOTT RD.	090	600' S OF TARA	WALNUT TREE DR.	1,540	37	56,980	28
11TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	27
2ND ST.	040	JAY ST.	OAK ST.	340	46	15,640	27
6TH ST.	120	SIOC ST.	S END	340	46	15,640	27
BUTTE VISTA WAY	010	FLORIMOND DR.	SR20/45	240	36	8,640	27
JAY ST.	080	7TH ST.	6TH ST.	400	46	18,400	27

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
MAIN ST.	120	2ND ST.	1ST ST.	400	46	18,400	27
WESCOTT RD.	070	NAVAJO AVE.	TARA DR.	107	50	5,350	27
5TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	26
MAIN ST.	130	1ST ST.	BRIDGE ST.	375	46	17,250	26
OAK ST.	080	7TH ST.	6TH ST.	400	46	18,400	26
SIOC ST.	040	8TH ST.	7TH ST.	400	46	18,400	26
4TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	25
12TH ST.	030	MARKET ST.	JAY ST.	305	46	14,030	24
3RD ST.	030	ALLEY AL03MJ	JAY ST.	180	46	8,280	24
3RD ST.	040	JAY ST.	OAK ST.	340	46	15,640	24
7TH ST.	120	SIOC ST.	HARRIS ST.	300	46	13,800	24
8TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	24
8TH ST.	080	FREMONT ST.	CARSON ST.	340	46	15,640	24
WILLOW GLEN CT.	010	CUL-DE-SAC	FLORIMOND DR.	222	36	7,992	24
13TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	24	8,160	23
5TH ST.	020	MAIN ST.	MARKET ST.	305	59	17,995	23
OAK ST.	060	9TH ST.	8TH ST.	400	46	18,400	23
OAK ST.	070	8TH ST.	7TH ST.	400	46	18,400	23
WEBSTER ST.	140	1ST ST.	BRIDGE ST.	375	46	17,250	23
11TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	22
3RD ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	22
6TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	22
7TH ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	22
CLAY ST.	080	7TH ST.	6TH ST.	400	46	18,400	22
COUNTRY CLUB DR.	090	JEREMY WAY	MEADOW VIEW DR.	535	40	21,400	22
FLORIMOND DR.	070	CYNTHIA DR.	COUNTRY CLUB DR.	545	36	19,620	22

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
JAY ST.	040	11TH ST.	10TH ST.	375	46	17,250	22
OAK ST.	020	13TH ST.	12TH ST.	400	46	18,400	22
OAK TREE LN.	010	COUNTRY CLUB DR. (N)	COUNTRY CLUB DR. (S)	690	32	22,080	22
PARKHILL ST.	050	10TH ST.	9TH ST.	400	46	18,400	22
PARKHILL ST.	060	9TH ST.	8TH ST.	400	46	18,400	22
PARKHILL ST.	100	5TH ST.	4TH ST.	400	46	18,400	22
3RD ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	21
4TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	21
7TH ST.	040	JAY ST.	OAK ST.	340	46	15,640	21
7TH ST.	090	LAFAYETTE ST.	FREMONT ST.	340	46	15,640	21
9TH ST.	080	FREMONT ST.	CARSON ST.	340	46	15,640	21
9TH ST.	090	CARSON ST.	SIOC ST.	340	46	15,640	21
9TH ST.	100	SIOC ST.	HARRIS ST.	340	46	15,640	21
MAIN ST.	080	6TH ST.	5TH ST.	400	52	20,800	21
OAK ST.	040	11TH ST.	10TH ST.	375	46	17,250	21
PARKHILL ST.	030	12TH ST.	11TH ST.	400	46	18,400	21
PARKHILL ST.	070	8TH ST.	7TH ST.	400	46	18,400	21
PARKHILL ST.	080	7TH ST.	6TH ST.	400	46	18,400	21
PARKHILL ST.	090	6TH ST.	5TH ST.	400	46	18,400	21
WEBSTER ST.	060	9TH ST.	8TH ST.	400	46	18,400	21
11TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	20
3RD ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	20
5TH ST.	010	LEVEE ST.	MAIN ST.	285	59	16,815	20
COUNTRY CLUB DR.	080	ROSS CT.	JEREMY WAY	470	40	18,800	20
MAIN ST.	030	11TH ST.	10TH ST.	400	36	14,400	20
WEBSTER ST.	050	10TH ST.	9TH ST.	375	46	17,250	20

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
3RD ST.	050	OAK ST.	CLAY ST.	340	46	15,640	19
COUNTRY CLUB DR.	060	OAK TREE LN. (S)	OAK TREE LN. (N)	295	40	11,800	19
MAIN ST.	090	5TH ST.	4TH ST.	400	52	20,800	19
OAK ST.	110	4TH ST.	3RD ST.	400	46	18,400	19
WEBSTER ST.	070	8TH ST.	7TH ST.	400	49	19,600	19
2ND ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	18
3RD ST.	080	WEBSTER ST.	LAFAYETTE ST.	340	46	15,640	18
3RD ST.	140	LARSEN LN.	W. FLORIMOND DR.	502	40	20,080	18
3RD ST.	160	JANICE DR.	ALLEN CIR. N LEG	328	40	13,120	18
3RD ST.	170	ALLEN CIR. N LEG	ALLEN CIR. S LEG	332	40	13,280	18
CLAY ST.	040	11TH ST.	10TH ST.	375	46	17,250	18
CLAY ST.	060	9TH ST.	8TH ST.	400	46	18,400	18
CLAY ST.	070	8TH ST.	7TH ST.	400	46	18,400	18
HARRIS ST.	030	8TH ST.	7TH ST.	400	46	18,400	18
JAY ST.	030	12TH ST.	11TH ST.	400	46	18,400	18
MAIN ST.	040	10TH ST.	9TH ST.	400	48	19,200	18
12TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	17
3RD ST.	130	LOUIS LN.	LARSEN LN.	422	36	15,192	17
4TH ST.	090	FREMONT ST.	CARSON ST.	340	46	15,640	17
8TH ST.	090	CARSON ST.	SIOC ST.	340	46	15,640	17
8TH ST.	100	SIOC ST.	HARRIS ST.	340	46	15,640	17
JAY ST.	130	2ND ST.	1ST ST.	400	46	18,400	17
WEBSTER ST.	080	7TH ST.	6TH ST.	400	46	18,400	17
WEBSTER ST.	130	2ND ST.	1ST ST.	400	46	18,400	17
WESCOTT RD.	030	LARSEN LN.	FLORIMOND DR.	504	50	25,200	17
WILL S. GREEN AVE.	010	STATE HIGHWAY 20	COLUS AVE.	457	26	11,882	17

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
10TH ST.	010	LEVEE ST.	MAIN ST.	315	37	11,655	16
3RD ST.	150	W. FLORIMOND DR.	JANICE DR.	307	40	12,280	16
3RD ST.	180	ALLEN CIR. S LEG	NAVAJO AVE.	280	40	11,200	16
LAFAYETTE ST.	070	4TH ST.	3RD ST.	400	46	18,400	16
2ND ST.	010	LEVEE ST.	MAIN ST.	200	43	8,600	15
2ND ST.	050	OAK ST.	CLAY ST.	340	46	15,640	15
3RD ST.	010	LEVEE ST.	MAIN ST.	155	42	6,510	15
4TH ST.	100	CARSON ST.	SIOC ST.	340	46	15,640	15
6TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	15
7TH ST.	110	CARSON ST.	SIOC ST.	340	46	15,640	15
CLAY ST.	020	13TH ST.	12TH ST.	400	46	18,400	15
COUNTRY CLUB DR.	110	FLORIMOND DR.	SR20/45	140	40	5,600	15
FLORIMOND DR.	060	WILLOW GLEN CT.	CYNTHIA DR.	557	36	20,052	15
OAK ST.	120	3RD ST.	2ND ST.	400	46	18,400	15
8TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	14
COUNTRY CLUB DR.	070	OAK TREE LN. (N)	ROSS CT.	319	40	12,760	14
OAK ST.	030	12TH ST.	11TH ST.	400	46	18,400	14
WEBSTER ST.	090	6TH ST.	5TH ST.	400	46	18,400	14
4TH ST.	110	SIOC ST.	END, SOUTH	255	46	11,730	13
5TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	13
7TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	13
7TH ST.	060	CLAY ST.	PARKHILL ST.	340	46	15,640	13
9TH ST.	030	MARKET ST.	JAY ST.	330	46	15,180	13
COUNTRY CLUB DR.	100	MEADOW VIEW DR.	FLORIMOND DR.	1,344	40	53,760	13
OAK ST.	130	2ND ST.	1ST ST.	400	46	18,400	13
PARKHILL ST.	020	13TH ST.	12TH ST.	375	46	17,250	13

Desktop Reference
PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Current PCI
LAFAYETTE ST.	080	3RD ST.	2ND ST.	400	46	18,400	12
PARKHILL ST.	110	4TH ST.	3RD ST.	400	46	18,400	12
WESCOTT RD.	040	FLORIMOND DR.	CYNTHIA DR.	653	50	32,650	12
5TH ST.	050	OAK ST.	CLAY ST.	340	46	15,640	11
5TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	11
7TH ST.	070	PARKHILL ST.	WEBSTER ST.	340	46	15,640	11
CLAY ST.	050	10TH ST.	9TH ST.	400	46	18,400	11
MAIN ST.	020	12TH ST.	11TH ST.	400	45	18,000	11
PARKHILL ST.	120	3RD ST.	2ND ST.	400	46	18,400	11
LAFAYETTE ST.	040	11TH ST.	10TH ST.	375	46	17,250	10
MAIN ST.	010	13TH ST.	12TH ST.	400	45	18,000	10
8TH ST.	120	WARE AVE.	COLUS AVE.	1,458	42	61,236	9
CYNTHIA DR.	040	FLORIMOND DR.	SR20/45	150	36	5,400	9
8TH ST.	110	HARRIS ST.	WARE AVE.	300	42	12,600	8
PARKHILL ST.	040	11TH ST.	10TH ST.	400	46	18,400	6
11TH ST.	010	LEVEE ST	MAIN ST	288	42	12,096	5
1ST ST.	120	SIOC ST.	IRRIGATION DITCH	180	46	8,280	5
7TH ST.	100	FREMONT ST.	CARSON ST.	340	46	15,640	5
FLORIMOND DR.	050	BUTTE VISTA WAY	WILLOW GLEN CT.	210	36	7,560	5

Appendix A
Summarized System Information

Network Summary Statistics

Printed: 9/14/2021

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Collector	81	6.33	12.67	1,432,812	35
Residential/Local	247	18.16	36.33	4,042,316	45
Rural Local (7)	3	0.31	0.63	43,082	40
Rural Major Collector (5)	26	2.16	4.32	524,420	41
Total	357	26.96	53.95	6,042,630	
				Overall Network PCI as of 9/14/2021:	42
**Combined	2	0.12	0.24	26,440	N/A
Residential/Local	1	0.06	0.13	15,640	N/A
Gravel	1	0.06	0.11	10,800	N/A

***** 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: 09/14/2021

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Collector	AC	6.7	$11.22	708,582	$7,951
	ST	5.9	$4.62	724,230	$3,346
Other	AC	16.8	$11.22	640,810	$7,191
	ST	0.0	$11.22	3,680	$41
Residential/Local	AC	8.9	$8.48	765,192	$6,488
	ST	27.6	$4.55	3,292,764	$14,993
Rural Local (7)	AC	0.6	$8.48	43,082	$365
Rural Major Collector (5)	AC	1.3	$11.22	170,690	$1,915
	ST	3.0	$4.62	353,730	$1,634
	Grand Total:	70.9		6,702,760	$43,925

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$6.50		6	
			Restoration Treatment	LIGHT REHABILITATION	$71.50			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$71.50			
		IV - Poor		HEAVY REHABILITATION	$101.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$197.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$6.50		6	
			Restoration Treatment	LIGHT REHABILITATION	$71.50			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$71.50			
		IV - Poor		HEAVY REHABILITATION	$101.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$197.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$6.50		6	
			Restoration Treatment	LIGHT REHABILITATION	$71.50			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$71.50			
		IV - Poor		HEAVY REHABILITATION	$101.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$197.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$1.09			
		III - Good, Load Related		DO NOTHING	$1.09			
		IV - Poor		DO NOTHING	$30.17			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$197.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	ST	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$6.50		6	
			Restoration Treatment	LIGHT REHABILITATION	$71.50			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$71.50			
		IV - Poor		HEAVY REHABILITATION	$101.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$197.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

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	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		6	
			Restoration Treatment	LIGHT REHABILITATION	$64.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$64.00			
		IV - Poor		HEAVY REHABILITATION	$93.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$182.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		6	
			Restoration Treatment	LIGHT REHABILITATION	$64.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$64.00			
		IV - Poor		HEAVY REHABILITATION	$93.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$182.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		6	
			Restoration Treatment	LIGHT REHABILITATION	$64.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$64.00			
		IV - Poor		HEAVY REHABILITATION	$93.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$182.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		9	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$1.09			
		III - Good, Load Related		DO NOTHING	$1.09			
		IV - Poor		DO NOTHING	$30.17			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$182.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	3		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		6	
			Restoration Treatment	LIGHT REHABILITATION	$64.00			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.00		6	
		III - Good, Load Related		LIGHT REHABILITATION	$64.00			
		IV - Poor		HEAVY REHABILITATION	$93.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$182.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$1.09			
		III - Good, Load Related		DO NOTHING	$1.09			
		IV - Poor		DO NOTHING	$30.17			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	$160.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$1.09			
		III - Good, Load Related		DO NOTHING	$1.09			
		IV - Poor		DO NOTHING	$30.17			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 09/15/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	ST	I - Very Good	Crack Treatment	SEAL CRACKS	$1.60	4		
			Surface Treatment	LIGHT MAINTENANCE	$5.75		8	
			Restoration Treatment	LIGHT REHABILITATION	$54.00			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$21.50		8	
		III - Good, Load Related		LIGHT REHABILITATION	$54.00			
		IV - Poor		HEAVY REHABILITATION	$80.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$160.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix B
Budget Scenarios

Scenario 1
($1M/ Year over 5 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment

Scenarios - Network Condition Summary

Interest: 0% Inflation: 3% Printed: 01/25/2022

Scenario: $1M/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$1,000,000	0%	2024	$1,000,000	0%	2026	$1,000,000	0%
2023	$1,000,000	0%	2025	$1,000,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	41	42	2.26	4.51
2023	36	39	2.11	4.23
2024	32	35	0.74	1.49
2025	29	33	1.04	2.07
2026	26	31	2.66	5.31

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.7%	12.5%	0.0%	14.2%
II / III	0.0%	9.0%	16.7%	0.0%	25.7%
IV	0.0%	7.4%	17.4%	0.0%	24.9%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	2.7%	14.8%	0.0%	17.4%
II / III	0.0%	8.1%	15.5%	0.0%	23.5%
IV	0.0%	7.4%	16.4%	0.0%	23.8%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	3.1%	17.2%	0.0%	20.3%
II / III	0.0%	2.9%	10.8%	0.0%	13.6%
IV	0.0%	5.9%	5.8%	0.0%	11.7%
V	0.0%	20.5%	33.8%	0.0%	54.3%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Cost Summary

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $1M/Year

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2022	0%	$1,000,000	II	$287,129	Non-Project	$1,491	$0	$45,778,637	Funded	$0
			III	$134,400					Unmet	$205,540
			IV	$576,962	Project	$0				
			V	$0						
			Total	$998,491						
			Project	$0						
2023	0%	$1,000,000	II	$656,381	Non-Project	$5,426	$0	$55,407,280	Funded	$0
			III	$0					Unmet	$49,249
			IV	$337,649	Project	$0				
			V	$0						
			Total	$994,030						
			Project	$0						
2024	0%	$1,000,000	II	$194,059	Non-Project	$0	$0	$62,318,627	Funded	$0
			III	$0					Unmet	$30,428
			IV	$803,919	Project	$0				
			V	$0						
			Total	$997,978						
			Project	$0						
2025	0%	$1,000,000	II	$284,435	Non-Project	$296	$0	$66,621,290	Funded	$0
			III	$0					Unmet	$20,535
			IV	$713,034	Project	$0				
			V	$0						
			Total	$997,469						
			Project	$0						
2026	0%	$1,000,000	II	$187,379	Non-Project	$15,213	$0	$75,380,334	Funded	$0
			III	$316,854					Unmet	$12,556
			IV	$479,074	Project	$0				
			V	$0						
			Total	$983,307						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	$589,326	$8,355	$0	$118,020
Residential/Local	$4,381,949	$14,071	$0	$200,289
Grand Total:	$4,971,275	$22,426	$0	$318,309

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $1M/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$1,000,000	0%	2024	$1,000,000	0%	2026	$1,000,000	0%
2023	$1,000,000	0%	2025	$1,000,000	0%			

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BIRCHWOOD PL.	BRENTWOOD DR.	WOODHAVEN DR.	BIRCHW	010	538	32	17,216	R	AC		43	43	100	$153,032	9,590	HEAVY REHABILITATION
BIRCHWOOD PL.	WOODHAVEN DR.	CUL-DE-SAC	BIRCHW	020	441	32	14,112	R	AC		40	40	100	$125,440	9,734	HEAVY REHABILITATION
SIOUX ST.	NAVAJO AVE.	SEQUOIA WAY	SIOUXS	010	352	40	14,080	R	AC		40	40	100	$125,156	9,734	HEAVY REHABILITATION
WILL S. GREEN AVE.	COLUS AVE.	PARKER ST.	WILLSG	020	750	26	19,500	RL	AC		42	42	100	$173,334	9,638	HEAVY REHABILITATION
												Treatment Total		$576,962		
11TH ST.	OAK ST.	CLAY ST.	11THST	050	340	46	15,640	R	ST		60	60	100	$37,363	9,501	HEAVY MAINTENANCE
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	60	100	$37,363	10,518	HEAVY MAINTENANCE
2ND ST.	LAFAYETTE ST.	FREMONT ST.	2NDSTR	090	340	46	15,640	R	ST		60	60	100	$37,363	9,504	HEAVY MAINTENANCE
FREMONT ST.	8TH ST.	7TH ST.	FREMON	050	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
FREMONT ST.	5TH ST.	4TH ST.	FREMON	080	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
MAIN ST.	8TH ST.	7TH ST.	MAINST	060	400	51	20,400	C	ST		60	60	100	$56,667	10,685	HEAVY MAINTENANCE
NAVAJO AVE.	END, WEST	3RD ST.	NAVAJO	010	169	40	6,760	R	AC		68	69	78	$16,149	7,032	HEAVY MAINTENANCE
												Treatment Total		$287,129		
LINDSEY DR.	COUNTRY CLUB DR.	PAIGE CT.	LINDSD	010	700	32	22,400	R	AC		60	60	100	$134,400	11,944	LIGHT REHABILITATION
												Treatment Total		$134,400		
					Year 2022 Area Total		198,188					Year 2022 Total		$998,491		

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FORESTWOOD DR.	COUNTRY CLUB DR.	WOODHAVEN DR.	FOREST	010	367	32	11,744	R	AC		48	46	100	$107,523	9,155	HEAVY REHABILITATION
LARSEN LN.	CALDWELL CIR.	WESCOTT RD.	LARSEN	030	679	25	16,975	R	AC		51	49	100	$155,416	8,942	HEAVY REHABILITATION
LINDSEY DR.	PAIGE CT.	WOODHAVEN DR.	LINDSD	020	255	32	8,160	R	AC		50	48	100	$74,710	9,018	HEAVY REHABILITATION
												Treatment Total		$337,649		
1ST ST.	JAY ST.	OAK ST.	1STSTR	040	340	46	15,640	R	ST		67	66	100	$38,484	8,817	HEAVY MAINTENANCE
6TH ST.	MARKET ST.	JAY ST.	6THSTR	030	330	51	16,830	R	ST		62	60	100	$41,412	9,223	HEAVY MAINTENANCE
BRENTWOOD DR.	COUNTRY CLUB DR.	BIRCHWOOD PL.	BRENTW	010	171	32	5,472	R	AC		69	68	77	$13,465	6,782	HEAVY MAINTENANCE
CARSON ST.	6TH ST.	5TH ST.	CARSON	070	400	46	18,400	R	ST		67	66	100	$45,275	8,807	HEAVY MAINTENANCE
FREMONT ST.	10TH ST.	9TH ST.	FREMON	030	375	46	17,250	RMaC	ST		64	62	100	$49,355	9,335	HEAVY MAINTENANCE

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $1M/Year

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FREMONT ST.	9TH ST.	8TH ST.	FREMON	040	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	4TH ST.	3RD ST.	FREMON	090	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	3RD ST.	2ND ST.	FREMON	100	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	2ND ST.	1ST ST.	FREMON	110	400	46	18,400	RMaC	ST		64	62	100	$52,645	9,335	HEAVY MAINTENANCE
LAFAYETTE ST.	13TH ST.	12TH ST.	LAFAYE	020	350	46	16,100	R	ST		62	60	100	$39,615	9,223	HEAVY MAINTENANCE
LOUIS LN.	2ND ST.	WESCOTT RD.	LOUISL	030	764	36	27,504	R	ST		67	66	100	$67,676	8,815	HEAVY MAINTENANCE
ROSEWOOD WAY	FLORIMOND DR.	CYNTHIA DR.	ROSEWO	010	677	36	24,372	R	ST		66	65	100	$59,969	9,187	HEAVY MAINTENANCE
SIOC ST.	2ND ST.	1ST ST.	SIOCST	100	400	46	18,400	R	ST		66	65	100	$45,275	9,176	HEAVY MAINTENANCE
WEBSTER ST.	4TH ST.	3RD ST.	WEBSTE	110	400	46	18,400	R	ST		66	65	100	$45,275	9,181	HEAVY MAINTENANCE
												Treatment Total		$656,381		
3RD ST.	VICTORIA WAY	120' S OF VICTORIA	3RDSTR	220	170	40	6,800	C	AC		83	81	89	$4,475	27,172	LIGHT MAINTENANCE
												Treatment Total		$4,475		
					Year 2023 Area Total		295,647					Year 2023 Total		$998,505		

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
1ST ST.	FREMONT ST.	CARSON ST.	1STSTR	100	340	46	15,640	R	ST		47	41	100	$147,489	8,223	HEAVY REHABILITATION
ALLEN CIR.	3RD ST. (N)	3RD ST. (S)	ALLENC	010	1,400	36	50,400	R	AC		53	49	100	$475,284	8,689	HEAVY REHABILITATION
LARSEN LN.	3RD ST.	PARKVIEW CIR.	LARSEN	010	251	43	10,793	R	AC		52	48	100	$101,781	8,764	HEAVY REHABILITATION
WOODHAVEN DR.	LINDSEY DR.	COUNTRY CLUB DR.	WOODHA	020	263	32	8,416	R	AC		53	49	100	$79,365	8,689	HEAVY REHABILITATION
												Treatment Total		$803,919		
LAFAYETTE ST.	6TH ST.	5TH ST.	LAFAYE	060	400	46	18,400	R	ST		64	60	100	$46,633	8,947	HEAVY MAINTENANCE
SIOC ST.	5TH ST.	4TH ST.	SIOCST	070	400	46	18,400	R	ST		70	66	100	$46,633	8,859	HEAVY MAINTENANCE
SIOC ST.	4TH ST.	3RD ST.	SIOCST	080	400	46	18,400	R	ST		70	66	100	$46,633	8,859	HEAVY MAINTENANCE
SIOC ST.	1ST ST.	BRIDGE ST.	SIOCST	110	375	46	17,250	R	ST		67	64	100	$43,718	9,521	HEAVY MAINTENANCE
SIOUX ST.	SEQUOIA WAY	END, SOUTH	SIOUXS	020	103	40	4,120	R	AC		64	61	71	$10,442	5,951	HEAVY MAINTENANCE
												Treatment Total		$194,059		
					Year 2024 Area Total		161,819					Year 2024 Total		$997,978		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
4TH ST.	MARKET ST.	JAY ST.	4THSTR	030	305	57	17,385	R	ST		49	40	100	$168,863	8,019	HEAVY REHABILITATION

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $1M/Year

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
4TH ST.	PARKHILL ST.	WEBSTER ST.	4THSTR	070	340	46	15,640	R	ST		49	40	100	$151,914	8,019	HEAVY REHABILITATION
CALEB CT.	TARA DR.	CUL-DE-SAC	CALEBC	010	202	32	6,464	R	AC		55	49	100	$62,786	8,440	HEAVY REHABILITATION
LINDSEY PL.	WOODHAVEN DR.	CUL-DE-SAC	LINDSP	010	150	32	4,800	R	AC		54	48	100	$46,624	8,514	HEAVY REHABILITATION
YOSEMITE WAY	NAVAJO AVE.	SEQUOIA WAY	YOSEMI	010	728	40	29,120	R	AC		53	47	100	$282,847	8,583	HEAVY REHABILITATION
												Treatment Total		$713,034		
11TH ST.	CLAY ST.	PARKHILL ST.	11THST	060	340	46	15,640	R	ST		67	61	100	$40,827	8,265	HEAVY MAINTENANCE
12TH ST.	CARSON ST.	SIOC ST.	12THST	110	340	46	15,640	R	ST		68	62	100	$40,827	7,857	HEAVY MAINTENANCE
5TH ST.	MARKET ST.	JAY ST.	5THSTR	030	330	55	18,150	RMaC	ST		69	63	100	$55,092	8,364	HEAVY MAINTENANCE
9TH ST.	LEVEE ST.	MAIN ST.	9THSTR	010	200	36	7,200	R	ST		68	62	100	$18,795	7,857	HEAVY MAINTENANCE
CARSON ST.	C ST.	D ST.	CARSON	150	400	40	16,000	R	ST		66	60	100	$41,767	8,673	HEAVY MAINTENANCE
CYNTHIA DR.	WESCOTT RD.	SUNSET WAY	CYNTHI	010	274	36	9,864	R	ST		73	68	100	$25,750	8,568	HEAVY MAINTENANCE
CYNTHIA DR.	SUNSET WAY	ROSEWOOD WAY	CYNTHI	020	288	36	10,368	R	ST		73	68	100	$27,065	8,568	HEAVY MAINTENANCE
MODOC CT.	CUL-DE-SAC	NAVAJO AVE.	MODOCC	020	242	32	7,744	R	AC		73	69	78	$20,215	6,442	HEAVY MAINTENANCE
TARA DR.	JEREMY WAY	CHANGE OF PAVEMENT	TARADR	030	135	40	5,400	R	AC		67	62	72	$14,097	5,894	HEAVY MAINTENANCE
												Treatment Total		$284,435		
				Year 2025 Area Total			179,415				Year 2025 Total			$997,469		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CLAY ST.	4TH ST.	3RD ST.	CLAYST	110	400	46	18,400	R	ST		52	40	100	$184,084	7,766	HEAVY REHABILITATION
FLORIMOND DR.	WESCOTT RD.	SUNSET WAY	FLORIM	020	282	35	9,870	C	AC		55	40	100	$115,408	7,765	HEAVY REHABILITATION
FREMONT ST.	B ST.	C ST.	FREMON	140	250	25	6,250	R	ST		57	47	100	$62,529	7,500	HEAVY REHABILITATION
WILL S. GREEN AVE.	PARKER ST.	CITY LIMIT	WILLSG	030	450	26	11,700	RL	AC		56	48	100	$117,053	8,264	HEAVY REHABILITATION
												Treatment Total		$479,074		
12TH ST.	WEBSTER ST.	LAFAYETTE ST.	12THST	080	340	46	15,640	R	ST		70	62	100	$42,052	7,715	HEAVY MAINTENANCE
CARSON ST.	10TH ST.	9TH ST.	CARSON	030	375	46	17,250	R	ST		70	62	100	$46,381	7,704	HEAVY MAINTENANCE
CARSON ST.	8TH	7TH	CARSON	050	400	46	18,400	R	ST		69	61	100	$49,473	8,064	HEAVY MAINTENANCE
CARSON ST.	5TH ST.	4TH ST.	CARSON	080	400	46	18,400	R	ST		69	61	100	$49,473	8,064	HEAVY MAINTENANCE
												Treatment Total		$187,379		
11TH ST.	OAK ST.	CLAY ST.	11THST	050	340	46	15,640	R	ST		60	69	100	$105,618	8,157	LIGHT REHABILITATION
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	69	100	$105,618	8,157	LIGHT REHABILITATION
2ND ST.	LAFAYETTE ST.	FREMONT ST.	2NDSTR	090	340	46	15,640	R	ST		60	69	100	$105,618	8,157	LIGHT REHABILITATION
												Treatment Total		$316,854		

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $1M/Year

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
D ST.	LAFAYETTE ST.	CARSON ST.	DSTREE	090	586	25	14,650	R	AC		79	72	81	$10,535	24,292	LIGHT MAINTENANCE
WESCOTT RD.	SR20/45	LOUIS LN.	WESCOT	010	180	23	4,140	RMaC	AC		93	86	92	$2,977	23,768	LIGHT MAINTENANCE
													Treatment Total	$13,512		
							Year 2026 Area Total	181,620					Year 2026 Total	$996,819		
							Total Section Area:	1,016,689					Grand Total	$4,989,262		

Scenario 2
($750K/ Year over 5 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment

Scenarios - Network Condition Summary

Interest: 0% Inflation: 3% Printed: 01/25/2022

Scenario: $750K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$750,000	0%	2024	$750,000	0%	2026	$750,000	0%
2023	$750,000	0%	2025	$750,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	41	42	2.71	5.43
2023	36	38	1.01	2.01
2024	32	35	0.90	1.80
2025	29	32	0.80	1.59
2026	26	30	2.26	4.52

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.7%	12.5%	0.0%	14.2%
II / III	0.0%	9.0%	16.7%	0.0%	25.7%
IV	0.0%	7.4%	17.4%	0.0%	24.9%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	2.7%	13.9%	0.0%	16.6%
II / III	0.0%	8.1%	16.0%	0.0%	24.1%
IV	0.0%	7.4%	16.7%	0.0%	24.1%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	3.2%	13.9%	0.0%	17.1%
II / III	0.0%	2.6%	12.9%	0.0%	15.5%
IV	0.0%	6.1%	7.0%	0.0%	13.1%
V	0.0%	20.5%	33.8%	0.0%	54.3%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Cost Summary

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $750K/Year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2022	0%	$750,000	II $209,154	Non-Project	$2,468	$0	$46,028,973	Funded	$0
			III $134,400					Unmet	$206,445
			IV $403,628	Project	$0				
			V $0						
			Total $747,182						
			Project $0						
2023	0%	$750,000	II $491,481	Non-Project	$4,475	$0	$55,838,461	Funded	$0
			III $0					Unmet	$49,719
			IV $253,244	Project	$0				
			V $0						
			Total $744,725						
			Project $0						
2024	0%	$750,000	II $375,036	Non-Project	$0	$0	$63,013,080	Funded	$0
			III $0					Unmet	$31,664
			IV $372,609	Project	$0				
			V $0						
			Total $747,645						
			Project $0						
2025	0%	$750,000	II $68,832	Non-Project	$382	$0	$67,569,487	Funded	$0
			III $0					Unmet	$21,485
			IV $680,698	Project	$0				
			V $0						
			Total $749,530						
			Project $0						
2026	0%	$750,000	II $231,815	Non-Project	$1,667	$0	$75,925,748	Funded	$0
			III $105,618					Unmet	$12,162
			IV $408,385	Project	$0				
			V $0						
			Total $745,818						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	$475,571	$5,466	$0	$117,742
Residential/Local	$3,259,329	$3,526	$0	$203,732
Grand Total:	$3,734,900	$8,992	$0	$321,474

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $750K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$750,000	0%	2024	$750,000	0%	2026	$750,000	0%
2023	$750,000	0%	2025	$750,000	0%			

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BIRCHWOOD PL.	BRENTWOOD DR.	WOODHAVEN DR.	BIRCHW	010	538	32	17,216	R	AC		43	43	100	$153,032	9,590	HEAVY REHABILITATION
BIRCHWOOD PL.	WOODHAVEN DR.	CUL-DE-SAC	BIRCHW	020	441	32	14,112	R	AC		40	40	100	$125,440	9,734	HEAVY REHABILITATION
SIOUX ST.	NAVAJO AVE.	SEQUOIA WAY	SIOUXS	010	352	40	14,080	R	AC		40	40	100	$125,156	9,734	HEAVY REHABILITATION
													Treatment Total	$403,628		
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	60	100	$37,363	10,518	HEAVY MAINTENANCE
FREMONT ST.	8TH ST.	7TH ST.	FREMON	050	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
FREMONT ST.	5TH ST.	4TH ST.	FREMON	080	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
MAIN ST.	8TH ST.	7TH ST.	MAINST	060	400	51	20,400	C	ST		60	60	100	$56,667	10,685	HEAVY MAINTENANCE
TARA DR.	JEREMY WAY	CHANGE OF PAVEMENT	TARADR	030	135	40	5,400	R	AC		67	68	77	$12,900	6,952	HEAVY MAINTENANCE
													Treatment Total	$209,154		
LINDSEY DR.	COUNTRY CLUB DR.	PAIGE CT.	LINDSD	010	700	32	22,400	R	AC		60	60	100	$134,400	11,944	LIGHT REHABILITATION
													Treatment Total	$134,400		
					Year 2022 Area Total		146,048						Year 2022 Total	$747,182		

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LINDSEY DR.	PAIGE CT.	WOODHAVEN DR.	LINDSD	020	255	32	8,160	R	AC		50	48	100	$74,710	9,018	HEAVY REHABILITATION
WILL S. GREEN AVE.	COLUS AVE.	PARKER ST.	WILLSG	020	750	26	19,500	RL	AC		42	40	100	$178,534	9,467	HEAVY REHABILITATION
													Treatment Total	$253,244		
6TH ST.	MARKET ST.	JAY ST.	6THSTR	030	330	51	16,830	R	ST		62	60	100	$41,412	9,223	HEAVY MAINTENANCE
FREMONT ST.	10TH ST.	9TH ST.	FREMON	030	375	46	17,250	RMaC	ST		64	62	100	$49,355	9,335	HEAVY MAINTENANCE
FREMONT ST.	9TH ST.	8TH ST.	FREMON	040	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	4TH ST.	3RD ST.	FREMON	090	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	3RD ST.	2ND ST.	FREMON	100	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	2ND ST.	1ST ST.	FREMON	110	400	46	18,400	RMaC	ST		64	62	100	$52,645	9,335	HEAVY MAINTENANCE
LAFAYETTE ST.	13TH ST.	12TH ST.	LAFAYE	020	350	46	16,100	R	ST		62	60	100	$39,615	9,223	HEAVY MAINTENANCE
ROSEWOOD WAY	FLORIMOND DR.	CYNTHIA DR.	ROSEWO	010	677	36	24,372	R	ST		66	65	100	$59,969	9,187	HEAVY MAINTENANCE
SIOC ST.	2ND ST.	1ST ST.	SIOCST	100	400	46	18,400	R	ST		66	65	100	$45,275	9,176	HEAVY MAINTENANCE

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $750K/Year

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WEBSTER ST.	4TH ST.	3RD ST.	WEBSTE	110	400	46	18,400	R	ST		66	65	100	$45,275	9,181	HEAVY MAINTENANCE
													Treatment Total	$491,481		
3RD ST.	VICTORIA WAY	120' S OF VICTORIA	3RDSTR	220	170	40	6,800	C	AC		83	81	89	$4,475	27,172	LIGHT MAINTENANCE
													Treatment Total	$4,475		
					Year 2023 Area Total		219,412						Year 2023 Total	$749,200		

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FORESTWOOD DR.	COUNTRY CLUB DR.	WOODHAVEN DR.	FOREST	010	367	32	11,744	R	AC		48	44	100	$110,749	9,020	HEAVY REHABILITATION
LARSEN LN.	3RD ST.	PARKVIEW CIR.	LARSEN	010	251	43	10,793	R	AC		52	48	100	$101,781	8,764	HEAVY REHABILITATION
LARSEN LN.	CALDWELL CIR.	WESCOTT RD.	LARSEN	030	679	25	16,975	R	AC		51	47	100	$160,079	8,833	HEAVY REHABILITATION
													Treatment Total	$372,609		
1ST ST.	JAY ST.	OAK ST.	1STSTR	040	340	46	15,640	R	ST		67	64	100	$39,638	9,530	HEAVY MAINTENANCE
CARSON ST.	6TH ST.	5TH ST.	CARSON	070	400	46	18,400	R	ST		67	64	100	$46,633	9,521	HEAVY MAINTENANCE
CYNTHIA DR.	WESCOTT RD.	SUNSET WAY	CYNTHI	010	274	36	9,864	R	ST		73	69	100	$25,000	7,762	HEAVY MAINTENANCE
LAFAYETTE ST.	6TH ST.	5TH ST.	LAFAYE	060	400	46	18,400	R	ST		64	60	100	$46,633	8,947	HEAVY MAINTENANCE
LOUIS LN.	2ND ST.	WESCOTT RD.	LOUISL	030	764	36	27,504	R	ST		67	64	100	$69,706	9,529	HEAVY MAINTENANCE
SIOC ST.	5TH ST.	4TH ST.	SIOCST	070	400	46	18,400	R	ST		70	66	100	$46,633	8,859	HEAVY MAINTENANCE
SIOC ST.	4TH ST.	3RD ST.	SIOCST	080	400	46	18,400	R	ST		70	66	100	$46,633	8,859	HEAVY MAINTENANCE
SIOC ST.	1ST ST.	BRIDGE ST.	SIOCST	110	375	46	17,250	R	ST		67	64	100	$43,718	9,521	HEAVY MAINTENANCE
SIOUX ST.	SEQUOIA WAY	END, SOUTH	SIOUXS	020	103	40	4,120	R	AC		64	61	71	$10,442	5,951	HEAVY MAINTENANCE
													Treatment Total	$375,036		
					Year 2024 Area Total		187,490						Year 2024 Total	$747,645		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ALLEN CIR.	3RD ST. (N)	3RD ST. (S)	ALLENC	010	1,400	36	50,400	R	AC		53	47	100	$489,542	8,583	HEAVY REHABILITATION
CALEB CT.	TARA DR.	CUL-DE-SAC	CALEBC	010	202	32	6,464	R	AC		55	49	100	$62,786	8,440	HEAVY REHABILITATION
LINDSEY PL.	WOODHAVEN DR.	CUL-DE-SAC	LINDSP	010	150	32	4,800	R	AC		54	48	100	$46,624	8,514	HEAVY REHABILITATION
WOODHAVEN DR.	LINDSEY DR.	COUNTRY CLUB DR.	WOODHA	020	263	32	8,416	R	AC		53	47	100	$81,746	8,583	HEAVY REHABILITATION
													Treatment Total	$680,698		
CARSON ST.	C ST.	D ST.	CARSON	150	400	40	16,000	R	ST		66	60	100	$41,767	8,673	HEAVY MAINTENANCE

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $750K/Year

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CYNTHIA DR.	SUNSET WAY	ROSEWOOD WAY	CYNTHI	020	288	36	10,368	R	ST		73	68	100	$27,065	8,568	HEAVY MAINTENANCE
													Treatment Total	$68,832		
							Year 2026 Area Total			96,448			Year 2026 Total	$749,530		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WILL S. GREEN AVE.	PARKER ST.	CITY LIMIT	WILLSG	030	450	26	11,700	RL	AC		56	48	100	$117,053	8,264	HEAVY REHABILITATION
YOSEMITE WAY	NAVAJO AVE.	SEQUOIA WAY	YOSEMI	010	728	40	29,120	R	AC		53	44	100	$291,332	8,461	HEAVY REHABILITATION
													Treatment Total	$408,385		
12TH ST.	CARSON ST.	SIOC ST.	12THST	110	340	46	15,640	R	ST		68	60	100	$42,052	8,465	HEAVY MAINTENANCE
5TH ST.	MARKET ST.	JAY ST.	5THSTR	030	330	55	18,150	RMaC	ST		69	61	100	$56,745	9,086	HEAVY MAINTENANCE
9TH ST.	LEVEE ST.	MAIN ST.	9THSTR	010	200	36	7,200	R	ST		68	60	100	$19,359	8,465	HEAVY MAINTENANCE
BRENTWOOD DR.	COUNTRY CLUB DR.	BIRCHWOOD PL.	BRENTW	010	171	32	5,472	R	AC		69	62	73	$14,713	5,752	HEAVY MAINTENANCE
CARSON ST.	8TH	7TH	CARSON	050	400	46	18,400	R	ST		69	61	100	$49,473	8,064	HEAVY MAINTENANCE
CARSON ST.	5TH ST.	4TH ST.	CARSON	080	400	46	18,400	R	ST		69	61	100	$49,473	8,064	HEAVY MAINTENANCE
													Treatment Total	$231,815		
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	69	100	$105,618	8,157	LIGHT REHABILITATION
													Treatment Total	$105,618		
							Year 2026 Area Total			139,722			Year 2026 Total	$745,818		
							Total Section Area:			789,120			Grand Total	$3,739,375		

Scenario 3
($500K/ Year over 5 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment

Scenarios - Network Condition Summary

Interest: 0% Inflation: 3% Printed: 01/25/2022

Scenario: $500K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$500,000	0%	2024	$500,000	0%	2026	$500,000	0%
2023	$500,000	0%	2025	$500,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	41	42	2.58	5.17
2023	36	38	0.50	1.01
2024	32	34	0.87	1.73
2025	29	31	0.79	1.59
2026	26	29	1.73	3.46

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.7%	12.5%	0.0%	14.2%
II / III	0.0%	9.0%	16.7%	0.0%	25.7%
IV	0.0%	7.4%	17.4%	0.0%	24.9%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	2.7%	13.6%	0.0%	16.2%
II / III	0.0%	8.1%	15.8%	0.0%	23.9%
IV	0.0%	7.4%	17.2%	0.0%	24.7%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	3.2%	10.6%	0.0%	13.8%
II / III	0.0%	2.6%	14.5%	0.0%	17.1%
IV	0.0%	6.1%	8.8%	0.0%	14.8%
V	0.0%	20.5%	33.8%	0.0%	54.3%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Cost Summary

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $500K/Year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2022	0%	$500,000	II $233,617	Non-Project	$2,468	$0	$46,282,697	Funded	$0
			III $134,400					Unmet	$206,992
			IV $125,440	Project	$0				
			V $0						
			Total $493,457						
			Project $0						
2023	0%	$500,000	II $157,935	Non-Project	$4,475	$0	$56,259,999	Funded	$0
			III $0					Unmet	$49,906
			IV $336,157	Project	$0				
			V $0						
			Total $494,092						
			Project $0						
2024	0%	$500,000	II $498,657	Non-Project	$0	$0	$63,612,794	Funded	$0
			III $0					Unmet	$31,918
			IV $0	Project	$0				
			V $0						
			Total $498,657						
			Project $0						
2025	0%	$500,000	II $137,831	Non-Project	$3,273	$0	$68,379,003	Funded	$0
			III $0					Unmet	$21,758
			IV $358,212	Project	$0				
			V $0						
			Total $496,043						
			Project $0						
2026	0%	$500,000	II $188,085	Non-Project	$1,390	$0	$77,118,031	Funded	$0
			III $0					Unmet	$12,454
			IV $304,870	Project	$0				
			V $0						
			Total $492,955						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	$478,630	$8,167	$0	$117,742
Residential/Local	$1,996,574	$3,439	$0	$205,287
Grand Total:	$2,475,204	$11,606	$0	$323,029

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $500K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$500,000	0%	2024	$500,000	0%	2026	$500,000	0%
2023	$500,000	0%	2025	$500,000	0%			

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BIRCHWOOD PL.	WOODHAVEN DR.	CUL-DE-SAC	BIRCHW	020	441	32	14,112	R	AC		40	40	100	$125,440	9,734	HEAVY REHABILITATION
												Treatment Total		$125,440		
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	60	100	$37,363	10,518	HEAVY MAINTENANCE
2ND ST.	LAFAYETTE ST.	FREMONT ST.	2NDSTR	090	340	46	15,640	R	ST		60	60	100	$37,363	9,504	HEAVY MAINTENANCE
FREMONT ST.	8TH ST.	7TH ST.	FREMON	050	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
FREMONT ST.	5TH ST.	4TH ST.	FREMON	080	400	46	18,400	RMaC	ST		61	61	100	$51,112	10,155	HEAVY MAINTENANCE
MAIN ST.	8TH ST.	7TH ST.	MAINST	060	400	51	20,400	C	ST		60	60	100	$56,667	10,685	HEAVY MAINTENANCE
												Treatment Total		$233,617		
LINDSEY DR.	COUNTRY CLUB DR.	PAIGE CT.	LINDSD	010	700	32	22,400	R	AC		60	60	100	$134,400	11,944	LIGHT REHABILITATION
												Treatment Total		$134,400		
					Year 2022 Area Total		124,992					Year 2022 Total		$493,457		

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BIRCHWOOD PL.	BRENTWOOD DR.	WOODHAVEN DR.	BIRCHW	010	538	32	17,216	R	AC		43	41	100	$157,623	9,427	HEAVY REHABILITATION
WILL S. GREEN AVE.	COLUS AVE.	PARKER ST.	WILLSG	020	750	26	19,500	RL	AC		42	40	100	$178,534	9,467	HEAVY REHABILITATION
												Treatment Total		$336,157		
FREMONT ST.	9TH ST.	8TH ST.	FREMON	040	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	4TH ST.	3RD ST.	FREMON	090	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	3RD ST.	2ND ST.	FREMON	100	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
												Treatment Total		$157,935		
3RD ST.	VICTORIA WAY	120' S OF VICTORIA	3RDSTR	220	170	40	6,800	C	AC		83	81	89	$4,475	27,172	LIGHT MAINTENANCE
												Treatment Total		$4,475		
					Year 2023 Area Total		98,716					Year 2023 Total		$498,567		

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $500K/Year

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
1ST ST.	JAY ST.	OAK ST.	1STSTR	040	340	46	15,640	R	ST		67	64	100	$39,638	9,530	HEAVY MAINTENANCE
BRENTWOOD DR.	COUNTRY CLUB DR.	BIRCHWOOD PL.	BRENTW	010	171	32	5,472	R	AC		69	66	76	$13,869	6,430	HEAVY MAINTENANCE
CARSON ST.	6TH ST.	5TH ST.	CARSON	070	400	46	18,400	R	ST		67	64	100	$46,633	9,521	HEAVY MAINTENANCE
CYNTHIA DR.	WESCOTT RD.	SUNSET WAY	CYNTHI	010	274	36	9,864	R	ST		73	69	100	$25,000	7,762	HEAVY MAINTENANCE
FREMONT ST.	10TH ST.	9TH ST.	FREMON	030	375	46	17,250	RMaC	ST		64	60	100	$50,835	10,065	HEAVY MAINTENANCE
FREMONT ST.	2ND ST.	1ST ST.	FREMON	110	400	46	18,400	RMaC	ST		64	60	100	$54,224	10,065	HEAVY MAINTENANCE
LOUIS LN.	2ND ST.	WESCOTT RD.	LOUISL	030	764	36	27,504	R	ST		67	64	100	$69,706	9,529	HEAVY MAINTENANCE
ROSEWOOD WAY	FLORIMOND DR.	CYNTHIA DR.	ROSEWO	010	677	36	24,372	R	ST		66	63	100	$61,768	9,862	HEAVY MAINTENANCE
SIOC ST.	2ND ST.	1ST ST.	SIOCST	100	400	46	18,400	R	ST		66	63	100	$46,633	9,853	HEAVY MAINTENANCE
SIOC ST.	1ST ST.	BRIDGE ST.	SIOCST	110	375	46	17,250	R	ST		67	64	100	$43,718	9,521	HEAVY MAINTENANCE
WEBSTER ST.	4TH ST.	3RD ST.	WEBSTE	110	400	46	18,400	R	ST		66	63	100	$46,633	9,857	HEAVY MAINTENANCE
													Treatment Total	$498,657		
				Year 2024 Area Total			190,952						Year 2024 Total	$498,657		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FORESTWOOD DR.	COUNTRY CLUB DR.	WOODHAVEN DR.	FOREST	010	367	32	11,744	R	AC		48	41	100	$114,071	8,869	HEAVY REHABILITATION
LARSEN LN.	CALDWELL CIR.	WESCOTT RD.	LARSEN	030	679	25	16,975	R	AC		51	44	100	$164,881	8,709	HEAVY REHABILITATION
LINDSEY DR.	PAIGE CT.	WOODHAVEN DR.	LINDSD	020	255	32	8,160	R	AC		50	43	100	$79,260	8,767	HEAVY REHABILITATION
													Treatment Total	$358,212		
CARSON ST.	C ST.	D ST.	CARSON	150	400	40	16,000	R	ST		66	60	100	$41,767	8,673	HEAVY MAINTENANCE
SIOC ST.	5TH ST.	4TH ST.	SIOCST	070	400	46	18,400	R	ST		70	64	100	$48,032	9,549	HEAVY MAINTENANCE
SIOC ST.	4TH ST.	3RD ST.	SIOCST	080	400	46	18,400	R	ST		70	64	100	$48,032	9,549	HEAVY MAINTENANCE
													Treatment Total	$137,831		
WESCOTT RD.	SR20/45	LOUIS LN.	WESCOT	010	180	23	4,140	RMaC	AC		93	88	93	$2,891	22,825	LIGHT MAINTENANCE
													Treatment Total	$2,891		
				Year 2025 Area Total			93,819						Year 2025 Total	$498,934		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CALEB CT.	TARA DR.	CUL-DE-SAC	CALEBC	010	202	32	6,464	R	AC		55	47	100	$64,670	8,336	HEAVY REHABILITATION
LARSEN LN.	3RD ST.	PARKVIEW CIR.	LARSEN	010	251	43	10,793	R	AC		52	43	100	$107,979	8,518	HEAVY REHABILITATION

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $500K/Year

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LINDSEY PL.	WOODHAVEN DR.	CUL-DE-SAC	LINDSP	010	150	32	4,800	R	AC		54	45	100	$48,022	8,401	HEAVY REHABILITATION
WOODHAVEN DR.	LINDSEY DR.	COUNTRY CLUB DR.	WOODHA	020	263	32	8,416	R	AC		53	44	100	$84,199	8,461	HEAVY REHABILITATION
												Treatment Total		$304,870		
12TH ST.	WEBSTER ST.	LAFAYETTE ST.	12THST	080	340	46	15,640	R	ST		70	62	100	$42,052	7,715	HEAVY MAINTENANCE
12TH ST.	CARSON ST.	SIOC ST.	12THST	110	340	46	15,640	R	ST		68	60	100	$42,052	8,465	HEAVY MAINTENANCE
5TH ST.	MARKET ST.	JAY ST.	5THSTR	030	330	55	18,150	RMaC	ST		69	61	100	$56,745	9,086	HEAVY MAINTENANCE
9TH ST.	LEVEE ST.	MAIN ST.	9THSTR	010	200	36	7,200	R	ST		68	60	100	$19,359	8,465	HEAVY MAINTENANCE
CYNTHIA DR.	SUNSET WAY	ROSEWOOD WAY	CYNTHI	020	288	36	10,368	R	ST		73	66	100	$27,877	9,274	HEAVY MAINTENANCE
												Treatment Total		$188,085		
										Year 2026 Area Total	97,471	Year 2026 Total		$492,955		
										Total Section Area:	605,950	Grand Total		$2,482,570		

Scenario 4
($250K/ Year over 5 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment

Scenarios - Network Condition Summary

Interest: 0% Inflation: 3% Printed: 01/25/2022

Scenario: $250K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$250,000	0%	2024	$250,000	0%	2026	$250,000	0%
2023	$250,000	0%	2025	$250,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	41	41	0.30	0.61
2023	36	37	0.36	0.72
2024	32	33	0.42	0.84
2025	29	30	0.42	0.84
2026	26	28	0.84	1.68

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.7%	12.5%	0.0%	14.2%
II / III	0.0%	9.0%	16.7%	0.0%	25.7%
IV	0.0%	7.4%	17.4%	0.0%	24.9%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	2.1%	13.2%	0.0%	15.2%
II / III	0.0%	8.7%	16.0%	0.0%	24.7%
IV	0.0%	7.4%	17.4%	0.0%	24.9%
V	0.0%	14.2%	21.0%	0.0%	35.2%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Condition in year 2026 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.7%	5.9%	0.0%	7.6%
II / III	0.0%	4.1%	17.2%	0.0%	21.3%
IV	0.0%	6.1%	10.7%	0.0%	16.8%
V	0.0%	20.5%	33.8%	0.0%	54.3%
Total	0.0%	32.4%	67.6%	0.0%	100.0%

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Cost Summary

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $250K/Year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2022	0%	$250,000	II $110,179	Non-Project	$0	$0	$46,534,026	Funded	$5,422
			III $134,400					Unmet	$202,544
			IV $0	Project	$0				
			V $0						
			Total $244,579						
			Project $0						
2023	0%	$250,000	II $248,702	Non-Project	$0	$0	$56,495,629	Funded	$1,301
			III $0					Unmet	$48,604
			IV $0	Project	$0				
			V $0						
			Total $248,702						
			Project $0						
2024	0%	$250,000	II $248,896	Non-Project	$0	$0	$63,801,514	Funded	$1,106
			III $0					Unmet	$30,964
			IV $0	Project	$0				
			V $0						
			Total $248,896						
			Project $0						
2025	0%	$250,000	II $238,641	Non-Project	$0	$0	$69,850,861	Funded	$11,362
			III $0					Unmet	$16,516
			IV $0	Project	$0				
			V $0						
			Total $238,641						
			Project $0						
2026	0%	$250,000	II $239,126	Non-Project	$471	$0	$78,297,329	Funded	$9,507
			III $0					Unmet	$0
			IV $0	Project	$0				
			V $0						
			Total $239,126						
			Project $0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	$318,181	$386	$3,342	$115,202
Residential/Local	$901,763	$85	$25,357	$183,425
Grand Total:	$1,219,944	$471	$28,699	$298,627

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $250K/Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	$250,000	0%	2024	$250,000	0%	2026	$250,000	0%
2023	$250,000	0%	2025	$250,000	0%			

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
1ST ST.	CARSON ST.	SIOC ST.	1STSTR	110	340	46	15,640	R	ST		60	60	100	$37,363	10,518	HEAVY MAINTENANCE
MAIN ST.	8TH ST.	7TH ST.	MAINST	060	400	51	20,400	C	ST		60	60	100	$56,667	10,685	HEAVY MAINTENANCE
NAVAJO AVE.	END, WEST	3RD ST.	NAVAJO	010	169	40	6,760	R	AC		68	69	78	$16,149	7,032	HEAVY MAINTENANCE
													Treatment Total	$110,179		
LINDSEY DR.	COUNTRY CLUB DR.	PAIGE CT.	LINDSD	010	700	32	22,400	R	AC		60	60	100	$134,400	11,944	LIGHT REHABILITATION
													Treatment Total	$134,400		
							Year 2022 Area Total			65,200			Year 2022 Total	$244,579		

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
6TH ST.	MARKET ST.	JAY ST.	6THSTR	030	330	51	16,830	R	ST		62	60	100	$41,412	9,223	HEAVY MAINTENANCE
FREMONT ST.	10TH ST.	9TH ST.	FREMON	030	375	46	17,250	RMaC	ST		64	62	100	$49,355	9,335	HEAVY MAINTENANCE
FREMONT ST.	9TH ST.	8TH ST.	FREMON	040	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	4TH ST.	3RD ST.	FREMON	090	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
FREMONT ST.	3RD ST.	2ND ST.	FREMON	100	400	46	18,400	RMaC	ST		63	61	100	$52,645	9,854	HEAVY MAINTENANCE
													Treatment Total	$248,702		
							Year 2023 Area Total			89,280			Year 2023 Total	$248,702		

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
1ST ST.	JAY ST.	OAK ST.	1STSTR	040	340	46	15,640	R	ST		67	64	100	$39,638	9,530	HEAVY MAINTENANCE
FREMONT ST.	2ND ST.	1ST ST.	FREMON	110	400	46	18,400	RMaC	ST		64	60	100	$54,224	10,065	HEAVY MAINTENANCE
ROSEWOOD WAY	FLORIMOND DR.	CYNTHIA DR.	ROSEWO	010	677	36	24,372	R	ST		66	63	100	$61,768	9,862	HEAVY MAINTENANCE
SIOC ST.	2ND ST.	1ST ST.	SIOCST	100	400	46	18,400	R	ST		66	63	100	$46,633	9,853	HEAVY MAINTENANCE
WEBSTER ST.	4TH ST.	3RD ST.	WEBSTE	110	400	46	18,400	R	ST		66	63	100	$46,633	9,857	HEAVY MAINTENANCE
													Treatment Total	$248,896		
							Year 2024 Area Total			95,212			Year 2024 Total	$248,896		

** - Treatment from Project Selection

Criteria: Treatment <> SEAL CRACKS

Scenarios Criteria: Functional Class <> O - Other

Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/25/2022

Scenario: $250K/Year

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CARSON ST.	6TH ST.	5TH ST.	CARSON	070	400	46	18,400	R	ST		67	62	100	$48,032	10,137	HEAVY MAINTENANCE
CYNTHIA DR.	WESCOTT RD.	SUNSET WAY	CYNTHI	010	274	36	9,864	R	ST		73	68	100	$25,750	8,568	HEAVY MAINTENANCE
LOUIS LN.	2ND ST.	WESCOTT RD.	LOUISL	030	764	36	27,504	R	ST		67	62	100	$71,797	10,144	HEAVY MAINTENANCE
SIOC ST.	5TH ST.	4TH ST.	SIOCST	070	400	46	18,400	R	ST		70	64	100	$48,032	9,549	HEAVY MAINTENANCE
SIOC ST.	1ST ST.	BRIDGE ST.	SIOCST	110	375	46	17,250	R	ST		67	62	100	$45,030	10,137	HEAVY MAINTENANCE
													Treatment Total		$238,641	
							Year 2025 Area Total			91,418			Year 2025 Total		$238,641	

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
2ND ST.	SIOC ST.	LOUIS LN.	2NDSTR	120	568	46	26,128	R	ST		73	66	100	$70,251	9,273	HEAVY MAINTENANCE
4TH ST.	OAK ST.	CLAY ST.	4THSTR	050	340	46	15,640	R	ST		73	66	100	$42,052	9,272	HEAVY MAINTENANCE
CYNTHIA DR.	SUNSET WAY	ROSEWOOD WAY	CYNTHI	020	288	36	10,368	R	ST		73	66	100	$27,877	9,274	HEAVY MAINTENANCE
OAK ST.	6TH ST.	5TH ST.	OAKSTR	090	400	46	18,400	R	ST		73	66	100	$49,473	9,271	HEAVY MAINTENANCE
SIOC ST.	4TH ST.	3RD ST.	SIOCST	080	400	46	18,400	R	ST		70	62	100	$49,473	10,142	HEAVY MAINTENANCE
													Treatment Total		$239,126	
							Year 2026 Area Total			88,936			Year 2026 Total		$239,126	
							Total Section Area:			430,046			Grand Total		$1,219,944	

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 Right Treatment to the Right Pavement at the Right Time using the Right Materials.

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.