

Pavement Management Budget Options Report



May, 2020

City of
San Juan Bautista

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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of San Juan Bautista to perform visual inspections of all of the paved streets maintained by the City. All 9.85 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in February, 2020.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 9.85 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 62. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 62 places the City's street network in the 'Fair' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The recommended strategy for street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$5.88 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 89. At this level, the City should be able to maintain the street network in the future with primarily cost-effective preventative maintenance treatments (crack seals and surface seals). Comparing this with the current funding level of \$0.9 million over the next five years shows that the average network PCI decreases by three points, to 59 by 2024. Scenarios were also run to determine the funding level required to maintain the overall network PCI at the current level 62 as well as increase the overall network PCI by five points over the next five years. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$1.18 million (1-Unconstrained Needs)	\$176,000 (2-Current Funding - \$176kyear)	\$275,000 (3-Maintain Current PCI (62))	\$425,000 (4-Increase PCI 5 points (to 67))
Total budget for 5 years	\$5.88 million	\$0.9 million	\$1.4 million	\$2.1 million
Current PCI	62	62	62	62
Current % in 'Good' condition	47.6%	47.6%	47.6%	47.6%
PCI after 5 years (change)	89 (+27)	59 (-3)	62 (0)	67 (+5)
Backlog after 5 years	\$0	\$5.1 million	\$4.6 million	\$3.8 million
% 'Good' in 5 years	98.9%	57.2%	63.0%	70.8%
% 'Fair' in 5 years	1.1%	1.1%	1.1%	1.1%
% 'Poor' in 5 years	0.0%	14.9%	10.2%	6.0%
% 'Very Poor' in 5 years	0.0%	26.8%	25.7%	22.2%

Purpose

This report is intended to assist the City of San Juan Bautista with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

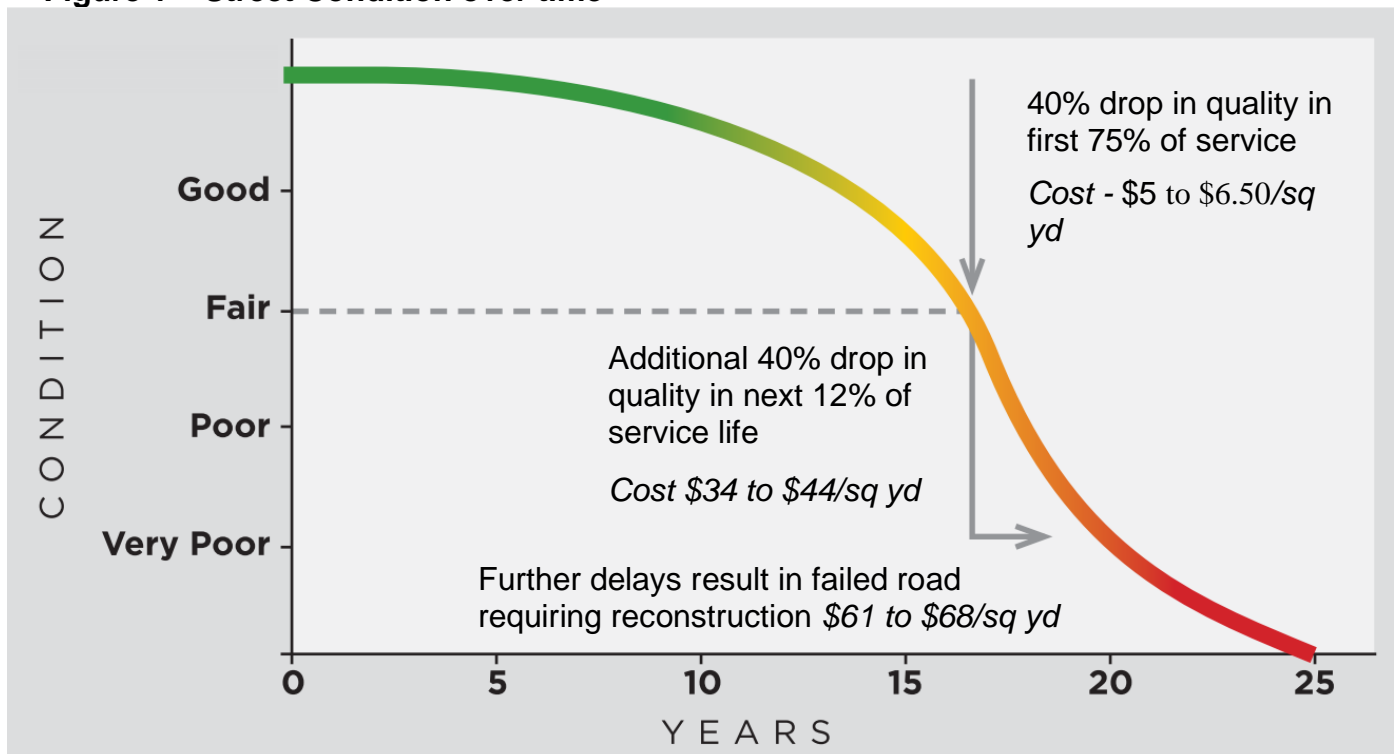
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement management systems are designed with a more cost-effective, “best-first” approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as slurry seals, chip seals, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 9.85 centerline miles of paved streets. The City's street network replacement value is estimated at \$12.93 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 62, which indicates that the street network is in 'Fair' condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

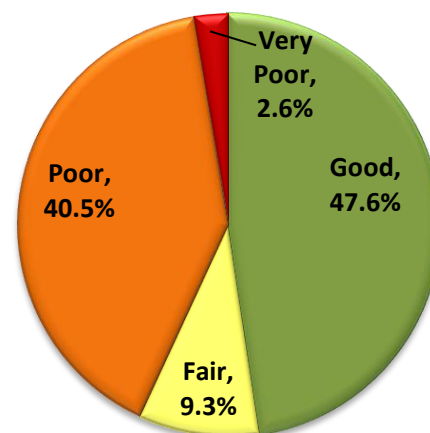
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	1	0.13	0.27	83
Collector	28	3.65	7.30	61
Residential	63	6.07	12.13	63
Totals	92	9.85	19.70	62

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	1.5%	17.1%	29.1%	47.6%
Fair (II/III)	50-70	0.0%	2.3%	7.0%	9.3%
Poor (IV)	25-50	0.0%	16.5%	24.1%	40.5%
Very Poor (V)	0-25	0.0%	0.9%	1.7%	2.6%
Totals		1.5%	36.7%	61.9%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$5.88 million² over the next five-year period (2020–2024) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$1.4 million is needed in the first year alone. As mentioned earlier, the average PCI for the City's streets is 62, which is in the 'Fair' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and typically costs less than \$5 to \$6.50 per square yard³. 47.6% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

9.3% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a thin AC overlay at a cost from \$22 to \$26/square yard.

40.5% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, the street typically requires 2 to 3 inch overlay with digouts at a cost of \$34 to \$44/square yard.

2.6% of the City's street network falls into the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface and sub-base. An alternative treatment to a full reconstruction is a full depth reclamation (FDR). The FDR procedure pulverizes the existing failed asphalt and blends it with the underlying base, sub base, and/or underlying materials. These materials are then mixed together with cement and compacted to provide a new thicker and stabilized base. An asphalt concrete overlay is then applied to complete the FDR process. This provides a new stronger, longer-lasting street structure using recycled

² Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2020.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

materials from the previously failed street. The FDR treatment costs approximately \$61 to \$68 per square yard.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$0.9 million on pavement maintenance rehabilitation during the next five years (2020- 2024) as detailed on Table 4.

Table 4. Projected Pavement Budget for 2020 to 2024

2020	2021	2022	2023	2024	Total
\$176,000	\$176,000	\$176,000	\$176,000	\$176,000	\$880,000

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 62, which is in the 'Fair' condition category. Current funding strategies demonstrate there is a \$3.3 million deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP budget needs module; street maintenance needs are estimated at \$5.88 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 89. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to

⁴ Definition of deferred maintenance backlog can be found in Appendix A

deteriorate, and the network PCI will drop to 52. The results of the budget needs analysis are summarized in Table 5.⁵

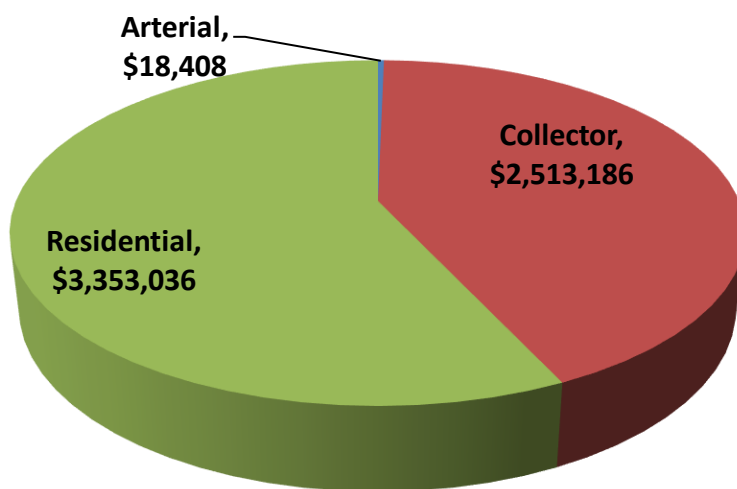
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2020	2021	2022	2023	2024	Total
PCI with Treatment	74	73	75	83	89	---
PCI, no Treatment	63	60	57	55	52	---
Budget Needs Total	\$1,419,468	\$301,705	\$826,227	\$1,903,977	\$1,433,250	\$5,884,627
Rehabilitation Portion	\$1,303,927	\$269,224	\$750,193	\$1,903,659	\$1,431,884	\$5,658,887
Preventative Maintenance Portion	\$115,541	\$32,481	\$76,034	\$318	\$1,369	\$225,743

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 89 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$5.9 million in maintenance and rehabilitation needs shown, approximately \$5.7 million or 96.2% is allocated for the more costly rehabilitation and reconstruction treatments, while \$225,743 or 3.8% is earmarked for preventive maintenance or life-extending treatments. \$62,763 of the rehabilitation portion is for “rehabilitative” slurry seals (seals applied to streets with a PCI between 50 and 70).

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$5.88 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 4. Budget Needs Funding Distribution by Functional Classification



⁵ Actual program outputs are included in Appendixes B through F

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2020-2024). The results are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$5.88 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$176,000 was evaluated over five years, for a total of \$0.9 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI decreases by three points, to 59, under this funding level.
3. *Maintain Current PCI (62)* — An annual funding level of \$275,000 per year, for a five year total of \$1.4 million, should maintain the overall network PCI of 62 over the duration of the five-year analysis period.
4. *Increase PCI 5 points (to 67)* — A scenario to determine the funding required to increase the overall network PCI by 5 points over the next five years was analyzed. It was determined that \$2.1 million would be required over the next five years to achieve this goal. This would result in an overall network PCI increases by five points, to 67 over the next five years.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2024 PCI (change)	2024 Deferred Maintenance	2024 % Good	2024 % Very Poor
1 – Unconstrained	\$5.88 million	89 (+27)	\$0	98.9%	0.0%
2 – Current Investment	\$0.9 million	59 (-3)	\$5.1 million	57.2%	26.8%
3 – Maintain Current PCI (62)	\$1.4 million	62 (0)	\$4.6 million	63.0%	25.7%
4 – Increase PCI 5 points (to 67)	\$2.1 million	67 (+5)	\$3.8 million	70.8%	22.2%

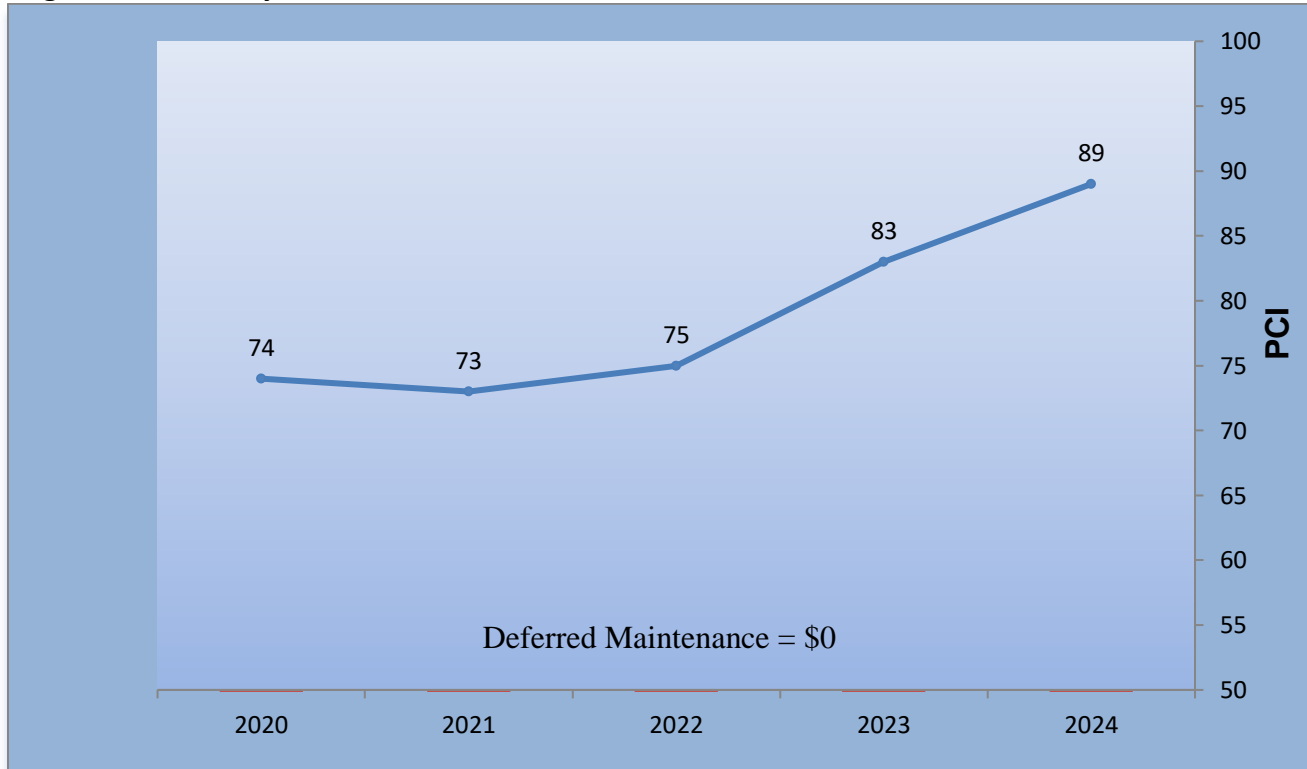
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 62. The PCI continues to increase over the entire time period, reaching 89 by 2024. By 2024, 98.9% of the network improves into the 'Good' condition category, a significant increase from the current level of 47.6% in 'Good' condition. These results are shown in both Table 7 and Figure 5.

Table 7. Summary of Results from Scenario 1 — Unconstrained Needs

	2020	2021	2022	2023	2024	Total
Budget Total	\$1,419,468	\$301,705	\$826,227	\$1,903,977	\$1,433,250	\$5,884,627
Rehabilitation budget	\$1,303,927	\$269,224	\$750,193	\$1,903,659	\$1,431,884	\$5,658,887
Preventative Maintenance budget	\$115,541	\$32,481	\$76,034	\$318	\$1,369	\$225,743
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	---
PCI	74	73	75	83	89	

Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs



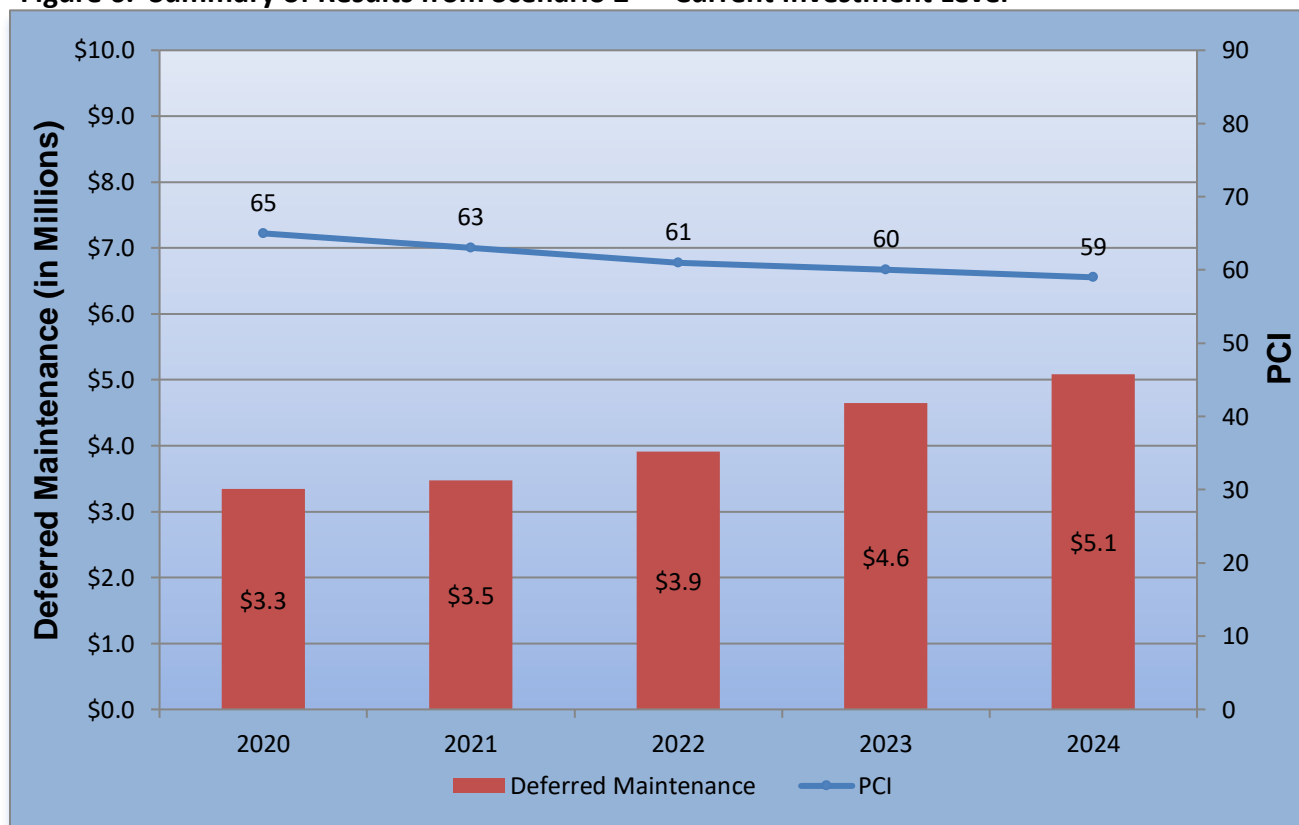
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current planned budget for street maintenance of \$0.9 million over five years. Under this scenario, the overall network PCI decreases by three points, from 62 currently, to 59 by 2024. The deferred maintenance backlog increases from \$3.3 million in 2020, to \$5.1 million in 2024. The percentage of the street network in ‘Very Poor’ condition increases from 2.6% currently, to 26.8% in 2024. The percentage of the street network in ‘Good’ condition increases, from 47.6% currently, to 57.2% in 2024. Results are illustrated in Table 8 and Figure 6.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2020	2021	2022	2023	2024	Total
Budget Total	\$176,000	\$176,000	\$176,000	\$176,000	\$176,000	\$880,000
Rehabilitation budget	\$172,659	\$142,075	\$160,521	\$137,511	\$168,378	\$781,144
Preventative Maintenance budget	\$2,454	\$30,266	\$13,746	\$37,491	\$6,280	\$90,237
Deferred Maintenance	\$3,343,531	\$3,477,810	\$3,907,524	\$4,646,009	\$5,088,603	---
PCI	65	63	61	60	59	

Figure 6. Summary of Results from Scenario 2 — Current Investment Level



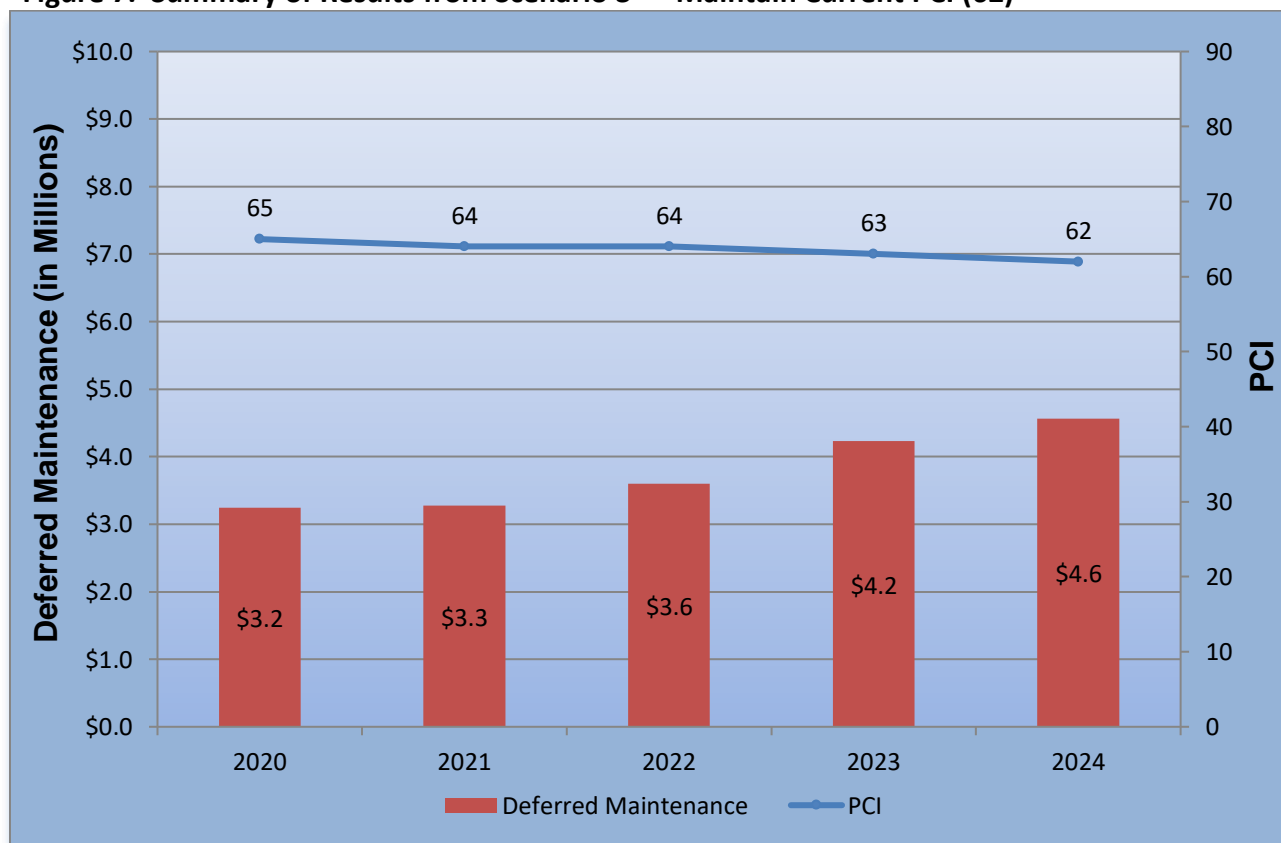
Scenario 3 — Maintain Current PCI (62)

This scenario analyzes the funding level that would be required to maintain the current network PCI of 62 over the next five years. An annual investment level of \$275,000, for a total of \$1.4 million over five years, would be needed. Under this scenario, the PCI remains at the current level of 62 through 2024. At this funding level the deferred maintenance backlog increases from \$3.2 million in 2020, to \$4.6 million by 2024. The percentage of the street network in the ‘Good’ condition category increases to 63.0% in 2024, from the current level of 47.6%. The percentage of roads in ‘Very Poor’ condition increases to 25.7% from the current level of 2.6%. These results are illustrated in Table 9 and Figure 7.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI (62)

	2020	2021	2022	2023	2024	Total
Budget Total	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
Rehabilitation budget	\$249,078	\$271,456	\$274,147	\$242,943	\$245,303	\$1,282,927
Preventative Maintenance budget	\$23,011	\$551	\$0	\$31,620	\$29,170	\$84,352
Deferred Maintenance	\$3,246,557	\$3,278,260	\$3,602,110	\$4,231,871	\$4,562,228	---
PCI	65	64	64	63	62	

Figure 7. Summary of Results from Scenario 3 — Maintain Current PCI (62)



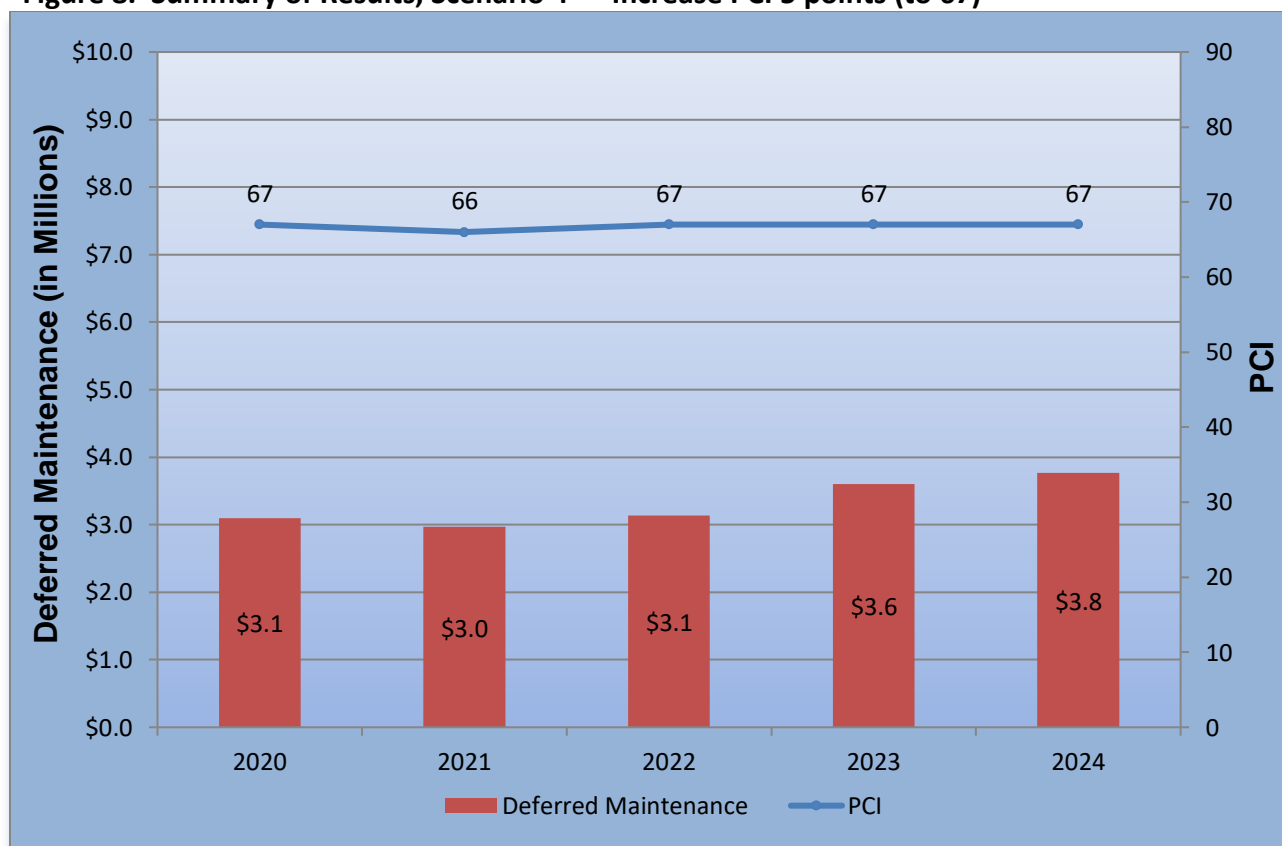
Scenario 4 — Increase PCI 5 points (to 67)

This scenario analyzes the funding level that would be required to increase the current network PCI by five points over the next five years. Under this scenario the PCI increases by five points, from the current level of 62, to 67 in 2024. Even at this funding level the deferred maintenance backlog increases from \$3.1 million in 2020, to \$3.8 million in 2024. The percentage of the street network in the ‘Good’ condition category increases to 70.8% in 2024, from the current level of 47.6%. The percentage of roads in ‘Very Poor’ condition increases to 22.2% from the current level of 2.6%. These results are illustrated in Table 10 and Figure 8.

Table 10. Summary of Results, Scenario 4 — Increase PCI 5 points (to 67)

	2020	2021	2022	2023	2024	Total
Budget Total	\$425,000	\$425,000	\$425,000	\$425,000	\$425,000	\$2,125,000
Rehabilitation budget	\$420,873	\$409,092	\$419,090	\$422,523	\$407,738	\$2,079,316
Preventative Maintenance budget	\$2,454	\$15,264	\$4,596	\$318	\$12,664	\$35,296
Deferred Maintenance	\$3,095,319	\$2,970,137	\$3,135,203	\$3,602,679	\$3,768,230	---
PCI	67	66	67	67	67	

Figure 8. Summary of Results, Scenario 4 — Increase PCI 5 points (to 67)



A comparison of the four scenarios is summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 9 - Deferred Maintenance and PCI of Scenarios 1-4

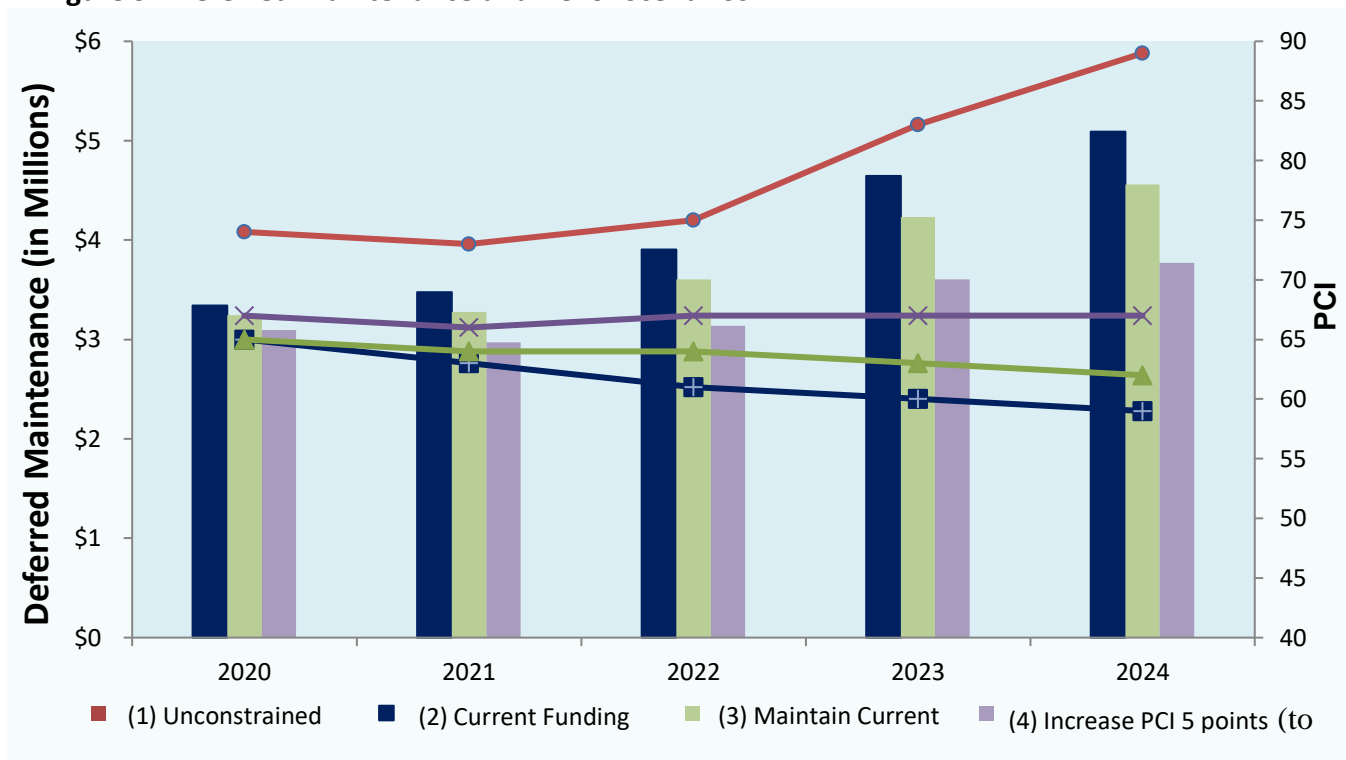
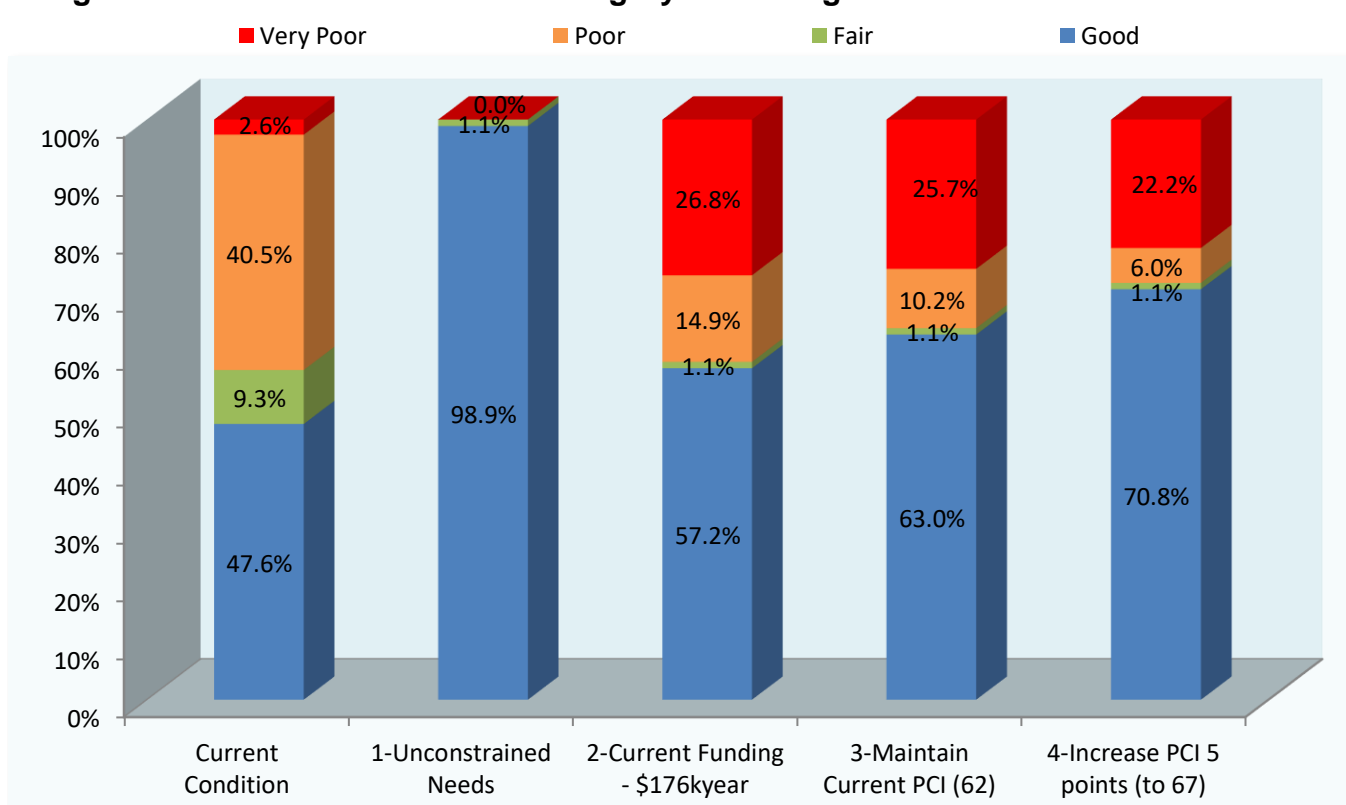


Figure 10 – Pavement Condition Category Percentages in 2024 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$5.88 million. Not only does this surface management plan improve the network to an optimal level of 89, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$1.4 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

The current five-year funding level totaling \$0.9 million (Scenario 2) will result in the current network PCI of 62 decreasing by three point over the course of five. The deferred maintenance price tag increases by , from \$3.3 million in 2020, to \$5.1 million in 2024. By following this strategy through 2024, 57.2% of the City's street will be in the 'Good' condition category, an increase from the current level of 47.6% in 'Good' condition. At the City's current funding level, the street network condition will decline over the foreseeable future.

Scenario and Needs analyses assume that the City follows a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective slurry and crack seal program, the City will save money in the long run. The use of slurry seals with digouts or thin overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays with digouts and fabric on Poor streets. Failed streets should be the lowest priority, as the reconstruction (or full depth reclamation) that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$4.55 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 77.4% of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant five year shortfall projection. Currently, 2.6% of the street network is in 'Very Poor' condition. This is likely to increase to 26.8% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Unless funding is allocated to support the planned increase in the City's street rehabilitation program, the City may lose the opportunity to utilize lower cost preventative maintenance and light overlay treatment options.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as slurry seals, crack sealing, and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.

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- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
 - Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
 - Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of streets every three years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition will likely decline, and the deferred maintenance backlog will likely increase. Additional funding should be allocated for street maintenance.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$12.93 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in “good” condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

Load related distress - Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

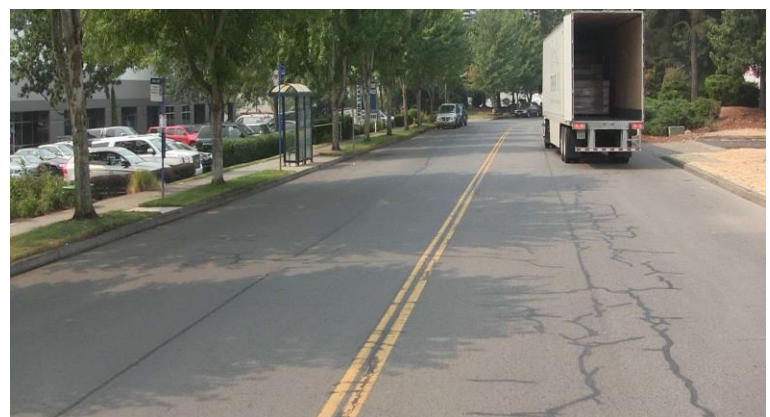
'Good' Condition Category – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than $\frac{1}{4}$ " wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor deformation evident. Good riding qualities. Rutting may be present but is generally less than $\frac{1}{2}$ ".



'Fair' Condition Category – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

Pavement structure is generally stable with only minor areas of structural weakness or pavement deterioration evident. Cracks, if present, have widths generally less than $\frac{3}{4}$ ". Wheel paths may have widespread, but not continuous, cracking with no or only a few interconnecting cracks and no spalling or pumping. Interconnected alligator cracks forming complete patterns, or with spalling, are very small localized areas and are not representative of the rest of the section. The pavement may be patched but not excessively. Rutting may be present but is generally less than $\frac{3}{4}$ ".



'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

Areas of instability, structural deficiency, or advanced pavement deterioration present in small areas (generally <10% of total pavement area). Continuous, interconnected alligator cracking often present (mostly in wheel paths). Wheel paths may have widespread, and continuous, cracking with some interconnecting cracks and/or spalling (none or isolated areas of pumping). Deformation may be somewhat noticeable.



'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns (alligatoring), heavy and numerous patches, potholes, or deformation is very noticeable. Rutting, if present, is generally greater than 3/4".



Appendix B

Network Summary Statistics

Network Replacement Cost

Printed: 05/05/2020

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	1	0.13	0.27	25,488	83
Collector	29	3.80	7.59	665,717	61
Residential/Local	62	5.92	11.84	1,031,886	61
Total	92	9.85	19.70	1,723,091	
Overall Network PCI as of 5/5/2020:					62

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	0.3	\$7.56	25,488	\$193
Collector	AC	5.5	\$7.56	471,387	\$3,562
	AC/AC	1.6	\$7.56	148,686	\$1,123
	AC/PCC	0.2	\$0.00	11,676	\$0
Local (7)	AC/AC	0.3	\$7.56	33,968	\$257
Residential/Local	AC	11.8	\$7.56	1,031,886	\$7,796
Grand Total:		19.7		1,723,091	\$12,931

Appendix C

Decision Tree

Decision Tree

Printed: 05/04/2020

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	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$6.50		6	
			Restoration Treatment	THIN OVERLAY	\$26.00			2
		II - Good, Non-Load Related		SLURRY SEAL	\$6.50		6	
		III - Good, Load Related		THIN OVERLAY	\$26.00			
		IV - Poor		EDGE GRD+20%DIG+FAB+3IN OL	\$44.00			
		V - Very Poor		FULL DEPTH RECLAMATION	\$72.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$6.50		6	
			Restoration Treatment	THIN OVERLAY	\$26.00			2
		II - Good, Non-Load Related		SLURRY SEAL	\$6.50		6	
		III - Good, Load Related		THIN OVERLAY	\$26.00			
		IV - Poor		EDGE GRD+20%DIG+FAB+3IN OL	\$44.00			
		V - Very Poor		FULL DEPTH RECLAMATION	\$72.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$6.50		9	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SLURRY SEAL	\$6.50		6	
		III - Good, Load Related		THIN OVERLAY	\$26.00			
		IV - Poor		EDGE GRD+20%DIG+FAB+3IN OL	\$44.00			
		V - Very Poor		FULL R&R+4IN OL/27IN AB	\$95.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 05/04/2020

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	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$5.50		7	
			Restoration Treatment	THIN OVERLAY	\$24.90			3
		II - Good, Non-Load Related		SLURRY SEAL	\$5.50		7	
		III - Good, Load Related		THIN OVERLAY	\$24.90			
		IV - Poor		EDGE GRD+20%DIG+FAB+2.5IN OL	\$40.75			
		V - Very Poor		FULL DEPTH RECLAMATION	\$68.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$5.50		7	
			Restoration Treatment	THIN OVERLAY	\$24.90			3
		II - Good, Non-Load Related		SLURRY SEAL	\$5.50		7	
		III - Good, Load Related		THIN OVERLAY	\$24.90			
		IV - Poor		EDGE GRD+20%DIG+FAB+2.5IN OL	\$40.75			
		V - Very Poor		FULL DEPTH RECLAMATION	\$68.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$5.50		7	
			Restoration Treatment	THIN OVERLAY	\$24.90			3
		II - Good, Non-Load Related		SLURRY SEAL	\$5.50		7	
		III - Good, Load Related		THIN OVERLAY	\$24.90			
		IV - Poor		MEDIUM OVERLAY/WITH LEVELING	\$38.40			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$110.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 05/04/2020

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	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$4.90		9	
			Restoration Treatment	THIN OVERLAY	\$21.60			3
		II - Good, Non-Load Related		SLURRY SEAL	\$4.90		9	
		III - Good, Load Related		THIN OVERLAY	\$21.60			
		IV - Poor		EDGE GRD+20%DIG+FAB+2IN OL	\$33.80			
		V - Very Poor		FULL DEPTH RECLAMATION	\$60.90			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.50	6		
			Surface Treatment	SLURRY SEAL	\$4.90		9	
			Restoration Treatment	THIN OVERLAY	\$21.60			3
		II - Good, Non-Load Related		SLURRY SEAL	\$4.90		9	
		III - Good, Load Related		THIN OVERLAY	\$21.60			
		IV - Poor		EDGE GRD+20%DIG+FAB+2IN OL	\$33.80			
		V - Very Poor		FULL DEPTH RECLAMATION	\$60.90			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00			
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$1,419,468	0%	2022	\$826,227	0%	2024	\$1,433,250	0%
2021	\$301,705	0%	2023	\$1,903,977	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2020	63	74	3.31	6.62
2021	60	73	1.20	2.39
2022	57	75	1.65	3.29
2023	55	83	1.80	3.59
2024	52	89	2.36	4.73

Percent Network Area by Functional Class and Condition Category

Condition in base year 2020, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	17.1%	29.1%	0.0%	47.6%
II / III	0.0%	2.3%	7.0%	0.0%	9.3%
IV	0.0%	16.5%	24.1%	0.0%	40.5%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2020 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	22.7%	42.9%	0.0%	67.0%
II / III	0.0%	1.2%	3.1%	0.0%	4.3%
IV	0.0%	12.9%	15.8%	0.0%	28.7%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	35.6%	61.9%	0.0%	98.9%
II / III	0.0%	1.1%	0.0%	0.0%	1.1%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2020	0%	\$1,419,468	II	\$11,594	Non-Project	\$115,541	\$0	\$0	Funded	\$0
			III	\$161,065					Unmet	\$0
			IV	\$815,759	Project	\$0				
			V	\$315,509						
			Total	\$1,303,927						
			Project	\$0						
2021	0%	\$301,705	II	\$4,603	Non-Project	\$32,481	\$0	\$0	Funded	\$0
			III	\$38,890					Unmet	\$0
			IV	\$159,268	Project	\$0				
			V	\$66,463						
			Total	\$269,224						
			Project	\$0						
2022	0%	\$826,227	II	\$46,566	Non-Project	\$76,034	\$0	\$0	Funded	\$0
			III	\$46,015					Unmet	\$0
			IV	\$50,919	Project	\$0				
			V	\$606,693						
			Total	\$750,193						
			Project	\$0						
2023	0%	\$1,903,977	II	\$0	Non-Project	\$318	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$1,903,659						
			Total	\$1,903,659						
			Project	\$0						
2024	0%	\$1,433,250	II	\$0	Non-Project	\$1,369	\$0	\$0	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$101,162	Project	\$0				
			V	\$534,241						
			Total	\$635,403						
			Project	\$796,481						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$18,408	\$0	\$0
Collector	\$2,413,252	\$99,934	\$0	\$0
Residential/Local	\$3,245,635	\$107,401	\$0	\$0
Grand Total:	\$5,658,887	\$225,743	\$0	\$0

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$176,000	0%	2022	\$176,000	0%	2024	\$176,000	0%
2021	\$176,000	0%	2023	\$176,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2020	63	65	0.66	1.31
2021	60	63	1.11	2.22
2022	57	61	0.83	1.67
2023	55	60	0.92	1.84
2024	52	59	1.49	2.98

Percent Network Area by Functional Class and Condition Category

Condition in base year 2020, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	17.1%	29.1%	0.0%	47.6%
II / III	0.0%	2.3%	7.0%	0.0%	9.3%
IV	0.0%	16.5%	24.1%	0.0%	40.5%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2020 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	18.2%	32.9%	0.0%	52.6%
II / III	0.0%	1.2%	3.1%	0.0%	4.3%
IV	0.0%	16.5%	24.1%	0.0%	40.5%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	17.3%	38.4%	0.0%	57.2%
II / III	0.0%	1.1%	0.0%	0.0%	1.1%
IV	0.0%	4.3%	10.6%	0.0%	14.9%
V	0.0%	14.0%	12.8%	0.0%	26.8%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2020	0%	\$176,000	II	\$11,594	Non-Project	\$2,454	\$0	\$3,343,531	Funded Unmet	\$0
			III	\$161,065						
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$172,659						
			Project	\$0						
2021	0%	\$176,000	II	\$4,603	Non-Project	\$30,266	\$0	\$3,477,810	Funded Unmet	\$0
			III	\$38,890						
			IV	\$98,582	Project	\$0				
			V	\$0						
			Total	\$142,075						
			Project	\$0						
2022	0%	\$176,000	II	\$46,566	Non-Project	\$13,746	\$0	\$3,907,524	Funded Unmet	\$0
			III	\$46,015						
			IV	\$67,940	Project	\$0				
			V	\$0						
			Total	\$160,521						
			Project	\$0						
2023	0%	\$176,000	II	\$0	Non-Project	\$37,491	\$0	\$4,646,009	Funded Unmet	\$0
			III	\$0						
			IV	\$137,511	Project	\$0				
			V	\$0						
			Total	\$137,511						
			Project	\$0						
2024	0%	\$176,000	II	\$0	Non-Project	\$6,280	\$0	\$5,088,603	Funded Unmet	\$0
			III	\$40,540						
			IV	\$54,020	Project	\$0				
			V	\$73,818						
			Total	\$168,378						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$0
Collector	\$120,086	\$25,664	\$0	\$7,914
Residential/Local	\$661,058	\$64,573	\$0	\$12,559
Grand Total:	\$781,144	\$90,237	\$0	\$20,473

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$275,000	0%	2022	\$275,000	0%	2024	\$275,000	0%
2021	\$275,000	0%	2023	\$275,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2020	63	65	0.94	1.87
2021	60	64	0.92	1.85
2022	57	64	0.79	1.58
2023	55	63	1.12	2.23
2024	52	62	1.82	3.63

Percent Network Area by Functional Class and Condition Category

Condition in base year 2020, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	17.1%	29.1%	0.0%	47.6%
II / III	0.0%	2.3%	7.0%	0.0%	9.3%
IV	0.0%	16.5%	24.1%	0.0%	40.5%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2020 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	18.2%	34.1%	0.0%	53.8%
II / III	0.0%	1.2%	3.1%	0.0%	4.3%
IV	0.0%	16.5%	22.9%	0.0%	39.4%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	19.1%	42.5%	0.0%	63.0%
II / III	0.0%	1.1%	0.0%	0.0%	1.1%
IV	0.0%	3.1%	7.1%	0.0%	10.2%
V	0.0%	13.4%	12.4%	0.0%	25.7%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2020	0%	\$275,000	II	\$11,594	Non-Project	\$23,011	\$0	\$3,246,557	Funded	\$0
			III	\$161,065					Unmet	\$20,021
			IV	\$76,419	Project	\$0				
			V	\$0						
			Total	\$249,078						
			Project	\$0						
2021	0%	\$275,000	II	\$4,603	Non-Project	\$551	\$0	\$3,278,260	Funded	\$0
			III	\$38,890					Unmet	\$0
			IV	\$227,963	Project	\$0				
			V	\$0						
			Total	\$271,456						
			Project	\$0						
2022	0%	\$275,000	II	\$46,566	Non-Project	\$0	\$0	\$3,602,110	Funded	\$0
			III	\$46,015					Unmet	\$0
			IV	\$141,766	Project	\$0				
			V	\$39,800						
			Total	\$274,147						
			Project	\$0						
2023	0%	\$275,000	II	\$9,062	Non-Project	\$31,620	\$0	\$4,231,871	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$145,374	Project	\$0				
			V	\$88,507						
			Total	\$242,943						
			Project	\$0						
2024	0%	\$275,000	II	\$8,671	Non-Project	\$29,170	\$0	\$4,562,228	Funded	\$0
			III	\$40,540					Unmet	\$0
			IV	\$101,162	Project	\$0				
			V	\$94,930						
			Total	\$245,303						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$20,719	\$0	\$0
Collector	\$309,755	\$20,844	\$0	\$7,914
Residential/Local	\$973,172	\$42,789	\$0	\$12,107
Grand Total:	\$1,282,927	\$84,352	\$0	\$20,021

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$425,000	0%	2022	\$425,000	0%	2024	\$425,000	0%
2021	\$425,000	0%	2023	\$425,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2020	63	67	1.04	2.08
2021	60	67	1.26	2.52
2022	57	67	0.96	1.91
2023	55	67	0.85	1.70
2024	52	67	1.79	3.57

Percent Network Area by Functional Class and Condition Category

Condition in base year 2020, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	17.1%	29.1%	0.0%	47.6%
II / III	0.0%	2.3%	7.0%	0.0%	9.3%
IV	0.0%	16.5%	24.1%	0.0%	40.5%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2020 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	18.2%	36.8%	0.0%	56.4%
II / III	0.0%	1.2%	3.1%	0.0%	4.3%
IV	0.0%	16.5%	20.2%	0.0%	36.7%
V	0.0%	0.9%	1.7%	0.0%	2.6%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Condition in year 2024 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	23.8%	45.5%	0.0%	70.8%
II / III	0.0%	1.1%	0.0%	0.0%	1.1%
IV	0.0%	1.6%	4.4%	0.0%	6.0%
V	0.0%	10.2%	11.9%	0.0%	22.2%
Total	1.5%	36.7%	61.9%	0.0%	100.0%

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2020	0%	\$425,000	II	\$11,594	Non-Project	\$2,454	\$0	\$3,095,319	Funded	\$0
			III	\$161,065					Unmet	\$19,005
			IV	\$248,214	Project	\$0				
			V	\$0						
			Total	\$420,873						
			Project	\$0						
2021	0%	\$425,000	II	\$4,603	Non-Project	\$15,264	\$0	\$2,970,137	Funded	\$0
			III	\$38,890					Unmet	\$0
			IV	\$365,599	Project	\$0				
			V	\$0						
			Total	\$409,092						
			Project	\$0						
2022	0%	\$425,000	II	\$46,566	Non-Project	\$4,596	\$0	\$3,135,203	Funded	\$0
			III	\$46,015					Unmet	\$0
			IV	\$269,653	Project	\$0				
			V	\$56,856						
			Total	\$419,090						
			Project	\$0						
2023	0%	\$425,000	II	\$9,062	Non-Project	\$318	\$0	\$3,602,679	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$413,461						
			Total	\$422,523						
			Project	\$0						
2024	0%	\$425,000	II	\$8,671	Non-Project	\$12,664	\$0	\$3,768,230	Funded	\$0
			III	\$40,540					Unmet	\$0
			IV	\$101,162	Project	\$0				
			V	\$257,365						
			Total	\$407,738						
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$0
Collector	\$890,308	\$14,077	\$0	\$7,914
Residential/Local	\$1,189,008	\$21,219	\$0	\$11,090
Grand Total:	\$2,079,316	\$35,296	\$0	\$19,005

Appendix E

Section PCI/Remaining Service Life (RSL) Listing Report

Printed: 03/30/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
AHWAHN	010	AHWAHNEE ST	FIRST ST	DONNER ST	708	36	25,488	A - Arterial	A - AC	83	20.64
CAETAN	010	CAETANO PL	DEAD END W OF RANCHO WY	CUL DE SAC EAST	856	38	32,528	R - Residential/Local	A - AC	96	34.03
CEDARC	010	CEDAR CT	DEAD END SOUTH	COPPERLEAF LN	296	32	9,472	R - Residential/Local	A - AC	96	34.03
CHURCH	010	CHURCH ST	MONTEREY ST	CEMETERY ENTRANCE	256	27	6,912	R - Residential/Local	A - AC	75	25.37
CHURCH	020	CHURCH ST	CEMETERY ENTRANCE	THIRD ST	609	28	17,052	R - Residential/Local	A - AC	48	8.89
CHURCH	030	CHURCH ST	THIRD ST	SECOND ST	219	35	7,665	R - Residential/Local	A - AC	50	9.36
CHURCH	040	CHURCH ST	SECOND ST	FIRST ST	264	30	7,920	R - Residential/Local	A - AC	5	0
COPPER	010	COPPERLEAF LN	OLD SJ HOLLISTER RD	CUL-DE-SAC WEST	1,335	32	42,720	R - Residential/Local	A - AC	96	34
CYPRES	010	CYPRESS LN	OLD SJ HOLLISTER RD	COPPERLEAF LN	288	32	9,216	R - Residential/Local	A - AC	96	34.03
DONNER	010	DONNER ST	THIRD ST	FIRST ST	512	36	18,432	R - Residential/Local	A - AC	83	34.23
FIFTHS	010	FIFTH ST	MUCKELEMI ST	POLK ST	495	36	17,820	R - Residential/Local	A - AC	43	6.45
FIFTHS	020	FIFTH ST	POLK ST	WASHINGTON ST	603	36	21,708	R - Residential/Local	A - AC	20	0
FIFTHS	030	FIFTH ST	FRANKLIN ST	DEAD END EAST	466	32	14,912	R - Residential/Local	A - AC	30	1.59
FIRSTS	010	FIRST ST	WEST CITY LIMITS	LAVAGNINO DR	528	32	16,896	C - Collector	A - AC	30	1.03
FIRSTS	020	FIRST ST	LAVAGNINO DR	NORTH ST	969	32	31,008	C - Collector	A - AC	74	13.06
FIRSTS	030	FIRST ST	NORTH ST	MONTEREY ST	568	38	21,584	C - Collector	A - AC	33	1.63
FIRSTS	040	FIRST ST	MONTEREY ST	SAN JOSE ST	704	29	20,416	C - Collector	A - AC	74	13.06
FOURTH	010	FOURTH ST	MONTEREY ST	MUCKELEMI ST	878	35	30,730	C - Collector	A - AC	87	18.51
FOURTH	020	FOURTH ST	MUCKELEMI ST	WASHINGTON ST	814	35	28,490	C - Collector	A - AC	85	16.57
FOURTH	030	FOURTH ST	WASHINGTON ST	THE ALAMEDA	908	36	32,688	C - Collector	A - AC	87	18.51
FRACIR	010	FRANKLIN CIR	SIXTH ST	FRANKLIN ST	526	36	18,936	R - Residential/Local	A - AC	44	6.46
FRANST	010	FRANKLIN ST	SIXTH ST	FOURTH ST	615	26	15,990	R - Residential/Local	A - AC	66	18.23
FRANST	020	FRANKLIN ST	FOURTH ST	THIRD ST	377	28	10,556	R - Residential/Local	A - AC	40	5.36
FRANST	030	FRANKLIN ST	THIRD ST	SECOND ST	355	26	9,230	R - Residential/Local	A - AC	91	32.48
FRANST	040	FRANKLIN ST	SECOND ST	END OF PAVEMENT	510	24	12,240	R - Residential/Local	A - AC	85	34.43
JEFFER	010	JEFFERSON ST	THIRD ST	FIRST ST	511	29	14,819	R - Residential/Local	A - AC	34	3.01
LANGCT	010	LANG CT	LANG ST	CUL-DE-SAC NORTH	272	36	9,792	R - Residential/Local	A - AC	41	5.74
LANGST	010	LANG ST	WASHINGTON ST	DEAD END E OF LANG CT	1,064	36	38,304	R - Residential/Local	A - AC	42	6.16
LANGST	020	LANG ST	DEAD END WEST	THE ALAMEDA	388	28	10,864	R - Residential/Local	A - AC	51	10.36
LASUEN	010	LASUEN DR	DEAD END WEST	WASHINGTON ST	1,088	14	15,232	R - Residential/Local	A - AC	73	24.37
LAVAGI	010	LAVAGNINO DR	DEAD END S OF THIRD ST	VISTA WAY	438	46	20,148	R - Residential/Local	A - AC	95	33.93

Printed: 03/30/2020

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
LAVAGI	020	LAVAGNINO DR	VISTA WAY	FIRST ST	544	39	21,216	R - Residential/Local	A - AC	95	33.93
MARENT	010	MARENTIS CIR	MONTEREY ST	CUL-DE-SAC EAST	198	26	5,148	R - Residential/Local	A - AC	35	3.39
MARIPO	010	MARIPOSA ST	FOURTH ST	THIRD ST	332	23	7,636	R - Residential/Local	A - AC	32	2.3
MARIPO	020	MARIPOSA ST	THIRD ST	SECOND ST	316	27	8,532	R - Residential/Local	A - AC	38	4.57
MISSIO	010	MISSION ST	FIFTH ST	FOURTH ST	306	26	7,956	R - Residential/Local	A - AC	84	28.57
MONTER	010	MONTEREY ST	MUCKELEMI ST/HWY ONRAMP	CHURCH ST	417	28	11,676	C - Collector	C - AC/PCC	30	1.22
MONTER	020	MONTEREY ST	CHURCH ST	FOURTH ST	558	34	18,972	C - Collector	O - AC/AC	60	11.73
MONTER	030	MONTEREY ST	FOURTH ST	FIRST ST	802	34	27,268	C - Collector	O - AC/AC	39	3.91
MUCKLE	010	MUCKELEMI ST	MONTEREY ST	SAN ANTONIA ST	988	36	35,568	C - Collector	A - AC	41	3.14
MUCKLE	020	MUCKELEMI ST	SAN ANTONIA ST	FOURTH ST	636	55	34,980	C - Collector	A - AC	37	2.54
MUCKLE	030	MUCKELEMI ST	FOURTH ST	THIRD ST	335	32	10,720	C - Collector	A - AC	35	2.05
MUCKLE	040	MUCKELEMI ST	THIRD ST	FIRST ST	277	47	13,019	C - Collector	A - AC	78	14.73
NORTHS	010	NORTH ST	THIRD ST	FIRST ST	492	36	17,712	R - Residential/Local	A - AC	61	15.19
NYLAND	010	NYLAND DR	THE ALAMEDA	END OF PVMT	956	35	33,460	R - Residential/Local	A - AC	78	29.08
OLDSAN	010	OLD SAN JUAN HOLLISTER RD	THE ALAMEDA	300FT E OF COPPERLEAF LN	1,662	31	51,522	C - Collector	A - AC	89	20.08
OLDSAN	020	OLD SAN JUAN HOLLISTER RD	300FT E OF COPPERLEAF LN	HWY 156	3,280	24	78,720	C - Collector	A - AC	38	2.7
PEARCE	010	PEARCE ST	FOURTH ST	THE ALAMEDA	215	26	5,590	R - Residential/Local	A - AC	37	3.85
POLKST	010	POLK ST	DEAD END S. OF SEVENTH ST	FOURTH ST	1,094	36	39,384	R - Residential/Local	A - AC	36	3.8
POLKST	020	POLK ST	FOURTH ST	SECOND ST	355	36	12,780	R - Residential/Local	A - AC	53	11.38
POLKST	030	POLK ST	SECOND ST	FIRST ST	298	32	9,536	R - Residential/Local	A - AC	25	0
RANCHO	010	RANCHO WY	DEAD END S OF THIRD ST	CAETANO PL	778	36	28,008	R - Residential/Local	A - AC	96	34
SALINA	010	SALINAS RD	OLD SAN JUAN HOLLISTER RD	CITY LIMITS	185	22	4,070	C - Collector	O - AC/AC	36	2.78
SANANT	010	SAN ANTONIO ST	SEVENTH ST	200FT S OF SIXTH ST	238	38	9,044	R - Residential/Local	A - AC	93	33.27
SANANT	020	SAN ANTONIO ST	200FT S OF SIXTH ST	MUCKELEMI ST	414	38	15,732	R - Residential/Local	A - AC	71	16.94
SANJOS	010	SAN JOSE ST	FOURTH ST	THIRD ST	310	24	7,440	R - Residential/Local	A - AC	42	6.22
SANJOS	020	SAN JOSE ST	THIRST ST	FIRST ST	534	26	13,884	R - Residential/Local	A - AC	35	3.42
SECOND	010	SECOND ST	NORTH ST	MONTEREY ST	526	34	17,884	R - Residential/Local	A - AC	33	2.59
SECOND	020	SECOND ST	MONTEREY ST	SAN JOSE ST	677	36	24,372	R - Residential/Local	A - AC	67	19.31
SECOND	030	SECOND ST	SAN JOSE ST	MARIPOSA ST	882	36	31,752	R - Residential/Local	A - AC	35	3.04

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SECOND	040	SECOND ST	MARIPOSA ST	FRANKLIN ST	566	25	14,150	R - Residential/Local	A - AC	75	23.1
SEVENT	010	SEVENTH ST	SAN ANTONIO ST	POLK ST	616	36	22,176	R - Residential/Local	A - AC	46	7.98
SEVENT	020	SEVENTH ST	POLK ST	WASHINGTON ST	629	36	22,644	R - Residential/Local	A - AC	51	10.35
SIXTHS	010	SIXTH ST	SAN ANTONIO ST	POLK ST	623	36	22,428	R - Residential/Local	A - AC	31	1.94
SIXTHS	020	SIXTH ST	POLK ST	WASHINGTON ST	619	36	22,284	R - Residential/Local	A - AC	36	3.79
SIXTHS	030	SIXTH ST	WASHINGTON ST	FRANKLIN CIR	228	36	8,208	R - Residential/Local	A - AC	70	21.11
STEVEN	010	STEVENS DR	DEAD END SOUTH	LANG ST	154	36	5,544	R - Residential/Local	A - AC	29	1.21
TAHUAL	010	TAHUALAMI ST	FOURTH ST	THIRD ST	317	36	11,412	R - Residential/Local	A - AC	92	32.91
TAHUAL	020	TAHUALAMI ST	THIRD ST	FIRST ST	498	30	14,940	R - Residential/Local	A - AC	31	1.91
ALAMED	020	THE ALAMEDA	PEARCE ST	STATE HWY 156	772	44	33,968	L - Local (7)	O - AC/AC	83	32.5
ALAMED	030	THE ALAMEDA	STATE HWY 156	LANG ST	103	36	3,708	C - Collector	O - AC/AC	89	34.02
ALAMED	040	THE ALAMEDA	LANG ST	OLD SAN JUAN HOLLISTER RD	434	36	15,624	C - Collector	O - AC/AC	34	2.23
THIRDS	100	THE ALAMEDA	FRANKLIN ST	PEARCE ST	313	55	17,215	C - Collector	O - AC/AC	78	22.99
THIRDS	010	THIRD ST	RANCHO WY	LAVAGNINO DR	615	36	22,140	R - Residential/Local	A - AC	93	39.1
THIRDS	020	THIRD ST	LAVAGNINO DR	TRAILSIDE CT	538	45	24,210	C - Collector	A - AC	96	28.81
THIRDS	030	THIRD ST	TRAILSIDE CT	DONNER ST	372	30	11,160	C - Collector	A - AC	98	24.15
THIRDS	040	THIRD ST	DONNER ST	NORTH ST	468	22	10,296	C - Collector	A - AC	84	19.25
THIRDS	050	THIRD ST	NORTH ST	MONTEREY ST	408	30	12,240	C - Collector	A - AC	91	21.13
THIRDS	060	THIRD ST	MONTEREY ST	TUHAULAMI ST	238	30	7,140	C - Collector	A - AC	93	22.16
THIRDS	070	THIRD ST	TUHAULAMI ST	MUCKELEMI ST	692	22	15,224	C - Collector	O - AC/AC	15	0
THIRDS	080	THIRD ST	MUCKELEMI ST	MARIPOSA ST	686	39	26,754	C - Collector	O - AC/AC	48	6.73
THIRDS	090	THIRD ST	MARIPOSA ST	FRANKLIN ST	509	39	19,851	C - Collector	O - AC/AC	59	10.83
TRAILS	010	TRAILSIDE CT	CUL-DE-SAC SOUTH	THIRD ST	407	38	15,466	R - Residential/Local	A - AC	96	34.03
TRAILD	010	TRAILSIDE DR	THIRD ST	CUL-DE-SAC NW	492	38	18,696	R - Residential/Local	A - AC	96	34.03
VIAPAD	010	VIA PADRE	FIRST ST	CUL-DE-SAC NORTH	251	36	9,036	R - Residential/Local	A - AC	63	17.08
VIASER	010	VIA SERRA	FIRST ST	CUL-DE-SAC NORTH	238	36	8,568	R - Residential/Local	A - AC	85	29.19
VISTAW	010	VISTA WY	RANCHO WY	LAVAGNINO DR	668	36	24,048	R - Residential/Local	A - AC	96	34
WASHIN	010	WASHINGTON ST	CUL-DE-SAC SOUTH	100FT N OF LANG ST	417	36	15,012	R - Residential/Local	A - AC	32	2.28
WASHIN	020	WASHINGTON ST	100FT N OF LANG ST	SEVENTH ST	502	36	18,072	R - Residential/Local	A - AC	72	21.01
WASHIN	030	WASHINGTON ST	SEVENTH ST	FIFTH ST	636	36	22,896	R - Residential/Local	A - AC	73	21.62
WASHIN	040	WASHINGTON ST	FIFTH ST	FOURTH ST	318	36	11,448	R - Residential/Local	A - AC	89	31.5
WASHIN	050	WASHINGTON ST	FOURTH ST	SECOND ST	644	36	23,184	R - Residential/Local	A - AC	33	2.49

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
Total Section Length:										51,996	
Total Section Area:										1,723,091	

Appendix F

Scenarios - Sections Selected for Treatment

Scenario 1 - Unconstrained Needs

Scenario 2 - Current Budget Scenario

Scenario 3 - Maintain Current PCI

Scenario 4 - Increase PCI 5 points

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 05/04/2020
Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$1,419,468	0%	2022	\$826,227	0%	2024	\$1,433,250	0%
2021	\$301,705	0%	2023	\$1,903,977	0%			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	CEMETERY ENTRANCE	THIRD ST	CHURCH	020	609	28	17,052	R	AC		47	48	100	\$64,040	12,908	EDGE GRD+20% DIG+FAB+2IN OL
FIFTH ST	MUCKELEMI ST	POLK ST	FIFTHS	010	495	36	17,820	R	AC		42	43	100	\$66,924	13,375	EDGE GRD+20% DIG+FAB+2IN OL
FRANKLIN CIR	SIXTH ST	FRANKLIN ST	FRACIR	010	526	36	18,936	R	AC		43	44	100	\$71,116	13,342	EDGE GRD+20% DIG+FAB+2IN OL
FRANKLIN ST	FOURTH ST	THIRD ST	FRANST	020	377	28	10,556	R	AC		39	40	100	\$39,644	13,559	EDGE GRD+20% DIG+FAB+2IN OL
LANG CT	LANG ST	CUL-DE-SAC NORTH	LANGCT	010	272	36	9,792	R	AC		40	41	100	\$36,775	13,503	EDGE GRD+20% DIG+FAB+2IN OL
LANG ST	WASHINGTON ST	DEAD END E OF LANG CT	LANGST	010	1,064	36	38,304	R	AC		41	42	100	\$143,853	13,433	EDGE GRD+20% DIG+FAB+2IN OL
SAN JOSE ST	FOURTH ST	THIRD ST	SANJOS	010	310	24	7,440	R	AC		41	42	100	\$27,942	13,425	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	SAN ANTONIO ST	POLK ST	SEVENT	010	616	36	22,176	R	AC		45	46	100	\$83,284	13,100	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$533,578		
CHURCH ST	SECOND ST	FIRST ST	CHURCH	040	264	30	7,920	R	AC		4	5	100	\$53,592	7,292	FULL DEPTH RECLAMATION
FIFTH ST	POLK ST	WASHINGTON ST	FIFTHS	020	603	36	21,708	R	AC		19	20	100	\$146,891	7,292	FULL DEPTH RECLAMATION
THIRD ST	TUHAULAMI ST	MUCKELEMI ST	THIRDS	070	692	22	15,224	C	AC/AC		15	16	100	\$115,026	7,761	FULL DEPTH RECLAMATION
											Treatment Total			\$315,509		
FRANKLIN ST	SIXTH ST	FOURTH ST	FRANST	010	615	26	15,990	R	AC		65	66	100	\$38,376	15,592	THIN OVERLAY
NORTH ST	THIRD ST	FIRST ST	NORTHS	010	492	36	17,712	R	AC		60	61	100	\$42,509	17,330	THIN OVERLAY
SECOND ST	MONTEREY ST	SAN JOSE ST	SECOND	020	677	36	24,372	R	AC		66	67	100	\$58,493	14,998	THIN OVERLAY
VIA PADRE	FIRST ST	CUL-DE-SAC NORTH	VIAPAD	010	251	36	9,036	R	AC		62	63	100	\$21,687	16,384	THIN OVERLAY
											Treatment Total			\$161,065		
MUCKELEMI ST	MONTEREY ST	SAN ANTONIA ST	MUCKLE	010	988	36	35,568	C	AC		40	41	100	\$161,044	13,033	EDGE GRD+20% DIG+FAB+2.5IN OL
THIRD ST	MUCKELEMI ST	MARIPOSA ST	THIRDS	080	686	39	26,754	C	AC/AC		47	48	100	\$121,137	12,367	EDGE GRD+20% DIG+FAB+2.5IN OL
											Treatment Total			\$282,181		
AHWAHNEE ST	FIRST ST	DONNER ST	AHWAHN	010	708	36	25,488	A	AC		82	83	90	\$18,408	23,872	SLURRY SEAL
THE ALAMEDA	STATE HWY 156	LANG ST	ALAMED	030	103	36	3,708	C	AC/AC		88	89	94	\$2,266	32,695	SLURRY SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	MONTEREY ST	CEMETERY ENTRANCE	CHURCH	010	256	27	6,912	R	AC		74	75	83	\$3,764	29,607	SLURRY SEAL
DONNER ST	THIRD ST	FIRST ST	DONNER	010	512	36	18,432	R	AC		82	83	90	\$10,036	34,276	SLURRY SEAL
FRANKLIN ST	SECOND ST	END OF PAVEMENT	FRANST	040	510	24	12,240	R	AC		84	85	91	\$6,664	27,406	SLURRY SEAL
LAUSEN DR	DEAD END WEST	WASHINGTON ST	LASUEN	010	1,088	14	15,232	R	AC		72	73	81	\$8,293	31,149	SLURRY SEAL
MISSION ST	FIFTH ST	FOURTH ST	MISSIO	010	306	26	7,956	R	AC		83	84	91	\$4,332	19,202	SLURRY SEAL
MONTEREY ST	CHURCH ST	FOURTH ST	MONTER	020	558	34	18,972	C	AC/AC		59	60	70	\$11,594	27,074	SLURRY SEAL
MUCKELEMI ST	THIRD ST	FIRST ST	MUCKLE	040	277	47	13,019	C	AC		77	78	86	\$7,957	24,483	SLURRY SEAL
NYLAND DR	THE ALAMEDA	END OF PVMT	NYLAND	010	956	35	33,460	R	AC		77	78	86	\$18,218	34,343	SLURRY SEAL
SECOND ST	MARIPOSA ST	FRANKLIN ST	SECOND	040	566	25	14,150	R	AC		74	75	83	\$7,704	24,312	SLURRY SEAL
THIRD ST	DONNER ST	NORTH ST	THIRDS	040	468	22	10,296	C	AC		83	84	91	\$6,292	29,685	SLURRY SEAL
THE ALAMEDA	FRANKLIN ST	PEARCE ST	THIRDS	100	313	55	17,215	C	AC/AC		77	78	86	\$10,521	37,570	SLURRY SEAL
VIA SERRA	FIRST ST	CUL-DE-SAC NORTH	VIASER	010	238	36	8,568	R	AC		84	85	91	\$4,665	18,070	SLURRY SEAL
WASHINGTON ST	FIFTH ST	FOURTH ST	WASHIN	040	318	36	11,448	R	AC		88	89	94	\$6,233	12,144	SLURRY SEAL
											Treatment Total		\$126,947			
THE ALAMEDA	PEARCE ST	STATE HWY 156	ALAMED	020	772	44	33,968	L	AC/AC		82	83	84	\$188	631,800	SEAL CRACKS
											Treatment Total		\$188			
					Year 2020 Area Total				567,424		Year 2020 Total		\$1,419,468			

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	THIRD ST	SECOND ST	CHURCH	030	219	35	7,665	R	AC		49	48	100	\$29,650	12,613	EDGE GRD+20% DIG+FAB+2IN OL
LANG ST	DEAD END WEST	THE ALAMEDA	LANGST	020	388	28	10,864	R	AC		50	49	100	\$42,025	12,426	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	POLK ST	WASHINGTON ST	SEVENT	020	629	36	22,644	R	AC		50	49	100	\$87,593	12,424	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total		\$159,268			
POLK ST	THIRD ST	SECOND ST	POLKST	030	298	32	9,536	R	AC		24	22	100	\$66,463	7,080	FULL DEPTH RECLAMATION
											Treatment Total		\$66,463			
SAN ANTONIO ST	200FT S OF SIXTH ST	MUCKELEMI ST	SANANT	020	414	38	15,732	R	AC		70	68	100	\$38,890	15,753	THIN OVERLAY
											Treatment Total		\$38,890			
THE ALAMEDA	PEARCE ST	STATE HWY 156	ALAMED	020	772	44	33,968	L	AC/AC		82	83	90	\$19,049	21,110	SLURRY SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FRANKLIN ST	THIRD ST	SECOND ST	FRANST	030	355	26	9,230	R	AC		90	89	94	\$5,176	11,845	SLURRY SEAL
SIXTH ST	WASHINGTON ST	FRANKLIN CIR	SIXTHS	030	228	36	8,208	R	AC		69	68	77	\$4,603	25,545	SLURRY SEAL
THIRD ST	NORTH ST	MONTEREY ST	THIRDS	050	408	30	12,240	C	AC		90	89	94	\$7,705	19,779	SLURRY SEAL
											Treatment Total			\$36,533		
FOURTH ST	MONTEREY ST	MUCKELEMI ST	FOURTH	010	878	35	30,730	C	AC		86	85	86	\$174	695,906	SEAL CRACKS
FOURTH ST	MUCKELEMI ST	WASHINGTON ST	FOURTH	020	814	35	28,490	C	AC		84	82	84	\$192	594,323	SEAL CRACKS
FOURTH ST	WASHINGTON ST	THE ALAMEDA	FOURTH	030	908	36	32,688	C	AC		86	85	86	\$185	695,906	SEAL CRACKS
											Treatment Total			\$551		
							Year 2021 Area Total			221,995	Year 2021 Total			\$301,705		

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
POLK ST	FOURTH ST	THIRD ST	POLKST	020	355	36	12,780	R	AC		52	49	100	\$50,919	12,061	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$50,919		
FIFTH ST	FRANKLIN ST	DEAD END EAST	FIFTHS	030	466	32	14,912	R	AC		29	24	100	\$107,050	6,874	FULL DEPTH RECLAMATION
FIRST ST	WEST CITY LIMITS	LAVAGNINO DR	FIRSTS	010	528	32	16,896	C	AC		29	20	100	\$135,434	7,316	FULL DEPTH RECLAMATION
FIRST ST	NORTH ST	MONTEREY ST	FIRSTS	030	568	38	21,584	C	AC		32	24	100	\$173,011	7,316	FULL DEPTH RECLAMATION
STEVENS DR	DEAD END SOUTH	LANG ST	STEVEN	010	154	36	5,544	R	AC		28	23	100	\$39,800	6,874	FULL DEPTH RECLAMATION
											Treatment Total			\$455,295		
WASHINGTON ST	100FT N OF LANG ST	SEVENTH ST	WASHIN	020	502	36	18,072	R	AC		71	68	100	\$46,015	14,079	THIN OVERLAY
											Treatment Total			\$46,015		
FIRST ST	LAVAGNINO DR	NORTH ST	FIRSTS	020	969	32	31,008	C	AC		73	69	78	\$20,104	20,252	SLURRY SEAL
FIRST ST	MONTEREY ST	SAN JOSE ST	FIRSTS	040	704	29	20,416	C	AC		73	69	78	\$13,237	20,252	SLURRY SEAL
FOURTH ST	MONTEREY ST	MUCKELEMI ST	FOURTH	010	878	35	30,730	C	AC		86	85	91	\$19,924	21,404	SLURRY SEAL
FOURTH ST	MUCKELEMI ST	WASHINGTON ST	FOURTH	020	814	35	28,490	C	AC		84	83	90	\$18,471	20,144	SLURRY SEAL
FOURTH ST	WASHINGTON ST	THE ALAMEDA	FOURTH	030	908	36	32,688	C	AC		86	85	91	\$21,193	21,404	SLURRY SEAL
SAN ANTONIO ST	SEVENTH ST	200FT S OF SIXTH ST	SANANT	010	238	38	9,044	R	AC		92	88	94	\$5,224	12,140	SLURRY SEAL
TAHUALAMI ST	FOURTH ST	THIRD ST	TAHUAL	010	317	36	11,412	R	AC		91	88	93	\$6,592	13,146	SLURRY SEAL
THIRD ST	MONTEREY ST	TUHAULAMI ST	THIRDS	060	238	30	7,140	C	AC		92	89	94	\$4,630	19,128	SLURRY SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
WASHINGTON ST	SEVENTH ST	FIFTH ST	WASHIN	030	636	36	22,896	R	AC		72	69	78	\$13,225	22,314	SLURRY SEAL
											Treatment Total			\$122,600		
MONTEREY ST	MUCKELEMI ST/HWY ONRAMP	CHURCH ST	MONTER	010	417	28	11,676	C	AC/PCC		29	22	100	\$151,398	4,522	RECONSTRUCT STRUCTURE (AC)
											Treatment Total			\$151,398		
Year 2022 Area Total											295,288			Year 2022 Total	\$826,227	

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
THE ALAMEDA	LANG ST	OLD SAN JUAN HOLLISTER RD	ALAMED	040	434	36	15,624	C	AC/AC		33	22	100	\$128,995	7,103	FULL DEPTH RECLAMATION
MARIPOSA ST	FOURTH ST	THIRD ST	MARIPO	010	332	23	7,636	R	AC		31	23	100	\$56,462	6,674	FULL DEPTH RECLAMATION
MUCKELEMI ST	SAN ANTONIA ST	FOURTH ST	MUCKLE	020	636	55	34,980	C	AC		37	23	100	\$288,801	7,103	FULL DEPTH RECLAMATION
MUCKELEMI ST	FOURTH ST	THIRD ST	MUCKLE	030	335	32	10,720	C	AC		35	21	100	\$88,507	7,103	FULL DEPTH RECLAMATION
OLD SAN JUAN HOLLISTER RD	300FT E OF COPPERLEAF LN	HWY 156	OLDSAN	020	3,280	24	78,720	C	AC		38	24	100	\$649,925	7,103	FULL DEPTH RECLAMATION
SECOND ST	NORTH ST	MONTEREY ST	SECOND	010	526	34	17,884	R	AC		32	24	100	\$132,237	6,674	FULL DEPTH RECLAMATION
SIXTH ST	SAN ANTONIO ST	POLK ST	SIXTHS	010	623	36	22,428	R	AC		30	22	100	\$165,836	6,674	FULL DEPTH RECLAMATION
TAHUALAMI ST	THIRD ST	FIRST ST	TAHUAL	020	498	30	14,940	R	AC		30	22	100	\$110,469	6,674	FULL DEPTH RECLAMATION
WASHINGTON ST	CUL-DE-SAC SOUTH	100FT N OF LANG ST	WASHIN	010	417	36	15,012	R	AC		31	23	100	\$111,001	6,674	FULL DEPTH RECLAMATION
WASHINGTON ST	FOURTH ST	SECOND ST	WASHIN	050	644	36	23,184	R	AC		32	24	100	\$171,426	6,674	FULL DEPTH RECLAMATION
											Treatment Total			\$1,903,659		
LAVAGNINO DR	DEAD END S OF THIRD ST	VISTA WAY	LAVAGI	010	438	46	20,148	R	AC		94	88	89	\$93	518,601	SEAL CRACKS
LAVAGNINO DR	VISTA WAY	FIRST ST	LAVAGI	020	544	39	21,216	R	AC		94	88	89	\$98	518,601	SEAL CRACKS
RANCHO WY	DEAD END S OF THIRD ST	CAETANO PL	RANCHO	010	778	36	28,008	R	AC		95	88	89	\$127	519,778	SEAL CRACKS
											Treatment Total			\$318		
Year 2023 Area Total											310,500			Year 2023 Total	\$1,903,977	

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (1) Unconstrained Needs

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
JEFFERSON ST	THIRD ST	FIRST ST	JEFFER	010	511	29	14,819	R	AC		33	22	100	\$112,861	6,479	FULL DEPTH RECLAMATION
MARENTIS CIR	MONTEREY ST	CUL-DE-SAC EAST	MARENT	010	198	26	5,148	R	AC		34	23	100	\$39,207	6,479	FULL DEPTH RECLAMATION
**MARIPOSA ST	THIRD ST	SECOND ST	MARIPO	020	316	27	8,532	R	AC		37	27	100	\$64,980	6,467	FULL DEPTH RECLAMATION
**MONTEREY ST	FOURTH ST	FIRST ST	MONTER	030	802	34	27,268	C	AC/AC		38	25	100	\$219,266	7,289	FULL DEPTH RECLAMATION
**PEARCE ST	FOURTH ST	THE ALAMEDA	PEARCE	010	215	26	5,590	R	AC		36	25	100	\$42,574	6,478	FULL DEPTH RECLAMATION
**POLK ST	DEAD END S. OF SEVENTH ST	FOURTH ST	POLKST	010	1,094	36	39,384	R	AC		35	25	100	\$299,947	6,479	FULL DEPTH RECLAMATION
SALINAS RD	OLD SAN JUAN HOLLISTER RD	CITY LIMITS	SALINA	010	185	22	4,070	C	AC/AC		35	20	100	\$34,611	6,896	FULL DEPTH RECLAMATION
SAN JOSE ST	THIRST ST	FIRST ST	SANJOS	020	534	26	13,884	R	AC		34	23	100	\$105,740	6,479	FULL DEPTH RECLAMATION
SECOND ST	SAN JOSE ST	MARIPOSA ST	SECOND	030	882	36	31,752	R	AC		34	22	100	\$241,822	6,479	FULL DEPTH RECLAMATION
**SIXTH ST	POLK ST	WASHINGTON ST	SIXTHS	020	619	36	22,284	R	AC		35	25	100	\$169,714	6,479	FULL DEPTH RECLAMATION
											Treatment Total		\$1,330,722			
THIRD ST	MARIPOSA ST	FRANKLIN ST	THIRDS	090	509	39	19,851	C	AC/AC		58	49	100	\$101,162	10,910	EDGE GRD+20% DIG+FAB+2.5IN OL
											Treatment Total		\$101,162			
CAETANO PL	DEAD END W OF RANCHO WY	CUL DE SAC EAST	CAETAN	010	856	38	32,528	R	AC		95	86	87	\$178	490,270	SEAL CRACKS
CEDAR CT	DEAD END SOUTH	COPPERLEAF LN	CEDARC	010	296	32	9,472	R	AC		95	86	87	\$52	490,294	SEAL CRACKS
COPPERLEAF LN	OLD SJ HOLLISTER RD	CUL-DE-SAC WEST	COPPER	010	1,335	32	42,720	R	AC		95	86	87	\$235	489,954	SEAL CRACKS
CYPRESS LN	OLD SJ HOLLISTER RD	COPPERLEAF LN	CYPRES	010	288	32	9,216	R	AC		95	86	87	\$51	490,294	SEAL CRACKS
OLD SAN JUAN HOLLISTER RD	THE ALAMEDA	300FT E OF COPPERLEAF LN	OLDSAN	010	1,662	31	51,522	C	AC		88	81	82	\$424	546,040	SEAL CRACKS
THIRD ST	RANCHO WY	LAVAGNINO DR	THIRDS	010	615	36	22,140	R	AC		92	87	88	\$109	585,223	SEAL CRACKS
TRAILSIDE DR	THIRD ST	CUL-DE-SAC NW	TRAILD	010	492	38	18,696	R	AC		95	86	87	\$103	273,287	SEAL CRACKS
TRAILSIDE CT	CUL-DE-SAC SOUTH	THIRD ST	TRAILS	010	407	38	15,466	R	AC		95	86	87	\$85	490,294	SEAL CRACKS
VISTA WY	RANCHO WY	LAVAGNINO DR	VISTAW	010	668	36	24,048	R	AC		95	86	87	\$132	489,954	SEAL CRACKS
											Treatment Total		\$1,369			
Year 2024 Area Total									418,390		Year 2024 Total		\$1,433,253			
Total Section Area:									1,813,597		Grand Total		\$5,884,630			

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$176,000	0%	2022	\$176,000	0%	2024	\$176,000	0%
2021	\$176,000	0%	2023	\$176,000	0%			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FRANKLIN ST	SIXTH ST	FOURTH ST	FRANST	010	615	26	15,990	R	AC		65	66	100	\$38,376	15,592	THIN OVERLAY
NORTH ST	THIRD ST	FIRST ST	NORTHS	010	492	36	17,712	R	AC		60	61	100	\$42,509	17,330	THIN OVERLAY
SECOND ST	MONTEREY ST	SAN JOSE ST	SECOND	020	677	36	24,372	R	AC		66	67	100	\$58,493	14,998	THIN OVERLAY
VIA PADRE	FIRST ST	CUL-DE-SAC NORTH	VIAPAD	010	251	36	9,036	R	AC		62	63	100	\$21,687	16,384	THIN OVERLAY
											Treatment Total			\$161,065		
THE ALAMEDA	STATE HWY 156	LANG ST	ALAMED	030	103	36	3,708	C	AC/AC		88	89	94	\$2,266	32,695	SLURRY SEAL
MONTEREY ST	CHURCH ST	FOURTH ST	MONTER	020	558	34	18,972	C	AC/AC		59	60	70	\$11,594	27,074	SLURRY SEAL
											Treatment Total			\$13,860		
THE ALAMEDA	PEARCE ST	STATE HWY 156	ALAMED	020	772	44	33,968	L	AC/AC		82	83	84	\$188	631,800	SEAL CRACKS
											Treatment Total			\$188		
Year 2020 Area Total											123,758					
											Year 2020 Total			\$175,113		

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	THIRD ST	SECOND ST	CHURCH	030	219	35	7,665	R	AC		49	48	100	\$29,650	12,613	EDGE GRD+20% DIG+FAB+2IN OL
FIFTH ST	MUCKELEMI ST	POLK ST	FIFTHS	010	495	36	17,820	R	AC		42	40	100	\$68,932	13,144	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$98,582		
SAN ANTONIO ST	200FT S OF SIXTH ST	MUCKELEMI ST	SANANT	020	414	38	15,732	R	AC		70	68	100	\$38,890	15,753	THIN OVERLAY
											Treatment Total			\$38,890		
DONNER ST	THIRD ST	FIRST ST	DONNER	010	512	36	18,432	R	AC		82	82	89	\$10,337	33,575	SLURRY SEAL
LAUSEN DR	DEAD END WEST	WASHINGTON ST	LASUEN	010	1,088	14	15,232	R	AC		72	71	80	\$8,542	29,747	SLURRY SEAL
SIXTH ST	WASHINGTON ST	FRANKLIN CIR	SIXTHS	030	228	36	8,208	R	AC		69	68	77	\$4,603	25,545	SLURRY SEAL
THE ALAMEDA	FRANKLIN ST	PEARCE ST	THIRDS	100	313	55	17,215	C	AC/AC		77	76	85	\$10,836	36,084	SLURRY SEAL
											Treatment Total			\$34,318		
FOURTH ST	MONTEREY ST	MUCKELEMI ST	FOURTH	010	878	35	30,730	C	AC		86	85	86	\$174	695,906	SEAL CRACKS
FOURTH ST	MUCKELEMI ST	WASHINGTON ST	FOURTH	020	814	35	28,490	C	AC		84	82	84	\$192	594,323	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FOURTH ST	WASHINGTON ST	THE ALAMEDA	FOURTH	030	908	36	32,688	C	AC		86	85	86	\$185	695,906	SEAL CRACKS
											Treatment Total			\$551		
Year 2022 Area Total											192,212		Year 2022 Total		\$172,341	

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	CEMETERY ENTRANCE	THIRD ST	CHURCH	020	609	28	17,052	R	AC		47	43	100	\$67,940	12,548	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$67,940		
WASHINGTON ST	100FT N OF LANG ST	SEVENTH ST	WASHIN	020	502	36	18,072	R	AC		71	68	100	\$46,015	14,079	THIN OVERLAY
											Treatment Total			\$46,015		
FIRST ST	LAVAGNINO DR	NORTH ST	FIRSTS	020	969	32	31,008	C	AC		73	69	78	\$20,104	20,252	SLURRY SEAL
FIRST ST	MONTEREY ST	SAN JOSE ST	FIRSTS	040	704	29	20,416	C	AC		73	69	78	\$13,237	20,252	SLURRY SEAL
FRANKLIN ST	SECOND ST	END OF PAVEMENT	FRANST	040	510	24	12,240	R	AC		84	83	90	\$7,070	27,546	SLURRY SEAL
THIRD ST	DONNER ST	NORTH ST	THIRDS	040	468	22	10,296	C	AC		83	80	88	\$6,676	27,567	SLURRY SEAL
WASHINGTON ST	SEVENTH ST	FIFTH ST	WASHIN	030	636	36	22,896	R	AC		72	69	78	\$13,225	22,314	SLURRY SEAL
											Treatment Total			\$60,312		
Year 2022 Area Total											131,980		Year 2022 Total		\$174,267	

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
LANG ST	DEAD END WEST	THE ALAMEDA	LANGST	020	388	28	10,864	R	AC		50	44	100	\$44,584	12,100	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	POLK ST	WASHINGTON ST	SEVENT	020	629	36	22,644	R	AC		50	44	100	\$92,927	12,098	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$137,511		
CHURCH ST	MONTEREY ST	CEMETERY ENTRANCE	CHURCH	010	256	27	6,912	R	AC		74	71	80	\$4,113	26,137	SLURRY SEAL
MISSION ST	FIFTH ST	FOURTH ST	MISSIO	010	306	26	7,956	R	AC		83	79	87	\$4,734	20,780	SLURRY SEAL
NYLAND DR	THE ALAMEDA	END OF PVMT	NYLAND	010	956	35	33,460	R	AC		77	74	83	\$19,907	30,368	SLURRY SEAL
SECOND ST	MARIPOSA ST	FRANKLIN ST	SECOND	040	566	25	14,150	R	AC		74	70	79	\$8,419	22,090	SLURRY SEAL
											Treatment Total			\$37,173		
LAVAGNINO DR	DEAD END S OF THIRD ST	VISTA WAY	LAVAGI	010	438	46	20,148	R	AC		94	88	89	\$93	518,601	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
LAVAGNINO DR	VISTA WAY	FIRST ST	LAVAGI	020	544	39	21,216	R	AC		94	88	89	\$98	518,601	SEAL CRACKS
RANCHO WY	DEAD END S OF THIRD ST	CAETANO PL	RANCHO	010	778	36	28,008	R	AC		95	88	89	\$127	519,778	SEAL CRACKS
											Treatment Total			\$318		
Year 2023 Area Total											165,358		Year 2023 Total		\$175,002	

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
POLK ST	FOURTH ST	THIRD ST	POLKST	020	355	36	12,780	R	AC		52	44	100	\$54,020	11,745	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$54,020		
MARENTIS CIR	MONTEREY ST	CUL-DE-SAC EAST	MARENT	010	198	26	5,148	R	AC		34	23	100	\$39,207	6,479	FULL DEPTH RECLAMATION
SALINAS RD	OLD SAN JUAN HOLLISTER RD	CITY LIMITS	SALINA	010	185	22	4,070	C	AC/AC		35	20	100	\$34,611	6,896	FULL DEPTH RECLAMATION
											Treatment Total			\$73,818		
MUCKELEMI ST	THIRD ST	FIRST ST	MUCKLE	040	277	47	13,019	C	AC		77	68	100	\$40,540	15,031	THIN OVERLAY
											Treatment Total			\$40,540		
THIRD ST	MONTEREY ST	TUHAULAMI ST	THIRDS	060	238	30	7,140	C	AC		92	85	92	\$4,911	21,109	SLURRY SEAL
											Treatment Total			\$4,911		
CAETANO PL	DEAD END W OF RANCHO WY	CUL DE SAC EAST	CAETAN	010	856	38	32,528	R	AC		95	86	87	\$178	490,270	SEAL CRACKS
CEDAR CT	DEAD END SOUTH	COPPERLEAF LN	CEDARC	010	296	32	9,472	R	AC		95	86	87	\$52	490,294	SEAL CRACKS
COPPERLEAF LN	OLD SJ HOLLISTER RD	CUL-DE-SAC WEST	COPPER	010	1,335	32	42,720	R	AC		95	86	87	\$235	489,954	SEAL CRACKS
CYPRESS LN	OLD SJ HOLLISTER RD	COPPERLEAF LN	CYPRES	010	288	32	9,216	R	AC		95	86	87	\$51	490,294	SEAL CRACKS
OLD SAN JUAN HOLLISTER RD	THE ALAMEDA	300FT E OF COPPERLEAF LN	OLDSAN	010	1,662	31	51,522	C	AC		88	81	82	\$424	546,040	SEAL CRACKS
THIRD ST	RANCHO WY	LAVAGNINO DR	THIRDS	010	615	36	22,140	R	AC		92	87	88	\$109	585,223	SEAL CRACKS
TRAILSIDE DR	THIRD ST	CUL-DE-SAC NW	TRAILD	010	492	38	18,696	R	AC		95	86	87	\$103	273,287	SEAL CRACKS
TRAILSIDE CT	CUL-DE-SAC SOUTH	THIRD ST	TRAILS	010	407	38	15,466	R	AC		95	86	87	\$85	490,294	SEAL CRACKS
VISTA WY	RANCHO WY	LAVAGNINO DR	VISTAW	010	668	36	24,048	R	AC		95	86	87	\$132	489,954	SEAL CRACKS
											Treatment Total			\$1,369		
Year 2024 Area Total											267,965		Year 2024 Total		\$174,658	

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (2) Current Funding - \$176k/year

Total Section Area:	881,273	Grand Total	\$871,381
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Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$275,000	0%	2022	\$275,000	0%	2024	\$275,000	0%
2021	\$275,000	0%	2023	\$275,000	0%			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FRANKLIN ST	FOURTH ST	THIRD ST	FRANST	020	377	28	10,556	R	AC		39	40	100	\$39,644	13,559	EDGE GRD+20% DIG+FAB+2IN OL
LANG CT	LANG ST	CUL-DE-SAC NORTH	LANGCT	010	272	36	9,792	R	AC		40	41	100	\$36,775	13,503	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$76,419		
FRANKLIN ST	SIXTH ST	FOURTH ST	FRANST	010	615	26	15,990	R	AC		65	66	100	\$38,376	15,592	THIN OVERLAY
NORTH ST	THIRD ST	FIRST ST	NORTHS	010	492	36	17,712	R	AC		60	61	100	\$42,509	17,330	THIN OVERLAY
SECOND ST	MONTEREY ST	SAN JOSE ST	SECOND	020	677	36	24,372	R	AC		66	67	100	\$58,493	14,998	THIN OVERLAY
VIA PADRE	FIRST ST	CUL-DE-SAC NORTH	VIAPAD	010	251	36	9,036	R	AC		62	63	100	\$21,687	16,384	THIN OVERLAY
											Treatment Total			\$161,065		
THE ALAMEDA	STATE HWY 156	LANG ST	ALAMED	030	103	36	3,708	C	AC/AC		88	89	94	\$2,266	32,695	SLURRY SEAL
DONNER ST	THIRD ST	FIRST ST	DONNER	010	512	36	18,432	R	AC		82	83	90	\$10,036	34,276	SLURRY SEAL
MONTEREY ST	CHURCH ST	FOURTH ST	MONTER	020	558	34	18,972	C	AC/AC		59	60	70	\$11,594	27,074	SLURRY SEAL
THE ALAMEDA	FRANKLIN ST	PEARCE ST	THIRDS	100	313	55	17,215	C	AC/AC		77	78	86	\$10,521	37,570	SLURRY SEAL
											Treatment Total			\$34,417		
THE ALAMEDA	PEARCE ST	STATE HWY 156	ALAMED	020	772	44	33,968	L	AC/AC		82	83	84	\$188	631,800	SEAL CRACKS
											Treatment Total			\$188		
Year 2020 Area Total											179,753					
											Year 2020 Total			\$272,089		

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FIFTH ST	MUCKELEMI ST	POLK ST	FIFTHS	010	495	36	17,820	R	AC		42	40	100	\$68,932	13,144	EDGE GRD+20% DIG+FAB+2IN OL
FRANKLIN CIR	SIXTH ST	FRANKLIN ST	FRACIR	010	526	36	18,936	R	AC		43	41	100	\$73,249	13,121	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	SAN ANTONIO ST	POLK ST	SEVENT	010	616	36	22,176	R	AC		45	44	100	\$85,782	12,906	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$227,963		
SAN ANTONIO ST	200FT S OF SIXTH ST	MUCKELEMI ST	SANANT	020	414	38	15,732	R	AC		70	68	100	\$38,890	15,753	THIN OVERLAY
											Treatment Total			\$38,890		
SIXTH ST	WASHINGTON ST	FRANKLIN CIR	SIXTHS	030	228	36	8,208	R	AC		69	68	77	\$4,603	25,545	SLURRY SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

											Treatment Total		\$4,603			
FOURTH ST	MONTEREY ST	MUCKELEMI ST	FOURTH	010	878	35	30,730	C	AC		86	85	86	\$174	695,906	SEAL CRACKS
FOURTH ST		MUCKELEMI ST	WASHINGTON ST	FOURTH	020	814	35	28,490	C	AC		84	82	84	\$192	594,323 SEAL CRACKS
FOURTH ST	WASHINGTON ST	THE ALAMEDA	FOURTH	030	908	36	32,688	C	AC		86	85	86	\$185	695,906	SEAL CRACKS
											Treatment Total		\$551			
Year 2021 Area Total											174,780		Year 2021 Total		\$272,007	

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CHURCH ST	CEMETERY ENTRANCE	THIRD ST	CHURCH	020	609	28	17,052	R	AC		47	43	100	\$67,940	12,548	EDGE GRD+20% DIG+FAB+2IN OL
CHURCH ST	THIRD ST	SECOND ST	CHURCH	030	219	35	7,665	R	AC		49	45	100	\$30,540	12,442	EDGE GRD+20% DIG+FAB+2IN OL
LANG ST	DEAD END WEST	THE ALAMEDA	LANGST	020	388	28	10,864	R	AC		50	47	100	\$43,286	12,273	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total		\$141,766			
STEVENS DR	DEAD END SOUTH	LANG ST	STEVEN	010	154	36	5,544	R	AC		28	23	100	\$39,800	6,874	FULL DEPTH RECLAMATION
											Treatment Total		\$39,800			
WASHINGTON ST	100FT N OF LANG ST	SEVENTH ST	WASHIN	020	502	36	18,072	R	AC		71	68	100	\$46,015	14,079	THIN OVERLAY
											Treatment Total		\$46,015			
FIRST ST	LAVAGNINO DR	NORTH ST	FIRSTS	020	969	32	31,008	C	AC		73	69	78	\$20,104	20,252	SLURRY SEAL
FIRST ST	MONTEREY ST	SAN JOSE ST	FIRSTS	040	704	29	20,416	C	AC		73	69	78	\$13,237	20,252	SLURRY SEAL
WASHINGTON ST	SEVENTH ST	FIFTH ST	WASHIN	030	636	36	22,896	R	AC		72	69	78	\$13,225	22,314	SLURRY SEAL
											Treatment Total		\$46,566			
Year 2022 Area Total											133,517		Year 2022 Total		\$274,147	

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
POLK ST	FOURTH ST	THIRD ST	POLKST	020	355	36	12,780	R	AC		52	47	100	\$52,447	11,913	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	POLK ST	WASHINGTON ST	SEVENT	020	629	36	22,644	R	AC		50	44	100	\$92,927	12,098	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total		\$145,374			
MUCKELEMI ST	FOURTH ST	THIRD ST	MUCKLE	030	335	32	10,720	C	AC		35	21	100	\$88,507	7,103	FULL DEPTH RECLAMATION
											Treatment Total		\$88,507			

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

Year: 2023

Year 2023												Treatment		Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After			
CHURCH ST	MONTEREY ST	CEMETERY ENTRANCE	CHURCH	010	256	27	6,912	R	AC		74	71	80	\$4,113	26,137	SLURRY SEAL
FRANKLIN ST	SECOND ST	END OF PAVEMENT	FRANST	040	510	24	12,240	R	AC		84	81	89	\$7,282	27,295	SLURRY SEAL
LAUSEN DR	DEAD END WEST	WASHINGTON ST	LASUEN	010	1,088	14	15,232	R	AC		72	69	78	\$9,062	26,995	SLURRY SEAL
NYLAND DR	THE ALAMEDA	END OF PVMT	NYLAND	010	956	35	33,460	R	AC		77	74	83	\$19,907	30,368	SLURRY SEAL
											Treatment Total			\$40,364		
LAVAGNINO DR	DEAD END S OF THIRD ST	VISTA WAY	LAVAGI	010	438	46	20,148	R	AC		94	88	89	\$93	518,601	SEAL CRACKS
LAVAGNINO DR	VISTA WAY	FIRST ST	LAVAGI	020	544	39	21,216	R	AC		94	88	89	\$98	518,601	SEAL CRACKS
RANCHO WY	DEAD END S OF THIRD ST	CAETANO PL	RANCHO	010	778	36	28,008	R	AC		95	88	89	\$127	519,778	SEAL CRACKS
											Treatment Total			\$318		
Year 2023 Area Total								183,360		Year 2023 Total			\$274,563			

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	SECOND ST	FIRST ST	CHURCH	040	264	30	7,920	R	AC		4	0	100	\$60,319	6,479	FULL DEPTH RECLAMATION
SALINAS RD	OLD SAN JUAN HOLLISTER RD	CITY LIMITS	SALINA	010	185	22	4,070	C	AC/AC		35	20	100	\$34,611	6,896	FULL DEPTH RECLAMATION
											Treatment Total			\$94,930		
MUCKELEMI ST	THIRD ST	FIRST ST	MUCKLE	040	277	47	13,019	C	AC		77	68	100	\$40,540	15,031	THIN OVERLAY
											Treatment Total			\$40,540		
THIRD ST	MARIPOSA ST	FRANKLIN ST	THIRDS	090	509	39	19,851	C	AC/AC		58	49	100	\$101,162	10,910	EDGE GRD+20% DIG+FAB+2.5IN OL
											Treatment Total			\$101,162		
AHWAHNEE ST	FIRST ST	DONNER ST	AHWAHN	010	708	36	25,488	A	AC		82	74	83	\$20,719	24,300	SLURRY SEAL
SECOND ST	MARIPOSA ST	FRANKLIN ST	SECOND	040	566	25	14,150	R	AC		74	68	77	\$8,671	21,236	SLURRY SEAL
THIRD ST	DONNER ST	NORTH ST	THIRDS	040	468	22	10,296	C	AC		83	76	85	\$7,082	24,646	SLURRY SEAL
											Treatment Total			\$36,472		
CAETANO PL	DEAD END W OF RANCHO WY	CUL DE SAC EAST	CAETAN	010	856	38	32,528	R	AC		95	86	87	\$178	490,270	SEAL CRACKS
CEDAR CT	DEAD END SOUTH	COPPERLEAF LN	CEDARC	010	296	32	9,472	R	AC		95	86	87	\$52	490,294	SEAL CRACKS
COPPERLEAF LN	OLD SJ HOLLISTER RD	CUL-DE-SAC WEST	COPPER	010	1,335	32	42,720	R	AC		95	86	87	\$235	489,954	SEAL CRACKS
CYPRESS LN	OLD SJ HOLLISTER RD	COPPERLEAF LN	CYPRES	010	288	32	9,216	R	AC		95	86	87	\$51	490,294	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (3) Maintain Current PCI (62)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
OLD SAN JUAN HOLLISTER RD	THE ALAMEDA	300FT E OF COPPERLEAF LN	OLDSAN	010	1,662	31	51,522	C	AC		88	81	82	\$424	546,040	SEAL CRACKS
THIRD ST	RANCHO WY	LAVAGNINO DR	THIRDS	010	615	36	22,140	R	AC		92	87	88	\$109	585,223	SEAL CRACKS
TRAILSIDE DR	THIRD ST	CUL-DE-SAC NW	TRAILD	010	492	38	18,696	R	AC		95	86	87	\$103	273,287	SEAL CRACKS
TRAILSIDE CT	CUL-DE-SAC SOUTH	THIRD ST	TRAILS	010	407	38	15,466	R	AC		95	86	87	\$85	490,294	SEAL CRACKS
VISTA WY	RANCHO WY	LAVAGNINO DR	VISTAW	010	668	36	24,048	R	AC		95	86	87	\$132	489,954	SEAL CRACKS
											Treatment Total		\$1,369			
											Year 2024 Area Total		320,602			
											Year 2024 Total		\$274,473			
											Total Section Area:		992,012			
											Grand Total		\$1,367,279			

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2020	\$425,000	0%	2022	\$425,000	0%	2024	\$425,000	0%
2021	\$425,000	0%	2023	\$425,000	0%			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FRANKLIN ST	FOURTH ST	THIRD ST	FRANST	020	377	28	10,556	R	AC		39	40	100	\$39,644	13,559	EDGE GRD+20% DIG+FAB+2IN OL
LANG CT	LANG ST	CUL-DE-SAC NORTH	LANGCT	010	272	36	9,792	R	AC		40	41	100	\$36,775	13,503	EDGE GRD+20% DIG+FAB+2IN OL
LANG ST	WASHINGTON ST	DEAD END E OF LANG CT	LANGST	010	1,064	36	38,304	R	AC		41	42	100	\$143,853	13,433	EDGE GRD+20% DIG+FAB+2IN OL
SAN JOSE ST	FOURTH ST	THIRD ST	SANJOS	010	310	24	7,440	R	AC		41	42	100	\$27,942	13,425	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total		\$248,214			
FRANKLIN ST	SIXTH ST	FOURTH ST	FRANST	010	615	26	15,990	R	AC		65	66	100	\$38,376	15,592	THIN OVERLAY
NORTH ST	THIRD ST	FIRST ST	NORTHS	010	492	36	17,712	R	AC		60	61	100	\$42,509	17,330	THIN OVERLAY
SECOND ST	MONTEREY ST	SAN JOSE ST	SECOND	020	677	36	24,372	R	AC		66	67	100	\$58,493	14,998	THIN OVERLAY
VIA PADRE	FIRST ST	CUL-DE-SAC NORTH	VIAPAD	010	251	36	9,036	R	AC		62	63	100	\$21,687	16,384	THIN OVERLAY
											Treatment Total		\$161,065			
THE ALAMEDA	STATE HWY 156	LANG ST	ALAMED	030	103	36	3,708	C	AC/AC		88	89	94	\$2,266	32,695	SLURRY SEAL
MONTEREY ST	CHURCH ST	FOURTH ST	MONTER	020	558	34	18,972	C	AC/AC		59	60	70	\$11,594	27,074	SLURRY SEAL
											Treatment Total		\$13,860			
THE ALAMEDA	PEARCE ST	STATE HWY 156	ALAMED	020	772	44	33,968	L	AC/AC		82	83	84	\$188	631,800	SEAL CRACKS
											Treatment Total		\$188			
											Year 2020 Area Total		189,850			
											Year 2020 Total		\$423,327			

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CHURCH ST	CEMETERY ENTRANCE	THIRD ST	CHURCH	020	609	28	17,052	R	AC		47	46	100	\$65,961	12,738	EDGE GRD+20% DIG+FAB+2IN OL
CHURCH ST	THIRD ST	SECOND ST	CHURCH	030	219	35	7,665	R	AC		49	48	100	\$29,650	12,613	EDGE GRD+20% DIG+FAB+2IN OL
FIFTH ST	MUCKELEMI ST	POLK ST	FIFTHS	010	495	36	17,820	R	AC		42	40	100	\$68,932	13,144	EDGE GRD+20% DIG+FAB+2IN OL
FRANKLIN CIR	SIXTH ST	FRANKLIN ST	FRACIR	010	526	36	18,936	R	AC		43	41	100	\$73,249	13,121	EDGE GRD+20% DIG+FAB+2IN OL
LANG ST	DEAD END WEST	THE ALAMEDA	LANGST	020	388	28	10,864	R	AC		50	49	100	\$42,025	12,426	EDGE GRD+20% DIG+FAB+2IN OL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
SEVENTH ST	SAN ANTONIO ST	POLK ST	SEVENT	010	616	36	22,176	R	AC		45	44	100	\$85,782	12,906	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$365,599		
SAN ANTONIO ST	200FT S OF SIXTH ST	MUCKELEMI ST	SANANT	020	414	38	15,732	R	AC		70	68	100	\$38,890	15,753	THIN OVERLAY
											Treatment Total			\$38,890		
CHURCH ST	MONTEREY ST	CEMETERY ENTRANCE	CHURCH	010	256	27	6,912	R	AC		74	73	82	\$3,877	28,476	SLURRY SEAL
SIXTH ST	WASHINGTON ST	FRANKLIN CIR	SIXTHS	030	228	36	8,208	R	AC		69	68	77	\$4,603	25,545	SLURRY SEAL
THE ALAMEDA	FRANKLIN ST	PEARCE ST	THIRDS	100	313	55	17,215	C	AC/AC		77	76	85	\$10,836	36,084	SLURRY SEAL
											Treatment Total			\$19,316		
FOURTH ST	MONTEREY ST	MUCKELEMI ST	FOURTH	010	878	35	30,730	C	AC		86	85	86	\$174	695,906	SEAL CRACKS
FOURTH ST	MUCKELEMI ST	WASHINGTON ST	FOURTH	020	814	35	28,490	C	AC		84	82	84	\$192	594,323	SEAL CRACKS
FOURTH ST	WASHINGTON ST	THE ALAMEDA	FOURTH	030	908	36	32,688	C	AC		86	85	86	\$185	695,906	SEAL CRACKS
											Treatment Total			\$551		
Year 2021 Area Total											234,488		Year 2021 Total		\$424,356	

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
POLK ST	FOURTH ST	THIRD ST	POLKST	020	355	36	12,780	R	AC		52	49	100	\$50,919	12,061	EDGE GRD+20% DIG+FAB+2IN OL
SEVENTH ST	POLK ST	WASHINGTON ST	SEVENT	020	629	36	22,644	R	AC		50	47	100	\$90,220	12,271	EDGE GRD+20% DIG+FAB+2IN OL
											Treatment Total			\$141,139		
CHURCH ST	SECOND ST	FIRST ST	CHURCH	040	264	30	7,920	R	AC		4	0	100	\$56,856	6,874	FULL DEPTH RECLAMATION
											Treatment Total			\$56,856		
WASHINGTON ST	100FT N OF LANG ST	SEVENTH ST	WASHIN	020	502	36	18,072	R	AC		71	68	100	\$46,015	14,079	THIN OVERLAY
											Treatment Total			\$46,015		
THIRD ST	MUCKELEMI ST	MARIPOSA ST	THIRDS	080	686	39	26,754	C	AC/AC		47	42	100	\$128,514	12,104	EDGE GRD+20% DIG+FAB+2.5IN OL
											Treatment Total			\$128,514		
FIRST ST	LAVAGNINO DR	NORTH ST	FIRSTS	020	969	32	31,008	C	AC		73	69	78	\$20,104	20,252	SLURRY SEAL
FIRST ST	MONTEREY ST	SAN JOSE ST	FIRSTS	040	704	29	20,416	C	AC		73	69	78	\$13,237	20,252	SLURRY SEAL
MISSION ST	FIFTH ST	FOURTH ST	MISSIO	010	306	26	7,956	R	AC		83	81	88	\$4,596	20,605	SLURRY SEAL

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
WASHINGTON ST	SEVENTH ST	FIFTH ST	WASHIN	030	636	36	22,896	R	AC		72	69	78	\$13,225	22,314	SLURRY SEAL
											Treatment Total			\$51,162		
Year 2023 Area Total											170,446		Year 2023 Total		\$423,686	

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
THE ALAMEDA	LANG ST	OLD SAN JUAN HOLLISTER RD	ALAMED	040	434	36	15,624	C	AC/AC		33	22	100	\$128,995	7,103	FULL DEPTH RECLAMATION
FIRST ST	WEST CITY LIMITS	LAVAGNINO DR	FIRSTS	010	528	32	16,896	C	AC		29	15	100	\$139,497	7,103	FULL DEPTH RECLAMATION
MARIPOSA ST	FOURTH ST	THIRD ST	MARIPO	010	332	23	7,636	R	AC		31	23	100	\$56,462	6,674	FULL DEPTH RECLAMATION
MUCKELEMI ST	FOURTH ST	THIRD ST	MUCKLE	030	335	32	10,720	C	AC		35	21	100	\$88,507	7,103	FULL DEPTH RECLAMATION
											Treatment Total			\$413,461		
LAUSEN DR	DEAD END WEST	WASHINGTON ST	LASUEN	010	1,088	14	15,232	R	AC		72	69	78	\$9,062	26,995	SLURRY SEAL
											Treatment Total			\$9,062		
LAVAGNINO DR	DEAD END S OF THIRD ST	VISTA WAY	LAVAGI	010	438	46	20,148	R	AC		94	88	89	\$93	518,601	SEAL CRACKS
LAVAGNINO DR	VISTA WAY	FIRST ST	LAVAGI	020	544	39	21,216	R	AC		94	88	89	\$98	518,601	SEAL CRACKS
RANCHO WY	DEAD END S OF THIRD ST	CAETANO PL	RANCHO	010	778	36	28,008	R	AC		95	88	89	\$127	519,778	SEAL CRACKS
											Treatment Total			\$318		
Year 2023 Area Total											135,480		Year 2023 Total		\$422,841	

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FIRST ST	NORTH ST	MONTEREY ST	FIRSTS	030	568	38	21,584	C	AC		32	12	100	\$183,547	6,896	FULL DEPTH RECLAMATION
MARENTIS CIR	MONTEREY ST	CUL-DE-SAC EAST	MARENT	010	198	26	5,148	R	AC		34	23	100	\$39,207	6,479	FULL DEPTH RECLAMATION
SALINAS RD	OLD SAN JUAN HOLLISTER RD	CITY LIMITS	SALINA	010	185	22	4,070	C	AC/AC		35	20	100	\$34,611	6,896	FULL DEPTH RECLAMATION
											Treatment Total			\$257,365		
MUCKELEMI ST	THIRD ST	FIRST ST	MUCKLE	040	277	47	13,019	C	AC		77	68	100	\$40,540	15,031	THIN OVERLAY
											Treatment Total			\$40,540		

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 05/04/2020

Scenario: (4) Increase PCI 5 points (to 67)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
THIRD ST	MARIPOSA ST	FRANKLIN ST	THIRDS	090	509	39	19,851	C	AC/AC		58	49	100	\$101,162	10,910	EDGE GRD+20% DIG+FAB+2.5IN OL
											Treatment Total		\$101,162			
DONNER ST	THIRD ST	FIRST ST	DONNER	010	512	36	18,432	R	AC		82	79	87	\$11,295	30,814	SLURRY SEAL
SECOND ST	MARIPOSA ST	FRANKLIN ST	SECOND	040	566	25	14,150	R	AC		74	68	77	\$8,671	21,236	SLURRY SEAL
											Treatment Total		\$19,966			
CAETANO PL	DEAD END W OF RANCHO WY	CUL DE SAC EAST	CAETAN	010	856	38	32,528	R	AC		95	86	87	\$178	490,270	SEAL CRACKS
CEDAR CT	DEAD END SOUTH	COPPERLEAF LN	CEDARC	010	296	32	9,472	R	AC		95	86	87	\$52	490,294	SEAL CRACKS
COPPERLEAF LN	OLD SJ HOLLISTER RD	CUL-DE-SAC WEST	COPPER	010	1,335	32	42,720	R	AC		95	86	87	\$235	489,954	SEAL CRACKS
CYPRESS LN	OLD SJ HOLLISTER RD	COPPERLEAF LN	CYPRES	010	288	32	9,216	R	AC		95	86	87	\$51	490,294	SEAL CRACKS
OLD SAN JUAN HOLLISTER RD	THE ALAMEDA	300FT E OF COPPERLEAF LN	OLDSAN	010	1,662	31	51,522	C	AC		88	81	82	\$424	546,040	SEAL CRACKS
THIRD ST	RANCHO WY	LAVAGNINO DR	THIRDS	010	615	36	22,140	R	AC		92	87	88	\$109	585,223	SEAL CRACKS
TRAILSIDE DR	THIRD ST	CUL-DE-SAC NW	TRAILD	010	492	38	18,696	R	AC		95	86	87	\$103	273,287	SEAL CRACKS
TRAILSIDE CT	CUL-DE-SAC SOUTH	THIRD ST	TRAILS	010	407	38	15,466	R	AC		95	86	87	\$85	490,294	SEAL CRACKS
VISTA WY	RANCHO WY	LAVAGNINO DR	VISTAW	010	668	36	24,048	R	AC		95	86	87	\$132	489,954	SEAL CRACKS
											Treatment Total		\$1,369			
Year 2024 Area Total										322,062	Year 2024 Total		\$420,402			
Total Section Area:										1,052,326	Grand Total		\$2,114,612			

Appendix G

Maps

Map – Current PCI

Scenario Maps – PCI Condition after Treatments in 2024 (all Scenarios)

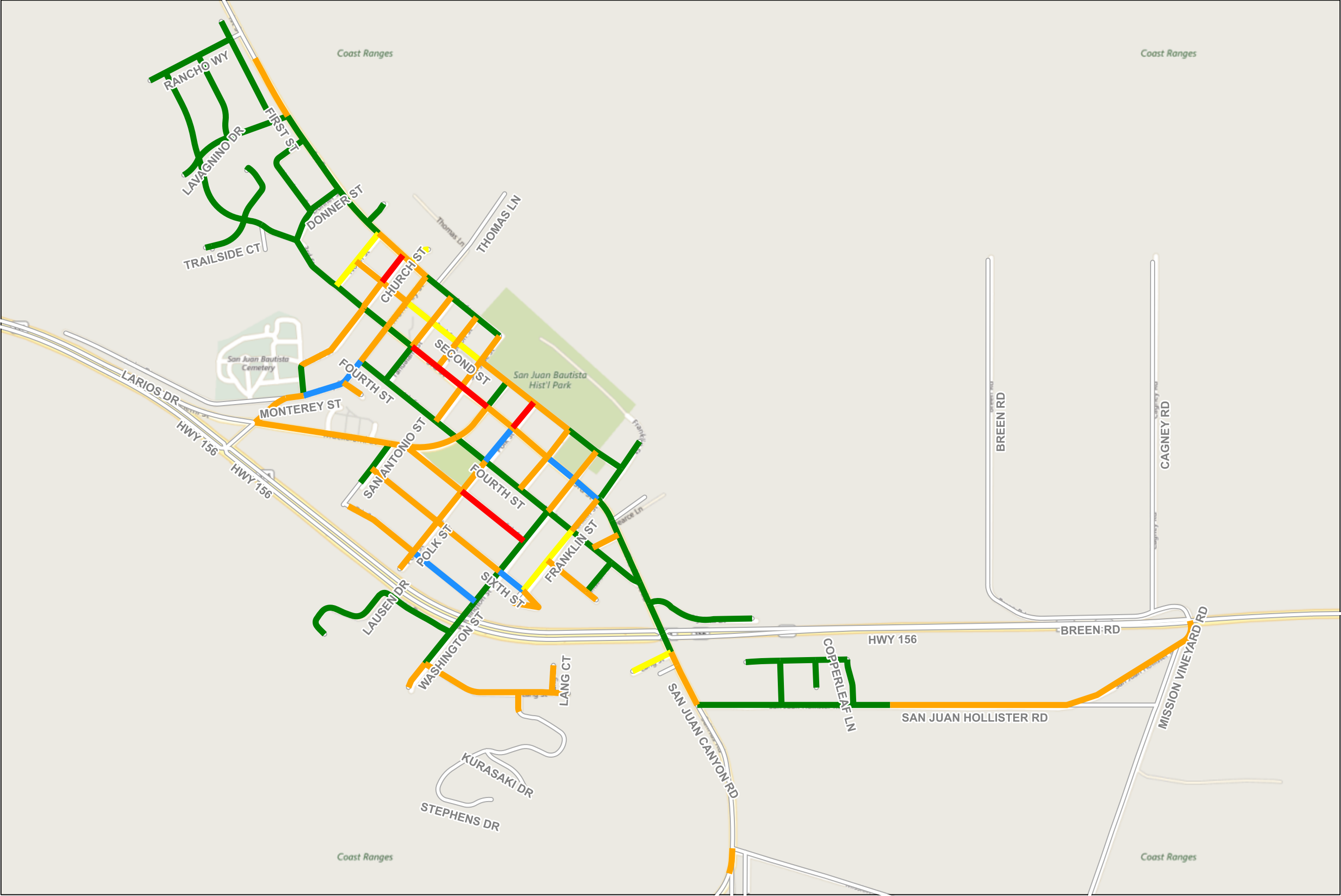
Scenario Maps – Section Selected for Treatment (all Scenarios)



Current PCI Condition

Printed: 4/14/2020

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





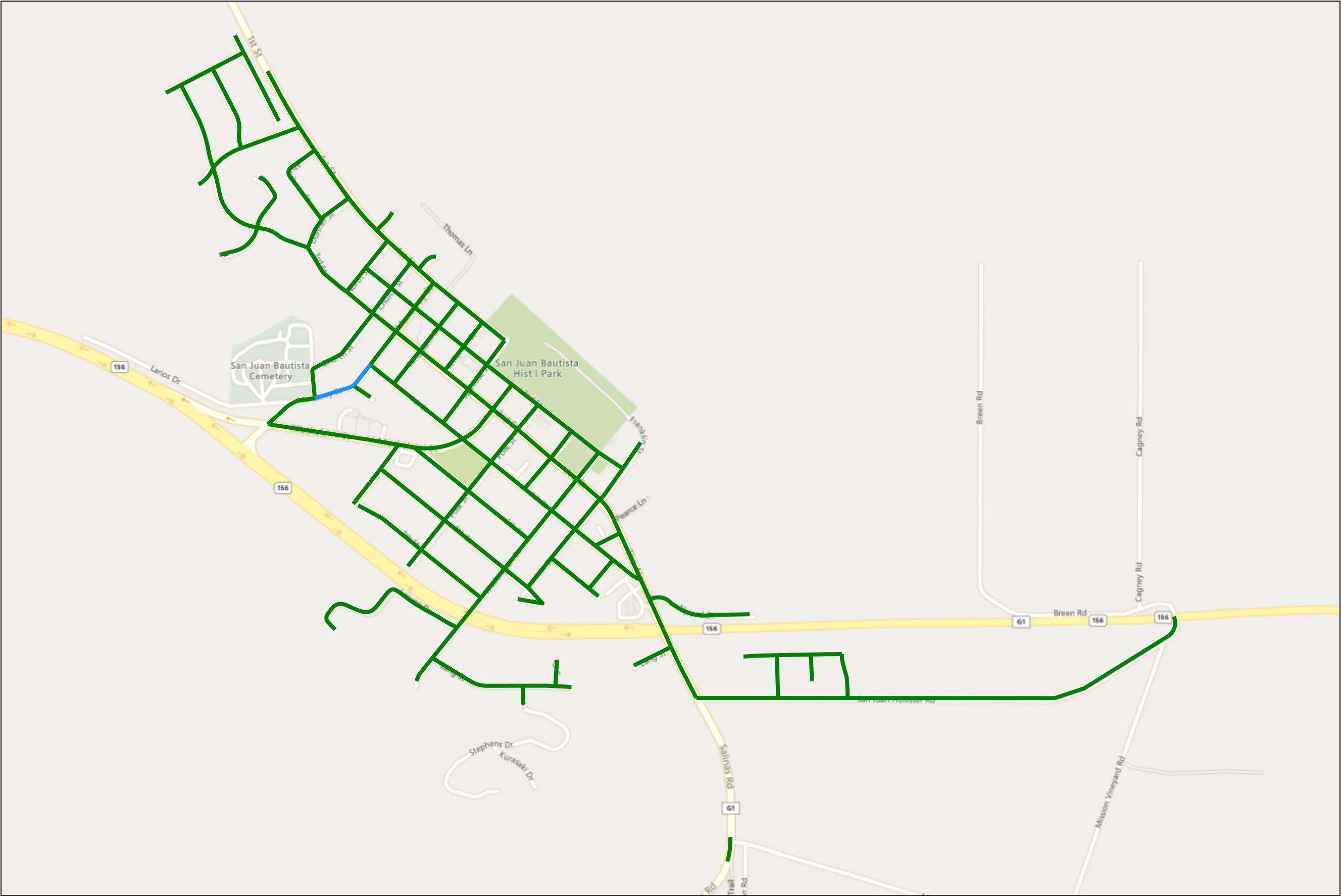
City of San Juan Bautista

Scenario PCI Condition

(1) Unconstrained Needs - 2024 Project Period - Printed: 5/4/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)





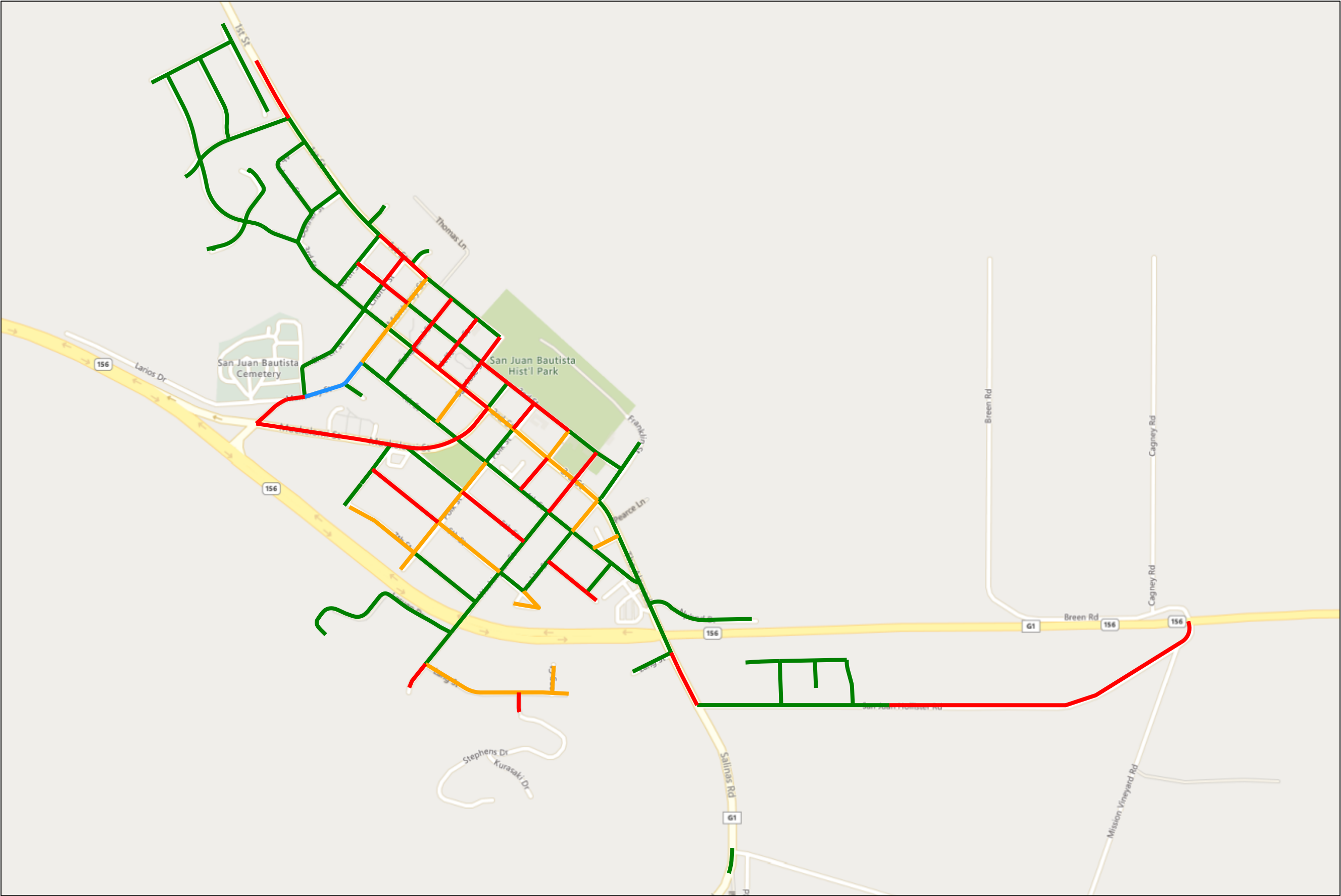
City of San Juan Bautista

Scenario PCI Condition

(2) Current Funding - \$176k/year - 2024 Project Period - Printed: 5/4/2020

Feature Legend

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





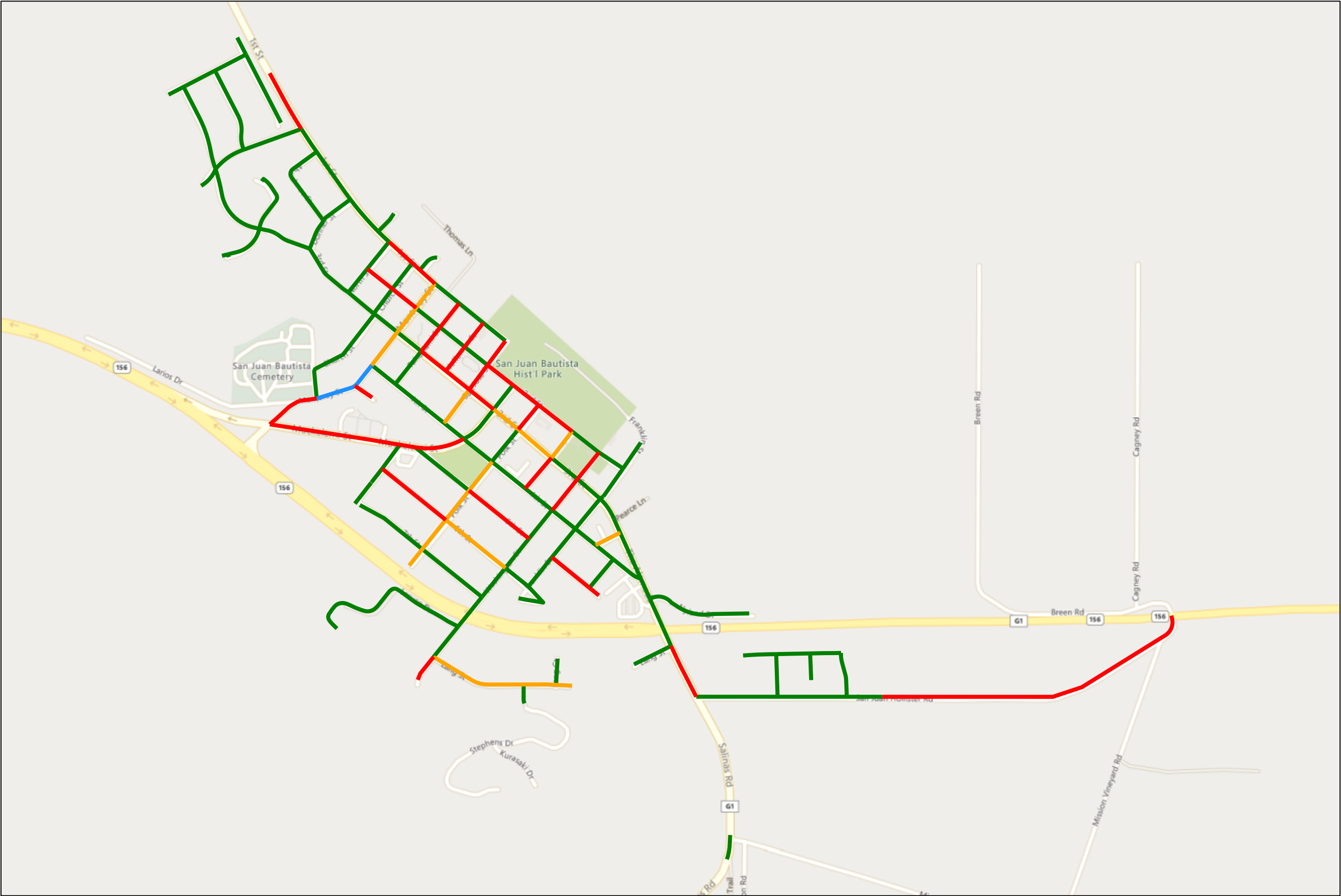
City of San Juan Bautista

Scenario PCI Condition

(3) Maintain Current PCI (62) - 2024 Project Period - Printed: 5/4/2020

Feature Legend

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





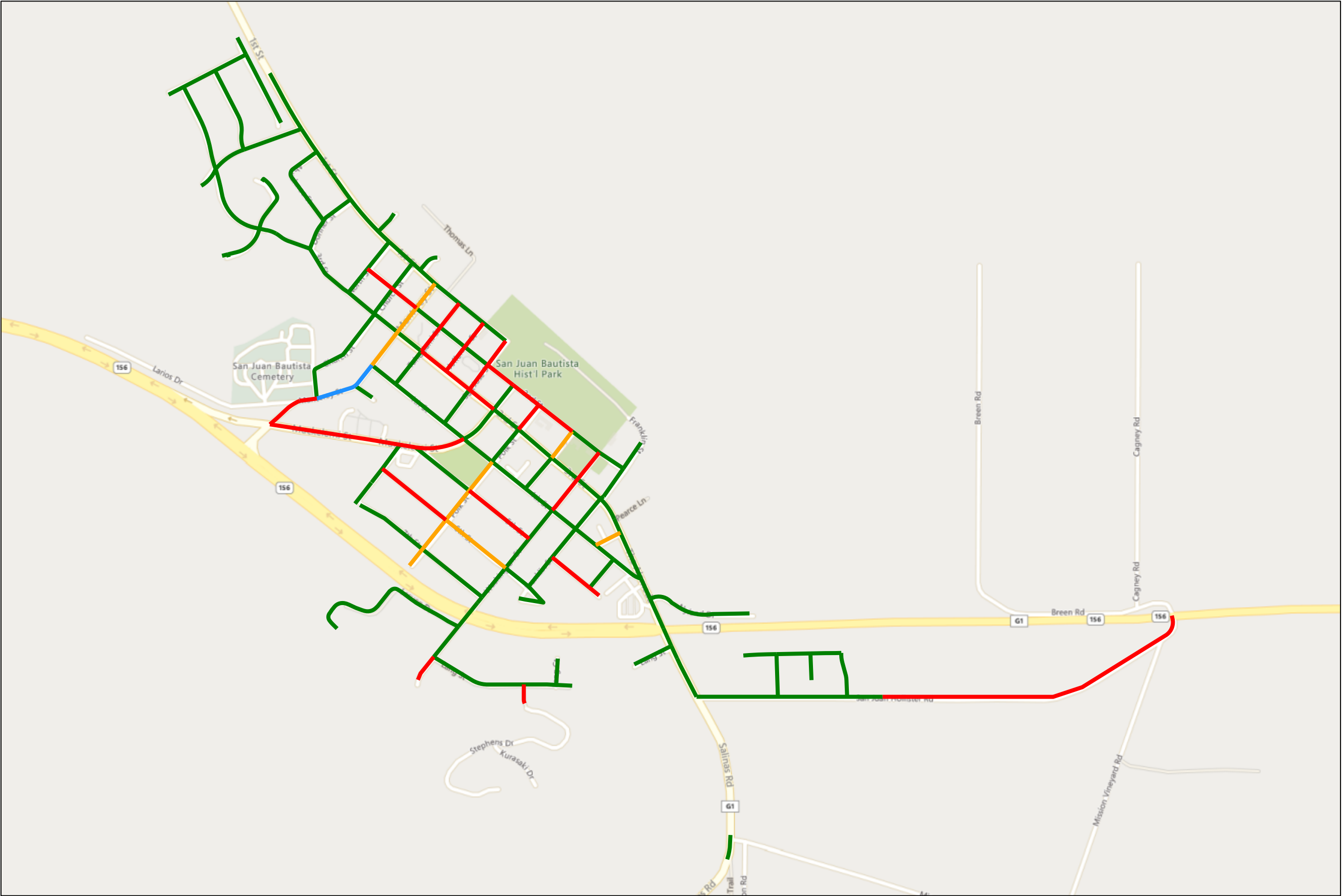
City of San Juan Bautista

Scenario PCI Condition

(4) Increase PCI 5 points (to 67) - 2024 Project Period - Printed: 5/4/2020

Feature Legend

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





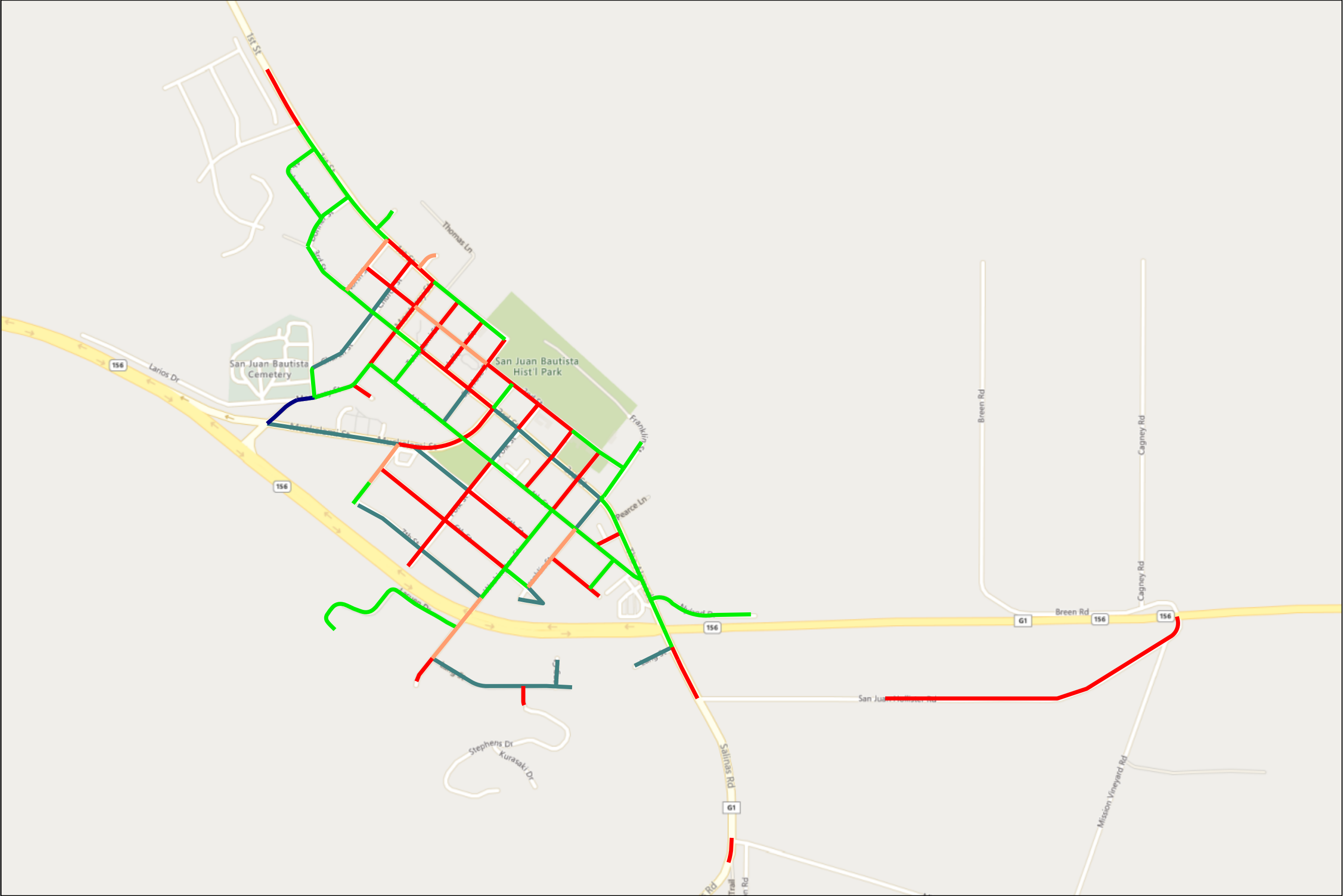
City of San Juan Bautista

Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 5/4/2020

Feature Legend

- EDGE GRD+20%DIG+FAB+2.5IN OL
- EDGE GRD+20%DIG+FAB+2IN OL
- FULL DEPTH RECLAMATION
- RECONSTRUCT STRUCTURE (AC)
- SLURRY SEAL
- THIN OVERLAY



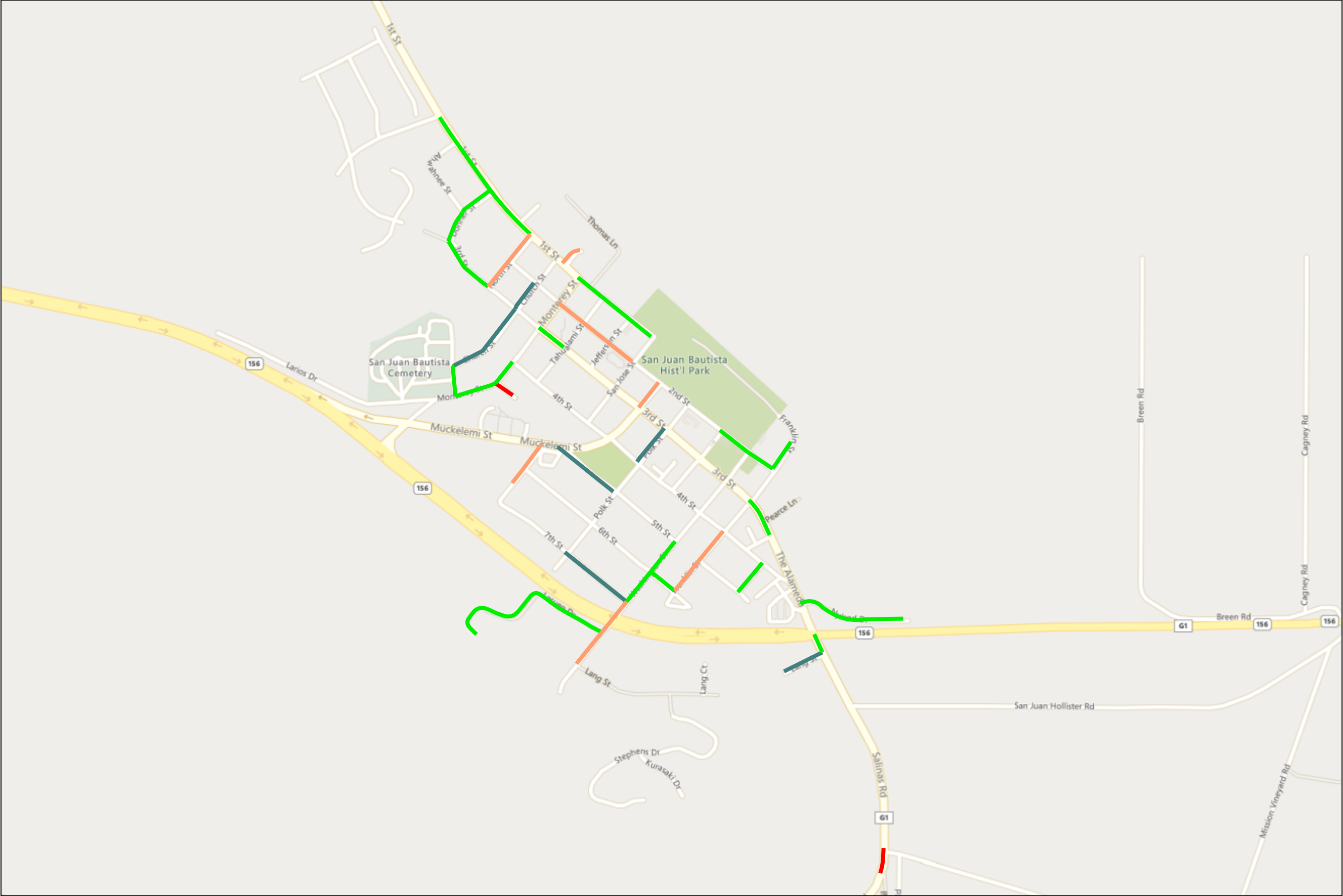


City of San Juan Bautista

Scenario Treatments

(2) Current Funding - \$176k/year - All Project Periods - Printed: 5/4/2020

- Feature Legend**
- EDGE GRD+20%DIG+FAB+2IN OL
 - FULL DEPTH RECLAMATION
 - SLURRY SEAL
 - THIN OVERLAY





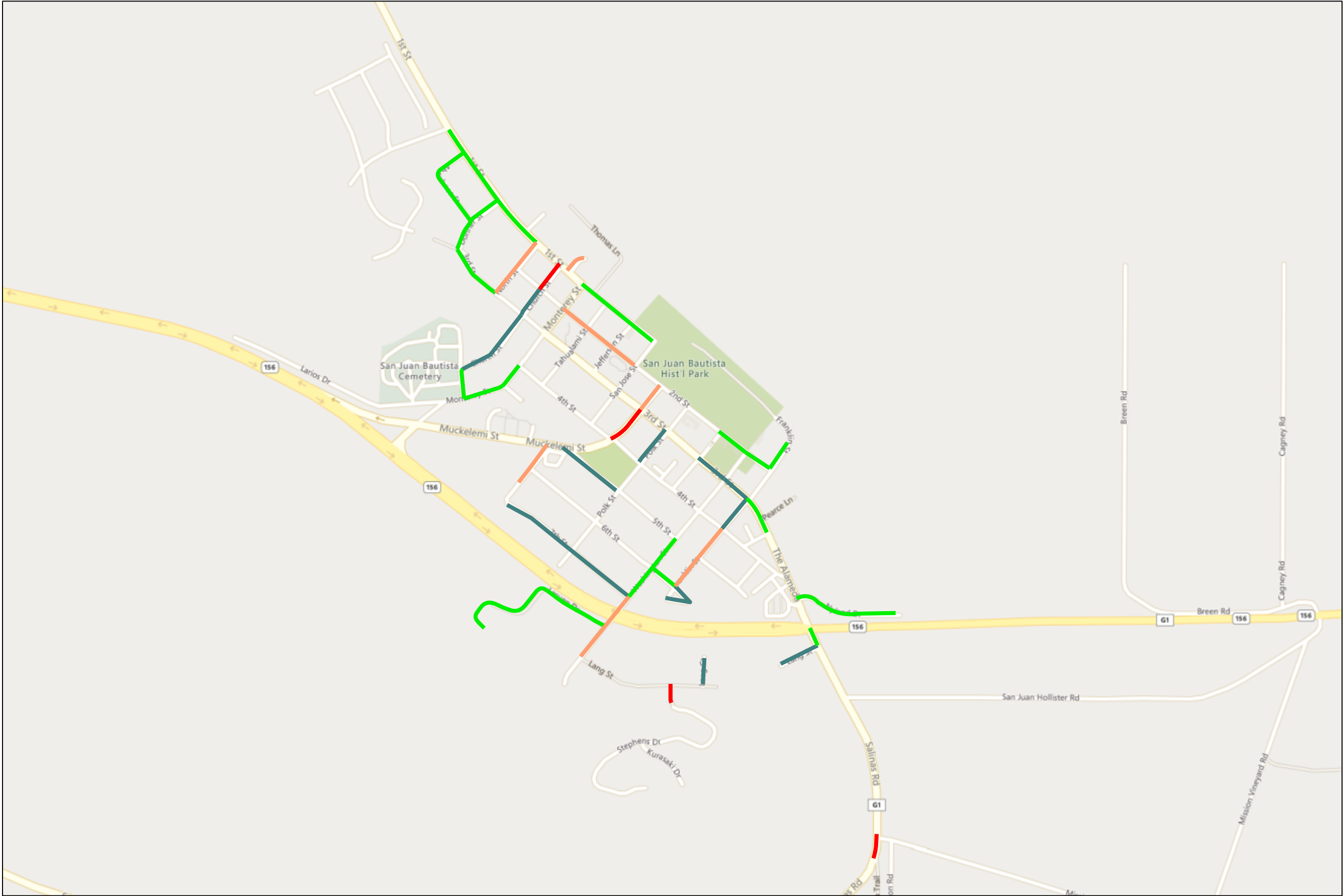
City of San Juan Bautista

Scenario Treatments

(3) Maintain Current PCI (62) - All Project Periods - Printed: 5/4/2020

Feature Legend

- EDGE GRD+20%DIG+FAB+2.5IN OL
- EDGE GRD+20%DIG+FAB+2IN OL
- FULL DEPTH RECLAMATION
- SLURRY SEAL
- THIN OVERLAY





City of San Juan Bautista

Scenario Treatments

(4) Increase PCI 5 points (to 67) - All Project Periods - Printed: 5/4/2020

Feature Legend

- EDGE GRD+20%DIG+FAB+2.5IN OL
- EDGE GRD+20%DIG+FAB+2IN OL
- FULL DEPTH RECLAMATION
- SLURRY SEAL
- THIN OVERLAY

