



Pavement Management Program Update

Final Report

NCE Project No. 546.08.55
November 2018



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City of Lakeport

225 Park Street
Lakeport, CA 95453

546.08.55

City of Lakeport

Pavement Management Program Update

Final Report

Submitted to:

**City Lakeport
225 Park Street
Lakeport, CA 95453**

November 2018



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Background

The Lake Area Planning Council (APC) selected Nichols Consulting Engineers, Chtd. (NCE) to update the City of Lakeport's StreetSaver® Pavement Management Program (PMP) in 2018. Broadly, a "... *pavement management [program] system is designed to provide objective information and useful data for analysis so that ... managers can make more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network.*"¹ In other words, a PMP is designed to assist cities with answering questions such as:

- What does the City's pavement network consist of? How many miles of streets qualify for federal or state funds?
- What is the existing condition of the pavement network? Is this an acceptable level for the City? If not, what is an acceptable level? How much will it cost to bring it up to an acceptable level?
- How will the condition of the pavement network respond over time under existing funding levels?
- What maintenance and rehabilitation (M&R) strategies exist to improve current pavement conditions?
- What maintenance activities or treatments have occurred in the past on any given road?
- What impact would either additional funding (e.g., SB1 funds) or decreased funding have on the condition of the overall pavement network?
- What is the backlog of needed maintenance and rehabilitation)? What are the future M&R needs? Are there different needs for different classes of streets (i.e., arterials vs. residential)?
- Under different funding levels, what is the most cost-effective way to implement a multi-year capital improvement program? Maintenance work program?

The City has utilized the StreetSaver® PMP for more than 10 years, and has updated the program on a triennial basis. This report is based on the 2018 update.

¹AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington DC, July 1990.



Purpose

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

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

This report examines the overall condition of the street network and highlights options for improving the current network's pavement condition index (PCI). The pavement condition index, or PCI, is a measurement of the pavement condition and ranges from 0 to 100. A newly constructed road will have a PCI of 100, while a failed road will have a PCI of 25 or less. Options for improving the overall network PCI are developed by conducting "what if" analyses. Varying the budget amounts available for pavement maintenance and repair shows how different funding strategies would affect the City's streets over the next 10 years.

Project Approach

Streets were ranked using the Metropolitan Transportation Commission (MTC) distress protocols². In this update, only streets that scored a PCI greater than 25 during the previous (2014) evaluation were inspected (approximately 16.7 centerline miles). If a failed road received treatment between 2016 and 2018, the PCI was updated in the database.

The inspections were completed in May 2018 and all distress data were entered into the StreetSaver® database. Note that the condition inspections did not address non-pavement issues such as traffic, safety and road hazards, geometric issues, road shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

Upon completion of the data collection activities, NCE reviewed M&R strategies with City staff. This included the selection of appropriate treatments such as surface seals or overlays, and the determination of unit costs. The unit costs are based on recent bid tabs and include all related construction costs and engineering and design costs. Once appropriate M&R treatments were defined, the decision tree was updated.

NCE next performed a budget needs analysis using an analysis period of 10 years with an annual inflation rate of 3 percent. This identified M&R requirements for each road section and determined the total M&R requirements. Finally, three budgetary scenarios were analyzed for the pavement network.

²PCI Distress Identification Manuals (AC 4th Edition, PCC 3rd Edition). Metropolitan Transportation Commission, San Francisco, CA, March 2016.



Road Network Description

The City is responsible for the repair and maintenance of approximately 29.5 centerline miles of streets, or 214 pavement sections. Table 1 below summarizes the entire paved network by functional class. Gravel streets, which represent less than 0.1 percent of the City’s streets, were not included in the analysis.

Table 1: Network Summary Statistics for City Streets

Functional Class	Sections	Centerline Miles	Lane Miles	Percent of the Entire Network (by Pavement Area)
Arterials	29	6.6	13.2	31.6
Collectors	51	9.0	18.1	30.3
Residentials/Locals	131	13.6	27.1	38.1
Gravel	3	0.3	0.5	<0.1
Total	214	29.5	58.9	100

The network replacement cost of the maintained sections is approximately \$41.4 million. This can be viewed as the value of the City’s pavement network, and is the amount needed to fund the full reconstruction of the network. It does not include related infrastructure assets, such as sidewalks, signals, markings, signs, etc.

All network sections, their corresponding 2018 PCI, and other attribute data are provided in Appendix A. For convenience, there are two listings – one sorted by road name and the other sorted by descending PCI.



Pavement Current Condition

Pavement condition is primarily affected by the climate, traffic loads and volumes, construction materials, and age. The symptoms manifested by the pavement as it ages or fails are:

Asphalt concrete:

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

Portland cement concrete:

- Corner Break
- Divided Slab
- Faulting
- Linear Cracking
- Patching or Utility Cut
- Scaling, Map Cracking, and Cracking
- Spalling

The overall 2018 PCI of the City's street network is 40. Note that these values are projected and area-weighted calculations from StreetSaver®. The average remaining service life (RSL) is estimated to be approximately 9 years for the streets (this is the time required for pavement to reach a "Very Poor/Failed" condition if no maintenance occurs).



Figure 1 below illustrates the definitions of the five pavement condition categories. Streets in “Good” condition include streets with both non-load-related (weathering or raveling) and load-related (e.g., alligator cracking) distresses. Since these distresses are markedly different, the treatments used to address these conditions are also different, as are the costs of these treatments. Generally, streets with load-related distress are more expensive to repair. The two categories of distress are identified by II (non-load-related) and III (load-related). StreetSaver® will assign the appropriate treatments and costs to streets identified within each category. Note that the “Maintenance and Rehabilitation Decision Tree” in Appendix B assigns different condition category labels than those in Figure 1 but the PCI ranges are equivalent.

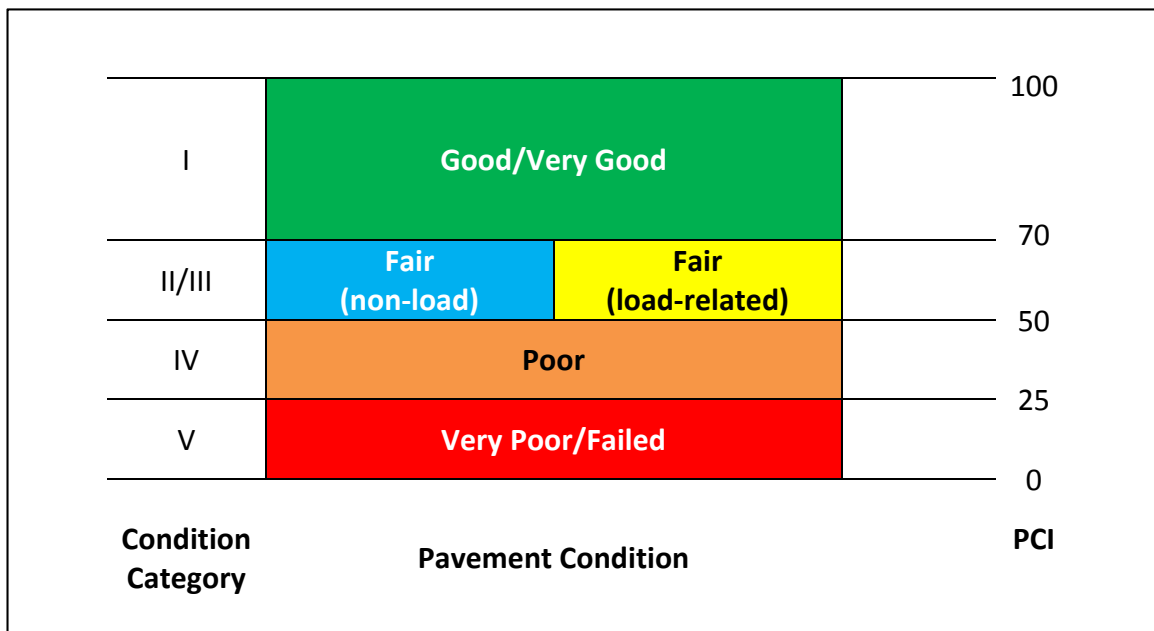


Figure 1: Pavement Condition Categories



The photos in Figure 2 illustrate streets with a range of PCIs.



Figure 2: Examples of Streets with Different PCIs

Figure 3 shows the network PCI trend since 2005. The PCIs are from field inspected values and as can be seen, the PCI has remained in the high 30s or 40 since then.

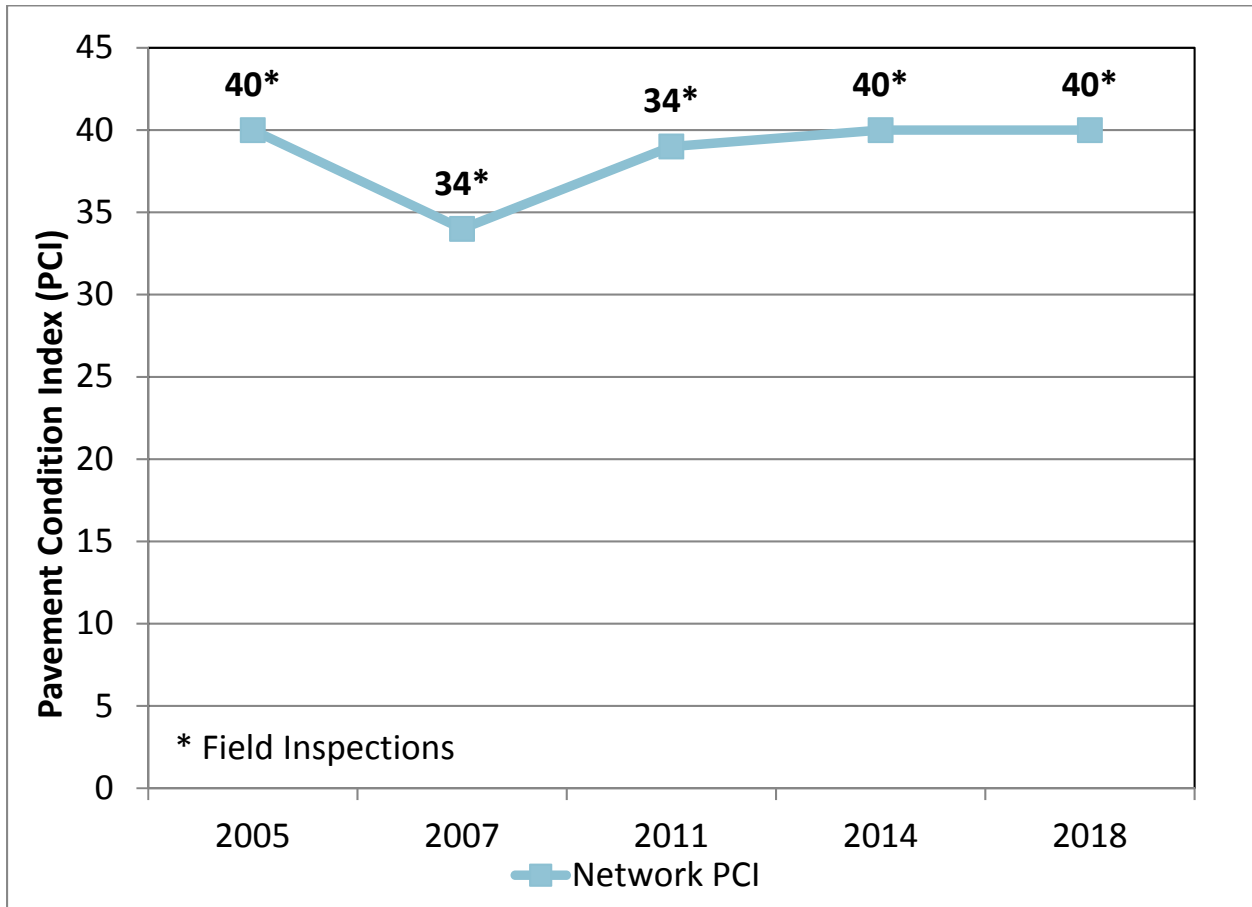


Figure 3: Historical Network PCI between 2005 and 2018

Table 2, Figure 4 and Figure 5 detail the network by PCI ranges or condition category. Approximately 30.9 percent of the City’s streets are in the “Good/Very Good” condition but more than half of the City’s streets are in the “Poor” or “Very Poor/Failed” categories. Therefore, a high percentage of the network will require significant funding for repair. Overall, arterials and collectors are in better condition than residential.

Table 2: 2018 Pavement Condition Breakdowns by Area (Entire Network)

Condition Category	PCI Range	Arterials (%)	Collectors (%)	Residential (%)	Entire Network (%)
Good/Very Good (I)	70-100	16.8	9.8	4.3	30.9
Fair (II/III)	50-69	6.2	2.9	1.9	11.0
Poor (IV)	25-49	6.9	5.8	5.4	18.1
Very Poor/Failed (V)	<25	1.7	11.8	26.5	40.0
Total		31.6	30.3	38.1	100.0

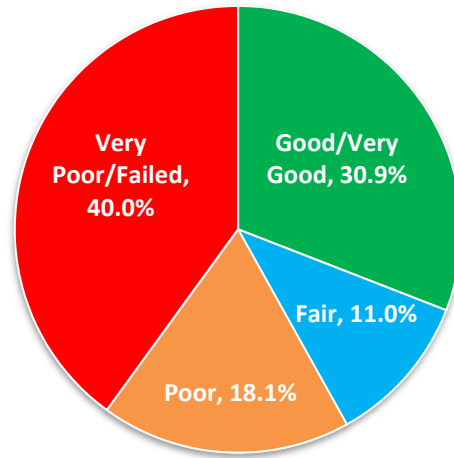


Figure 4: Pavement Condition Summary by Condition Categories (Entire Network by Area, 2018)

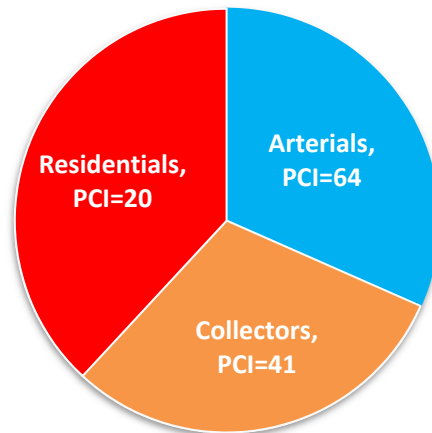


Figure 5: Pavement Condition Summary by Functional Classification (Entire Network by Area, 2018)



Maintenance and Rehabilitation Strategies

Historically, the City has utilized seals and Hot Mix Asphalt (HMA) overlays as M&R strategies. Seals are usually utilized as a preventive maintenance technique when the pavements are in “Good/Very Good” condition or above. As the pavement condition deteriorates, double chip seals and HMA overlays are applied. Digouts are typically used as preparation prior to overlays and surface seals as necessary. These pavement treatments are formalized in the M&R decision tree shown in Appendix B.

Figure 6 below demonstrates that pavement maintenance follows the old colloquial saying of “pay me now, or pay me more later”. History has shown that it costs much less to maintain streets in “Good/Very Good” condition than to repair streets that have failed. For example, applying double chip seals to an arterial may cost \$7.50 per square yard (SY); if allowed to deteriorate, costs may rise to \$49.00/SY to overlay or \$57.00/SY for full-depth reclamation (FDR). In other words, delaying repairs can result in construction costs increasing as much as 8 times. Appendix B shows the detailed decision tree and the unit costs associated with each type of treatment.

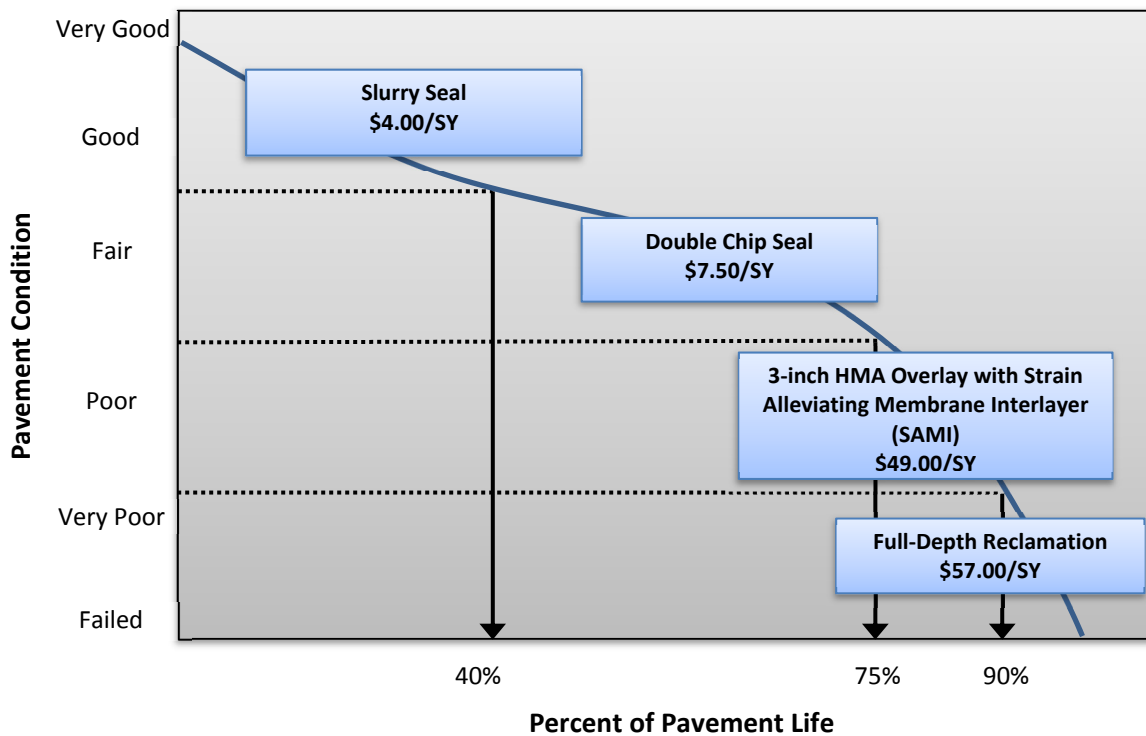


Figure 6: Costs of Maintaining Pavements over Time



Budget Needs

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

The first step in developing a cost-effective M&R strategy is to determine the maintenance "needs" of the pavement network. Using the StreetSaver® budget needs module with an inflation rate of 3 percent, the maintenance needs over the next 10 years were estimated at approximately \$20.2 million for the entire network. If the City follows the strategy recommended by the program, the average network PCI will be in the 80s. If, however, no maintenance is applied over the next 10 years, already distressed streets will continue to deteriorate, and the network PCI will drop to 24 by 2027. The results of the budget needs analysis are summarized in Table 3 below.

Table 3: Summary Results from Needs Analysis

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
PCI Treated	92	87	85	84	82	82	80	85	83	82	---
PCI Untreated	40	39	37	34	33	31	29	27	26	24	---
Needs (\$Millions)	14.3	0.04	0.5	0.5	0.1	0.7	0.1	3.1	0.1	0.7	20.2

The results of the budget needs analysis represent the ideal funding strategy recommended by StreetSaver®. Of the \$20.2 million in maintenance needs shown, approximately \$3.4 million (17 percent) is earmarked for preventive maintenance, while the majority, \$16.8 million (83 percent) is allocated for more costly rehabilitation and reconstruction.

It should be noted that the prediction models in StreetSaver® may result in a more conservative performance because the impacts of newer and more cost-effective technologies may not be included. For example, if improved materials are utilized (e.g., asphalt-binders with rubber or polymers), the actual performance of these treatments may be understated by the models. However, if the City continues to assess the pavement conditions regularly, the prediction accuracy of future conditions will continue to improve.



Budget Scenarios

Once maintenance needs are assessed, the next step in developing a cost-effective M&R strategy is to conduct several “what-if” analyses using StreetSaver’s budget scenario module. The program projects the effects of the different scenarios on PCI, deferred maintenance (unfunded backlog), and average RSL of the network. By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear.

Scenario 1: City’s Existing Funding (\$2.85 Million) – Based on the City’s annual funding of \$285,000 per year for the next 10 years, the overall PCI will drop to 32; however, the deferred maintenance is predicted to increase to \$23 million by 2027.

Scenario 2: Maintain PCI at 40 (\$6 Million) – This scenario aims to ensure that the overall pavement network PCI does not drop below 40 over the next 10 years. The deferred maintenance will increase from \$14.3 million to \$19.5 million by 2027.

Scenario 3: Improve PCI to 75 (\$18.5 Million) – This scenario aims to improve the network PCI to 75 in 10 years. A total of \$18.5 million is required (average of \$1.9 million per year); the deferred maintenance will decrease from \$14.3 million to \$5.4 million by 2027.

Note: The term “deferred maintenance” consists of pavement maintenance that is needed, but cannot be performed due to lack of funding. The deferred maintenance for the City is currently \$14.3 million. Shrinking budgets have forced many cities and counties to defer much needed pavement maintenance. By deferring maintenance, the frequency of citizens' complaints about the condition of the network increases and the cost to repair these streets rises as well. More detailed results of the budget needs and scenarios are included in Appendix C.

Appendix E contains maps that illustrate the results of each scenario. The maps show the pavement network, highlighting the color-coded condition category of each pavement section in 2027 for Scenarios 1, 2, and 3. A map illustrating the current condition is also provided for comparison.



Scenario 1: City's Existing Funding (\$2.85 Million)

This scenario determines the impacts of the City's existing funding of \$285,000 per year for the next 10 years. The results indicate that the overall network PCI would drop to 32 by 2027 and approximately 53.7 percent of the network would be in the "Very Poor/Failed" condition. The deferred maintenance would increase to \$23 million by 2027, and the projected RSL would be 8 years (see Table 4 and Figure 7). Appendix D provides a list of candidate sections selected for treatment in this scenario.

Table 4: Summary Results for Scenario 1

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Budget (\$ Thousands)	285	285	285	285	285	285	285	285	285	285	2,850
Deferred Maintenance (\$ Millions)	14.0	14.7	15.9	17.0	17.7	19.0	20.2	20.9	21.7	23.0	--
Overall Network PCI	42	41	39	38	37	36	34	34	33	32	--
Remaining Service Life (Years)	10	9	9	9	9	9	8	8	8	8	--

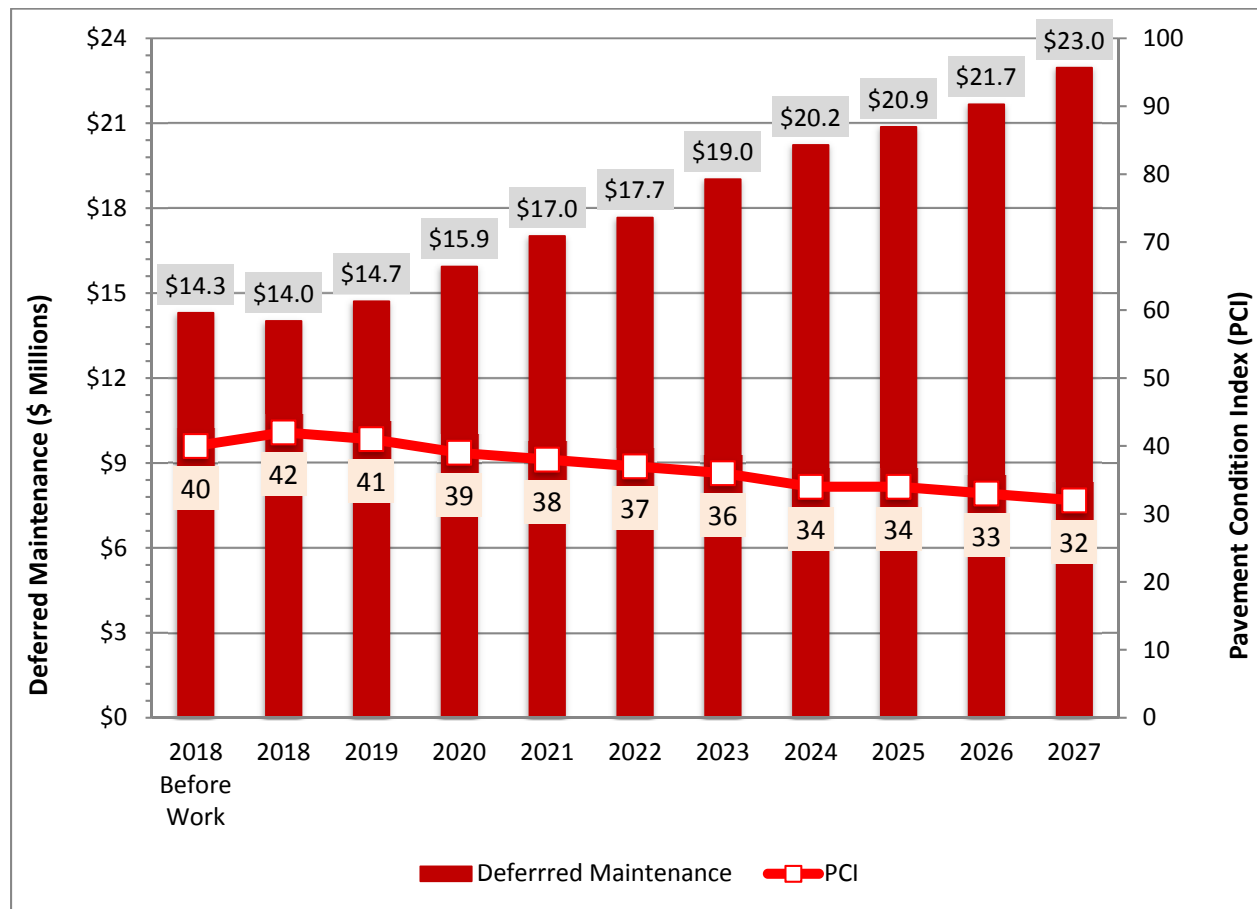


Figure 7: PCI vs Deferred Maintenance for Scenario 1



Scenario 2: Maintain PCI at 40 (\$6.0 Million)

This scenario provides the results if the City keeps the overall PCI at no less than 40 over 10 years. Under this scenario, the City would require a budget of approximately \$6 million. By 2027, near half of the network (53.4 percent) would be in the “Poor” or “Very Poor/Failed” condition categories, and only 36.9 percent would be in the “Good/Very Good” condition. The deferred maintenance would grow to \$19.5 million by 2027, and the RSL of the overall network would be 11 years (see Table 5 and Figure 8).

Table 5: Summary Results for Scenario 2

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Budget (\$ Thousands)	285	285	600	800	800	800	750	500	500	700	6,020
Deferred Maintenance (\$ Millions)	14.0	14.7	15.7	16.3	16.4	17.2	17.9	18.3	18.8	19.5	
Overall Network PCI	42	41	40	40	40	40	40	40	40	40	--
Remaining Service Life (Years)	10	9	9	10	10	10	11	11	11	11	--

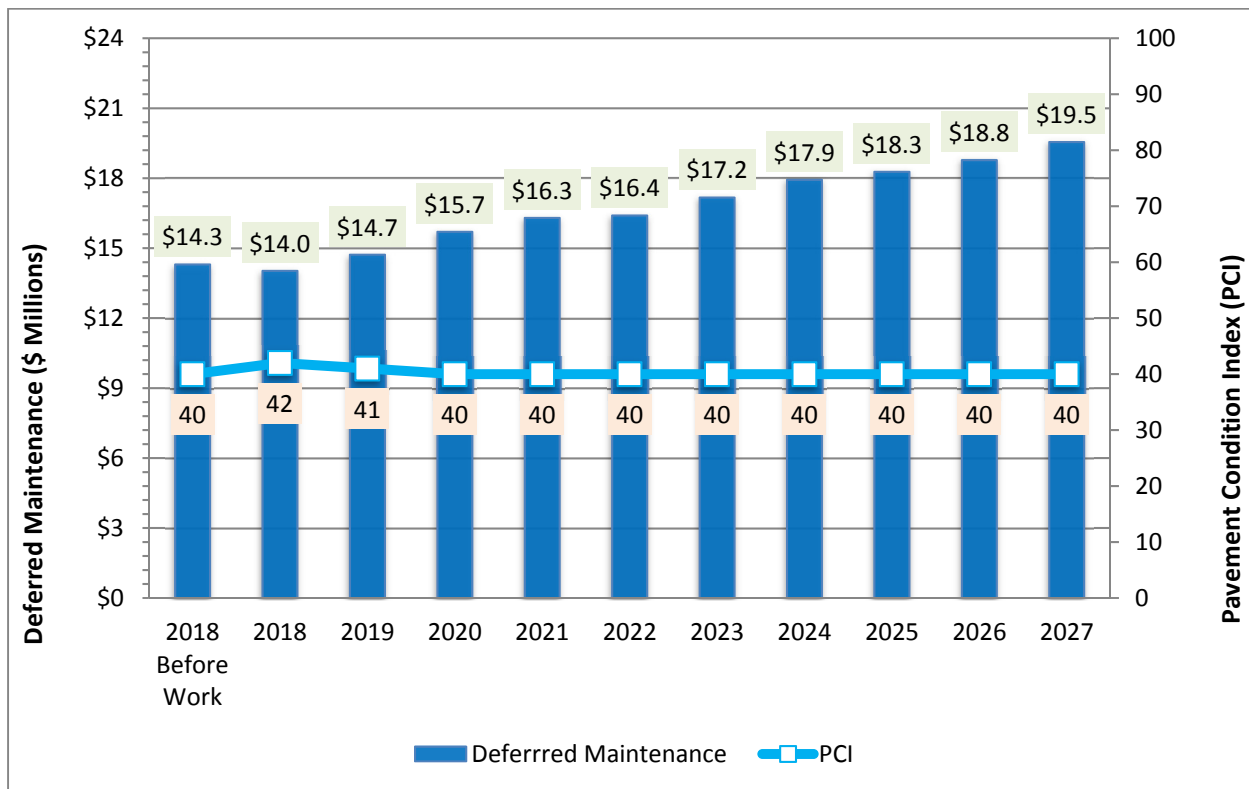


Figure 8: PCI vs Deferred Maintenance for Scenario 2



Scenario 3: Improve PCI to 75 (\$18.5 Million)

This scenario seeks to improve the network PCI to 75 over the next 10 years which would require a total budget of \$18.5 million. Approximately 86 percent of the pavement network would be in the “Good/Very Good” condition with only 12 percent in the “Very Poor/Failed” category. The deferred maintenance would drop to \$5.4 million from \$14.3 million by 2027 and the RSL would be 23 years. Table 6 below summarizes the results, and Figure 9 illustrates the predicted change in PCI and deferred maintenance over the next 10 years.

Table 6: Summary Results for Scenario 3

Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Budget (\$ Millions)	1.29	1.75	1.80	1.70	1.80	2.00	2.00	1.55	2.10	2.54	18.53
Deferred Maintenance (\$ Millions)	13.0	12.3	11.9	11.3	10.1	9.4	8.7	7.9	6.6	5.4	--
Overall Network PCI	45	49	52	55	58	62	64	68	71	75	--
Remaining Service Life (Years)	11	12	14	16	17	18	19	21	22	23	--

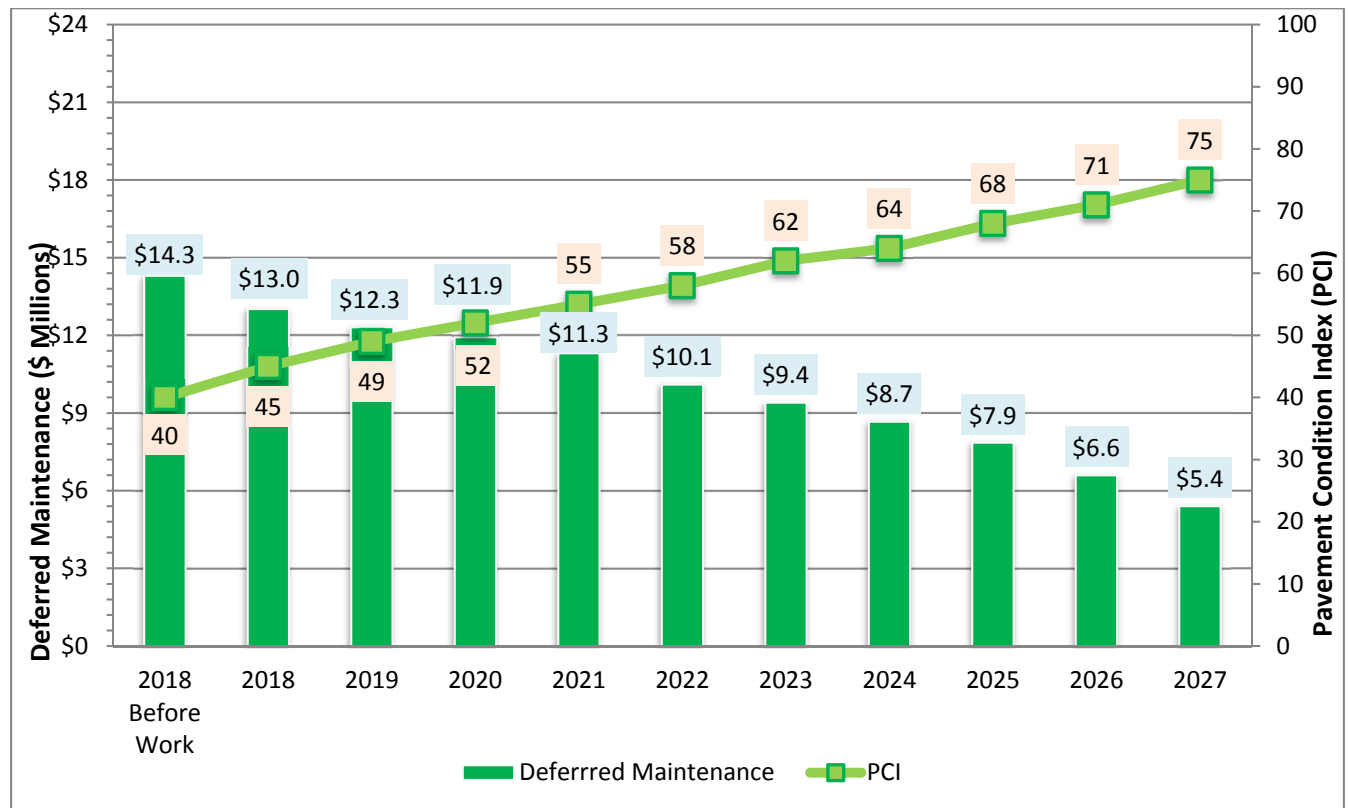


Figure 9: PCI vs Deferred Maintenance for Scenario 3



Scenario Comparisons

The following two figures graphically illustrate the annual changes in PCI and deferred maintenance for each scenario. Figure 10 below illustrates the changes in PCI over time for all three scenarios; clearly, the City's funding will be inadequate to maintain the current PCI.

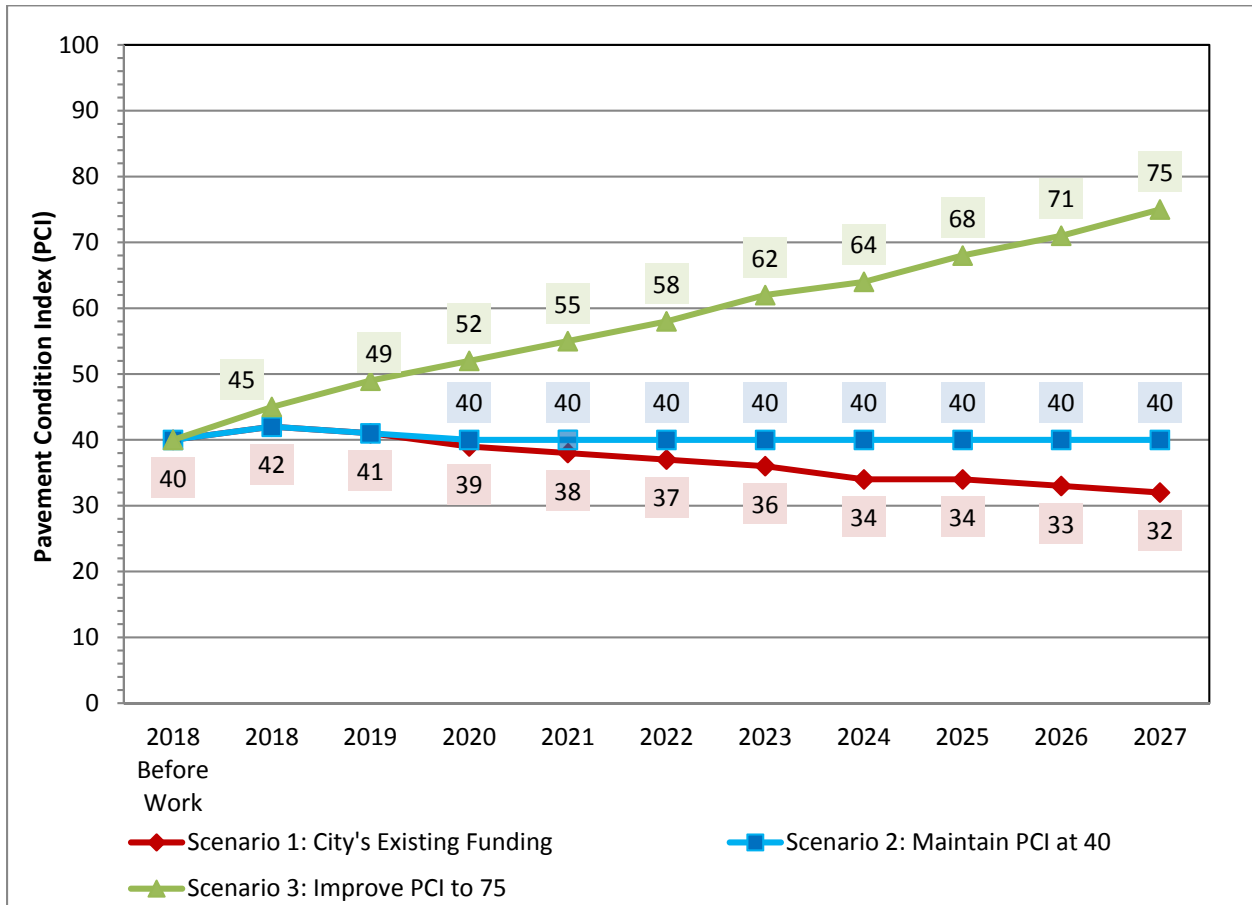


Figure 10: Annual Pavement Condition Index by Scenario

Figure 11 on the next page illustrates the change in deferred maintenance over time for each budget scenario analyzed. As previously noted, Scenarios 1 and 2 would result in an increase of the deferred maintenance; Scenario 3 would see a decrease to \$5.4 million.

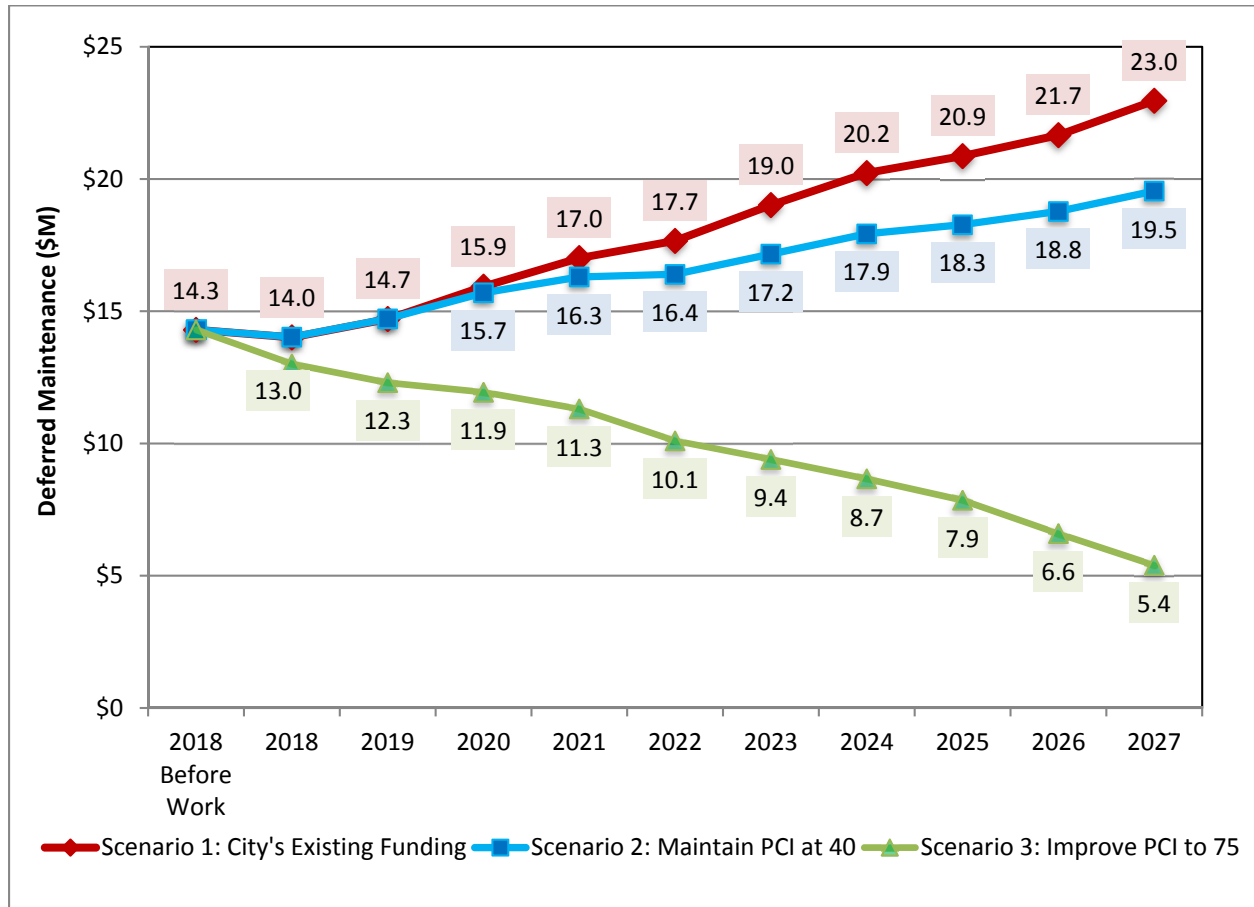
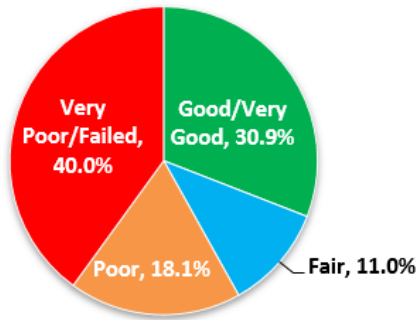


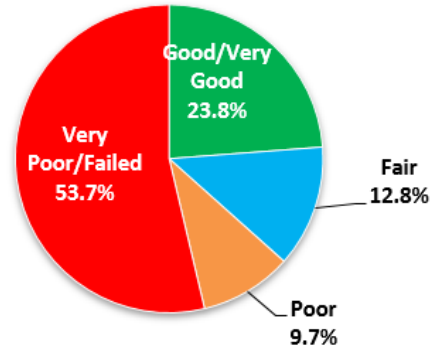
Figure 11: Annual Deferred Maintenance by Scenario

Figure 12 on the next page illustrates the pavement condition changes under each scenario. Currently, 30.9 percent of the network is in “Good/Very Good” condition, 11 percent is in “Fair” condition, and about 58 percent is in “Poor” or “Very Poor/Failed” condition.

Scenarios 1 and 2 will result in more than half of the pavement network in “Poor” or “Very Poor/Failed” conditions. Conversely, Scenario 3 shows that almost 85.5 percent of the network will be in “Good/Very Good” condition by 2027.



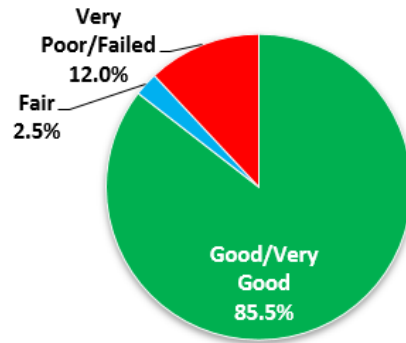
Current Condition (2018)



2027 Condition (Scenario 1: Existing Funding)



2027 Condition (Scenario 2: Maintain PCI at 40)



2027 Condition (Scenario 3: Improve PCI to 75)

Figure 12: Pavement Condition Changes under Each Scenario



Discussion

To summarize, the City of Lakeport has a substantial investment of \$41.4 million in the road network. Overall, the City's network is in "Poor" condition with an average PCI of 40. Of the 29.5 centerline miles of streets, approximately 31 percent are currently in "Good/Very Good" condition with 58.1 percent in "Poor" or "Very Poor/Failed" condition.

The analyses indicate that the City needs to spend approximately \$20.2 million in pavement M&R over the next 10 years to repair all streets. By doing so, streets then can be maintained in good condition with on-going preventive maintenance.

Conclusions

A. Pavement Budget

The recommended scenario for the City of Lakeport is Scenario 3 (Improve PCI to 75), with a budget of \$18.5 million over the next 10 years. This will allow City to increase the percentage of streets in good condition to 85.5 percent.

B. Pavement Maintenance Strategies

The City's pavement maintenance strategies include chip seals, slurry seals, and HMA overlays. Since more than a third of the pavements are currently in "Good/Very Good" to "Fair" condition, it is important to preserve them. Life-extending surface seals are cost-effective for pavements currently in "Fair" to "Good/Very Good" condition.

NCE recommends that the City continue with the preventive maintenance program as this is necessary to maintain the portion of the road network that is in "Good/Very Good" condition and avoid increasing the deferred maintenance. In addition, the City should consider recycling strategies to achieve more cost savings.

C. Re-inspection Strategies

In order to continue monitoring the road network, and make appropriate decisions, it is recommended that arterial and collector streets be inspected every 2 years and residential streets every 4 to 5 years.

D. Maintenance and Rehabilitation Decision Tree

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

A significant unknown component is the future cost of rehabilitation; we recommend that City carefully monitor future construction costs and be ready to adapt to any changes or price increases if necessary.



E. Next Steps

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

- Maintain a preventive maintenance strategy.
- Pursue additional pavement funding sources to ensure that Scenario 3 is feasible. Examples of some funding sources are listed below:

Federal Funding Sources

- Community Development Block Grants
- Congestion Mitigation & Air Quality Improvement
- Surface Transportation Block Grant Program
- Highway Safety Improvement Program

State Funding Sources

- Active Transportation Program which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools
- State Transportation Improvement Program
- AB 2766 (vehicle surcharge)
- Vehicle License Fees
- CalRecycle grants
- State Water Resource Control Board
- Transportation Development Act
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee

Local/Regional Funding Sources

- Local sales taxes
- Development impact fees
- General fund
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Flood Control Districts
- Parcel/property taxes
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Solid waste funds
- Transient Occupancy Taxes

APPENDIX A

Section Description Inventory

Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class, surface type, number of lanes, lengths, widths, Inspected 2018 PCI, and area identifier.

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

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Beg Location	Beginning limit of the section.
End Location	Ending limit of the section.
# of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification (A = Arterial, C = Collector, R = Residential).
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (ft ²)	Area of section in square feet.
Surface Type (ST)	Surface Type (A = AC, O = AC/AC, P = PCC).
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is the calculated PCI based on the most recent field inspections or maintenance data (i.e. 2018 inspections).

**Section Description Inventory
Sorted by Street Name**



City of Lakeport
PCI Listing Report by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (sf)	Surface Type	PCI Date	PCI
ADAMSS	010	ADAMS STREET	WILL-O-VIEW CIRCLE	END	2	R	461	20	9,220	A	3/4/2018	21
ALDEN A	010	ALDEN AVENUE	TWENTIETH AVENUE	END	2	C	307	47	14,429	A	3/4/2018	41
ALDEN B	020	ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	2	C	660	24	15,840	A	3/4/2018	90
ANASTA	010	ANASTASIA DRIVE	HARTLEY ROAD	END	2	R	700	29	20,300	A	6/27/2011	16
ARMSTR	012	ARMSTRONG ST	RUSSELL STREET	POLK STREET	2	C	540	40	21,600	O	3/12/2018	88
ARMSTR	015	ARMSTRONG ST	POLK STREET	FORBES STREET	2	C	1,650	40	66,000	A	3/12/2018	73
ARMSTR	017	ARMSTRONG ST	FORBES STREET	MAIN STREET	2	C	260	40	10,400	O	6/5/2018	100
ASHEST	010	ASHE STREET	JONES STREET	LAKESHORE BLVD	2	R	615	28	17,220	A	7/5/2011	15
BANZDR	010	BANASZECK DRIVE	ORCHARD ST	SMITH ST	2	R	440	10	4,400	A	7/5/2011	7
BEACCT	010	BEACH COURT	BEACH LANE	END	2	R	175	28	4,900	A	6/28/2011	12
BEACLN	010	BEACH LANE	LAKESHORE BLVD	CITY LIMITS	2	R	360	22	7,920	A	3/2/2018	26
BEACHS	010	BEACH STREET	CENTRAL PARK	SIXTH STREET	2	R	192	18	3,456	O	6/13/2018	100
BERRYS	010	BERRY STREET	SPURR STREET	ARMSTRONG STREET	2	R	624	20	12,480	A	7/6/2011	5
BEVINC	010	BEVINS COURT	BEVINS STREET	END	2	R	777	36	27,972	A	3/13/2018	12
BEVINS	010	BEVINS STREET	LAKEPORT BLVD (V110)	TRANSFER STATION	2	C	1,200	30	36,000	O	3/13/2018	100
BEVINS	020	BEVINS STREET	TRANSFER STATION	MARTIN ST (V111)	2	C	1,076	31	33,356	O	3/13/2018	100
BOGGS A	010	BOGGS LANE	WILL-O-VIEW CIRCLE	HARTLEY LANE	2	C	1,750	29	50,750	A	3/4/2018	20
BOGGS B	020	BOGGS LANE	Will-o-View Circle	20th Street	2	C	850	24	20,400	A	3/14/2018	32
BROTCT	010	BROTEN CT	TODD RD EXTENSION	END	2	R	770	10	7,700	G		
BRUSHS	012	BRUSH STREET	THIRD STREET	FIFTH STREET	2	R	500	24	12,000	O	3/14/2018	100
BRUSHS	013	BRUSH STREET	FIFTH STREET	ELEVENTH STREET	2	R	1,370	24	32,880	A	3/14/2018	20
BRUSHS	014	BRUSH STREET	ELEVENTH STREET	CLEARLAKE AVE	2	R	330	24	7,920	O	6/12/2018	100
BRUSHS	015	BRUSH STREET	THIRD STREET	SECOND STREET	2	R	280	24	6,720	A	3/12/2018	71
BRUSHS	017	BRUSH STREET	SECOND STREET	FIRST STREET	2	R	320	24	7,680	A	3/12/2018	43
BRUSHS	020	BRUSH STREET	ARMSTRONG ST	MARTIN ST	2	R	322	24	7,728	A	3/12/2018	24
BRYCEC	010	BRYCE COURT	SPURR STREET	END	2	R	192	37	7,104	A	3/12/2018	74
CSTR	010	C STREET	MAIN STREET	FAIRGROUNDS	2	R	400	50	20,000	A	6/23/2011	23
CSTR	020	C STREET	SOUTH MAIN ST	EAST END (LAKE)	2	R	345	50	17,250	A	7/5/2011	14
CAMDEN	010	CAMDEN AVENUE	WRIGLEY STREET	FINWAY	2	R	300	30	9,000	A	3/14/2018	75
CENPAK	010	CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	2	C	361	24	8,664	A	3/5/2018	25
CENPAK	020	CENTRAL PARK AVENUE	SHADY OAK ST	ELEVENTH ST	2	C	2,327	24	55,848	A	10/21/2014	18
CHERST	010	CHERRY STREET	SIXTH ST	END	2	R	100	18	1,800	A	6/28/2011	15
CLEARL	010	CLEAR LAKE AVENUE	MAIN ST	HIGH ST	2	A	528	51	26,928	A	3/5/2018	72
CLEARL	020	CLEAR LAKE AVENUE	HIGH STREET	POOL STREET	2	C	1,248	32	39,936	A	10/20/2014	23
CLEARL	040	CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	2	R	370	40	14,800	O	6/7/2018	100
CLEARL	050	CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	2	R	180	50	9,000	O	3/13/2018	100
COMPTO	010	COMPTON STREET	SPURR STREET	RUSSELL STREET	2	C	700	27	18,900	A	3/12/2018	33
CRAIGA	010	CRAIG AVENUE	PARALLEL DRIVE	PACIFIC REGENCY WAY	2	C	451	38	17,138	A	10/20/2014	22
CRAWFO	010	CRAWFORD STREET	SECOND STREET	FIFTH STREET	2	R	605	18	10,890	O	3/13/2018	34
DSTR	010	D STREET	MAIN STREET	FORBES STREET	2	R	250	32	8,000	A	7/5/2011	5



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EST	010	E STREET	ESPLANDE STREET	MAIN STREET	2	R	288	18	5,184	A	7/5/2011	3
EIGHTH	010	EIGHTH STREET	FORBES STREET	BRUSH STREET	2	R	556	24	13,344	A	3/5/2018	28
ELEVEN	010	ELEVENTH STREET	MAIN ST	POOL ST	2	A	2,450	31	75,950	A	3/5/2018	83
ELEVEN	020	ELEVENTH STREET	POOL STREET	CITY LIMITS	2	A	2,640	44	116,160	A	3/5/2018	72
ESPLAN	010	ESPLANADE	K STREET	MAIN STREET	2	R	2,000	25	50,000	A	7/5/2011	17
ESTEPS	012	ESTEP STREET	MARTIN STREET	FIRST STREET	2	R	660	22	14,520	A	3/12/2018	27
ESTEPS	015	ESTEP STREET	FIRST STREET	FIFTH STREET	2	R	722	22	15,884	O	3/13/2018	32
FAIRWY	010	FAIRVIEW WAY	GREEN ST	HILLCREST DR	2	R	1,335	22	29,370	A	3/2/2018	17
FIFTEE	010	FIFTEENTH STREET	MAIN STREET	HIGH STREET	2	R	432	33	14,256	A	7/5/2011	13
FIFTEE	020	FIFTEENTH STREET	PALM STREET	MELLOR DRIVE	2	R	576	28	16,128	A	3/4/2018	10
FIFTHS	010	FIFTH STREET	END	ESTEP STREET	2	R	530	27	14,310	A	7/5/2011	1
FIFTHS	020	FIFTH STREET	ESTEP STREET	FORBES STREET	2	R	1,055	26	27,430	O	5/30/2018	100
FIFTHS	030	FIFTH STREET	FORBES STREET	MAIN STREET	2	R	250	24	6,000	A	3/5/2018	47
FIFTHS	040	FIFTH STREET	MAIN STREET	THE LAKE	2	R	300	28	8,400	O	3/5/2018	68
FIFTHS	050	FIFTH STREET	HARRY ST	SPURR ST	2	R	350	24	8,400	A	6/28/2011	24
FINWAY	010	FINWAY STREET	WEST SIDE PARK	END OF STREET	2	R	250	30	7,500	A	3/14/2018	81
FIRSTS	020	FIRST STREET	RUSSELL ST	STARR ST	2	R	315	36	11,340	A	7/5/2011	15
FIRSTS	030	FIRST STREET	POLK ST	100 FT W/POLK ST	2	R	100	18	1,800	A	3/12/2018	66
FIRSTS	040	FIRST STREET	LAKEVIEW ST	BRUSH ST	2	R	780	24	18,720	O	3/13/2018	100
FIRSTS	050	FIRST STREET	BRUSH ST	MAIN ST	2	R	846	24	20,304	A	7/5/2011	4
FIRSTS	10 A	FIRST STREET	MAIN ST	PARK ST	2	C	250	24	6,000	A	10/22/2014	9
FIRSTS	10 B	FIRST STREET	PARK ST	THE LAKE	2	C	250	24	6,000	O	3/14/2018	100
FORBES	010	FORBES STREET	CLEARLAKE AVENUE	11th STREET	2	A	350	42	14,700	O	3/5/2018	81
FORBES	021	FORBES STREET	11th STREET	9th STREET	2	A	260	42	10,920	O	3/5/2018	84
FORBES	022	FORBES STREET	9th STREET	7th STREET	2	A	394	42	16,548	O	3/5/2018	87
FORBES	023	FORBES STREET	7th STREET	5th STREET	2	A	446	42	18,732	O	3/5/2018	92
FORBES	031	FORBES STREET	5th STREET	3rd STREET	2	A	518	45	81,000	O	3/5/2018	90
FORBES	032	FORBES STREET	3rd STREET	2nd STREET	2	A	262	45	81,000	O	3/5/2018	92
FORBES	034	FORBES STREET	SECOND STREET	FIRST STREET	2	A	330	37	12,210	O	3/5/2018	95
FORBES	038	FORBES STREET	FIRST STREET	MARTIN STREET	2	A	690	37	25,530	O	3/5/2018	92
FORBES	040	FORBES STREET	MARTIN STREET	D STREET	2	R	700	34	23,800	A	3/5/2018	20
FORBES	050	FORBES STREET	16TH ST	CLEARLAKE AVE	2	A	1,050	34	35,700	A	10/20/2014	21
FOREST	010	FOREST DRIVE	TERRACE DRIVE	LANGE STREET	2	R	1,056	24	25,344	A	3/2/2018	59
FOREST	020	FOREST DRIVE	HILLCREST DR	TERRACE DR	2	R	654	24	15,696	A	3/2/2018	60
FOURTE	010	FOURTEENTH STREET	PALM DRIVE	HARTLEY STREET	2	R	1,250	27	33,750	A	7/6/2011	25
FOURTE	020	FOURTEENTH STREET	HIGH STREET	FORBES STREET	2	R	240	34	8,160	A	7/6/2011	17
FOURTH	010	FOURTH STREET	MAIN STREET	THIRD STREET	2	R	2,140	24	51,360	O	3/13/2018	22
FOURTH	020	FOURTH STREET	MAIN ST	EAST END (LAKE)	2	R	428	24	10,272	O	3/13/2018	63
GISELM	010	GISELMAN STREET	LANGE STREET	LAKESHORE BOULEVARD	2	C	1,220	40	48,800	O	3/13/2018	100
GRACLN	010	GRACE LANE	SOUTH MAIN STREET	END	2	O	441	14	6,174	A	7/6/2011	4



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GREENS	010	GREEN STREET	HILLCREST DRIVE	LAKESHORE BOULEVARD	2	C	750	37	27,750	A	10/21/2014	10
HARRYS	010	HARRY STREET	CENTRAL PARK	FIFTH STREET	2	R	460	20	9,200	A	7/6/2011	16
HARLTE	010	HARTLEY STREET	CLEAR LAKE AVENUE	TWENTIETH STREET	2	C	2,200	32	70,400	O	3/13/2018	6
HARLTE	020	HARTLEY STREET	TWENTIETH STREET	CITY LIMITS	2	C	2,640	36	95,040	O	3/4/2018	83
HEALTC	010	HEALTON CIRCLE	BOGGS LANE	END	2	R	275	12	3,300	A	3/14/2018	15
HELEAN	010	HELENA AVENUE	ESPLANDE	MAIN STREET	2	R	451	23	10,373	A	6/23/2011	6
HIGH	012	HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	2	A	1,010	37	37,370	A	3/4/2018	73
HIGH	015	HIGH STREET	SIXTEENTH STREET	LAKESHORE BLVD	2	A	1,102	37	40,774	A	3/4/2018	92
HIGH	020A	HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	1	A	115	30	3,450	O	3/14/2018	61
HIGH	020B	HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	1	A	235	30	7,050	A	3/14/2018	61
HIGH	030	HIGH STREET	11 TH ST	4TH ST	2	R	1,588	24	38,112	A	7/6/2011	25
HIGH	040	HIGH STREET	4TH ST	3RD ST	2	R	272	26	7,072	A	3/12/2018	18
HIGH	052	HIGH STREET	SECOND STREET	FIRST STREET	2	R	320	37	11,840	A	7/6/2011	13
HIGH	055	HIGH STREET	FIRST STREET	MARTIN STREET	2	R	685	37	25,345	A	3/12/2018	23
HICRDR	010	HILLCREST DRIVE	TERRACE DRIVE	GISELMAN STREET	2	R	1,530	18	27,540	A	7/6/2011	23
HICRDR	020	HILLCREST DRIVE	HARTLEY DR	TERRACE DR	2	R	500	20	10,000	A	3/2/2018	29
HOWAAV	010	HOWARD AVENUE	CITY LIMITS	SOUTH END	2	C	170	24	4,080	A	3/2/2018	20
INDUSA	010	INDUSTRIAL AVENUE	SOUTH MAIN STREET	END	2	C	864	40	34,560	A	10/20/2014	7
JERRYD	010	JERRY DRIVE	HARTLEY ROAD	END	2	R	400	29	11,600	A	6/27/2011	17
JONEST	010	JONES STREET	LAKESHORE BLVD	ASHE STREET	2	R	355	21	7,455	A	3/2/2018	22
KST	010	K STREET	ESPLANDE	MAIN STREET	2	R	480	23	11,040	A	6/23/2011	5
KLROST	010	KELLY ROSE COURT	PAGE DRIVE	END	2	R	165	38	6,270	A	3/4/2018	16
KIMBLN	010	KIMBERLY LANE	SOUTH MAIN STREET	END	2	C	470	16	7,520	A	10/20/2014	12
KONOAV	010	KONOCTI AVENUE	ESPLANDE	MAIN STREET	2	R	595	22	13,090	A	7/6/2011	6
KONOAV	020	KONOCTI AVENUE	S.FORBES ST	LARRECOU LN	2	R	1,085	18	19,530	A	6/28/2011	11
LAKEPO	020	LAKEPORT BLVD	BEVINS	TODD RD	2	A	1,000	47	47,000	A	3/14/2018	54
LAKEPO	10 A	LAKEPORT BLVD	BEVINS	LARRECOU	2	A	815	44	35,860	O	3/14/2018	82
LAKEPO	10 B	LAKEPORT BLVD	LARRECOU	MAIN	2	A	1,258	42	52,836	O	3/13/2018	58
LAKEBL	012	LAKESHORE BLVD	HIGH ST	GISELMAN ST	2	A	465	37	17,205	O	3/2/2018	71
LAKEBL	015	LAKESHORE BLVD	GISELMAN ST	BEACH LN/CITY LIMITS	2	A	2,785	37	103,045	A	3/2/2018	41
LAVIST	013	LAKEVIEW STREET	ARMSTRONG STREET	FIRST STREET	2	R	355	16	5,680	A	6/28/2011	14
LAVIST	017	LAKEVIEW STREET	FIRST STREET	SECOND STREET	2	R	325	16	5,200	A	6/28/2011	3
LANGES	10 A	LANGE STREET	LAKESHORE	GISELMAN	2	C	511	37	18,907	A	10/22/2014	13
LANGES	10 B	LANGE STREET	GISELMAN	FOREST	2	C	339	37	12,543	A	3/14/2018	73
LARRLN	010	LARRECOU LANE	LAKEPORT BLVD	ENE	2	C	1,015	20	20,300	A	10/20/2014	10
LILYCO	010	LILY COVE	ESPLANDE	MAIN STREET	2	R	370	18	6,660	A	7/6/2011	12
LOCHDR	010	LOCH DRIVE	FOREST DRIVE	HILLCREST DRIVE	2	R	576	18	10,368	A	7/6/2011	11
LUPOAV	010	LUPOYOMA AVENUE	ESPLANDE	MAIN STREET	2	R	643	18	11,574	A	7/6/2011	2
LUPOCR	010	LUPOYOMA CIRCLE	LUPOYOMA HEIGHTS	LUPOYOMA HEIGHTS	2	R	600	18	10,800	A	6/23/2011	17
LUPOHT	010	LUPOYOMA HEIGHTS	SOUTH MAIN ST	LUPOYOMA CIRCLE	2	R	670	26	17,420	A	7/6/2011	11



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NMAIN	010	MAIN STREET NORTH	FIRST ST	CLEAR LAKE AVE	2	A	3,000	58	174,000	A	3/5/2018	65
NMAIN	020X	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	1,030	26	26,780	O	10/21/2014	13
NMAIN	030	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	1,030	20	20,600	P	10/21/2014	8
SMAIN	010	MAIN STREET SOUTH (CITY)	CITY LIMITS	LAKEPORT BLVD	2	A	3,642	40	145,680	O	3/5/2018	74
SMAIN	020	MAIN STREET SOUTH (CITY)	LAKEPORT BLVD	FIRST ST	2	A	2,640	54	142,560	A	3/5/2018	40
MANZST	010	MANZANITA STREET	SIXTH STREET	NINTH STREET	2	R	630	20	12,600	A	7/6/2011	18
MARIAH	010	MARIAH WAY	MAIN STREET	WEST END	2	R	440	29	12,760	A	6/28/2011	4
MARTIN	010	MARTIN STREET	BEVINS ST	MAIN ST	2	A	2,429	37	89,873	A	3/5/2018	39
MARTIN	020	MARTIN STREET	BEVINS ST	CITY LIMITS	2	A	1,860	28	52,080	A	3/5/2018	85
MELLOR	010	MELLOR DRIVE	PAGE DRIVE	11th STREET	2	C	1,700	37	62,900	O	3/13/2018	61
MELLOR	020	MELLOR DRIVE	19TH ST	20TH ST	2	C	238	33	7,854	A	3/14/2018	25
MIKEWY	010	MIKES WAY	PAGE DRIVE	END	2	R	105	37	3,885	A	3/4/2018	34
MONVIS	010	MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	2	R	412	30	12,360	A	6/27/2011	11
NINTEE	010	NINTEENTH STREET	MELLOR DRIVE	HARTLEY ROAD	2	R	864	24	20,736	A	3/4/2018	19
NINTHS	010	NINTH STREET	POOL STREET	BRUSH STREET	2	R	998	24	23,952	A	7/6/2011	23
NINTHS	020	NINTH STREET	BRUSH STREET	MAIN STREET	2	R	835	35	29,225	A	7/6/2011	19
NORST	010	NORTH STREET	CLEARLAKE AVENUE	NINTH STREET	2	R	624	24	14,976	A	7/6/2011	14
OAKKNL	010	OAK KNOLL	ESPLANDE	MAIN STREET	2	R	307	28	8,596	A	6/23/2011	2
OAKCDR	010	OAKCREST DRIVE	BOGGS LANE	END	2	R	432	36	15,552	A	3/4/2018	48
ORCHST	010	ORCHARD STREET	ARMSTRONG ST	MARTIN ST	2	R	320	18	5,760	A	6/23/2011	4
ORCHID	010	ORCHID WAY	16th STREET	14th STREET	2	R	600	27	16,200	A	6/23/2011	22
ORCHID	020	ORCHID WAY	17TH ST	16TH ST	2	R	230	27	6,210	A	7/6/2011	25
PAGEDR	010	PAGE DRIVE	MELLOR DRIVE	ALDEN AVE	2	C	1,400	36	50,400	A	3/4/2018	29
PALMDR	010	PALM DRIVE	16th STREET	14th STREET	2	R	600	27	16,200	A	7/6/2011	23
PALMDR	020	PALM DRIVE	17TH ST	16TH ST	2	R	240	27	6,480	A	3/4/2018	12
PARALL	010	PARALLEL DRIVE	470 FT N/CRAIG AVE	LAKEPORT BLVD	2	C	2,460	36	88,560	A	3/14/2018	16
PARALL	020	PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	2	C	410	36	14,760	A	3/14/2018	79
PARKST	010	PARK STREET	1st STREET	3rd STREET	2	C	650	27	17,550	A	3/5/2018	59
PECKCT	010	PECKHAM COURT	SOUTH MAIN STREET	END	2	C	691	26	17,966	A	3/13/2018	61
PIKEDR	010	PIKE DRIVE	ROYALE AVENUE	END	2	R	155	36	5,580	A	6/23/2011	11
POLKST	010	POLK STREET	MARTIN STREET	ARMSTRONG STREET	2	R	260	18	4,680	A	7/6/2011	5
POLKST	022	POLK STREET	ARMSTRONG STREET	FIRST STREET	2	R	355	18	6,390	A	3/14/2018	36
POLKST	025	POLK STREET	FIRST STREET	SECOND STREET	2	R	320	18	5,760	O	3/13/2018	25
POOLST	010	POOL STREET	CLEAR LAKE AVENUE	PAVEMENT CHANGE	2	R	500	30	15,000	A	7/6/2011	23
POOLST	020	POOL STREET	PAVEMENT CHANGE	CENTRAL PARK	2	R	600	30	18,000	A	3/5/2018	26
ROBLDR	010	ROBLES DRIVE	GISELMAN DR	END	2	R	205	22	4,510	A	7/6/2011	23
ROSEAV	010	ROSE AVENUE	MAIN STREET	END	2	R	600	24	14,400	G		
ROYAAV	010	ROYALE AVENUE	SOUTH MAIN STREET	END	2	R	800	37	29,600	A	6/23/2011	10
RUBYDR	010	RUBY DRIVE	ARMSTRONG STREET	END	2	R	410	37	15,170	O	3/12/2018	81
RUSSEL	012	RUSSELL STREET	COMPTON STREET	FIRST STREET	2	R	470	24	11,280	A	7/6/2011	17



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RUSSEL	015	RUSSELL STREET	FIRST STREET	MARTIN STREET	2	R	730	36	26,280	A	7/5/2011	16
SAYRST	010	SAYRE STREET	GREEN STREET	ASHE STREET	2	R	624	24	14,976	A	7/6/2011	24
SAYRST	020	SAYRE STREET	750FT W/GREEN ST	GREEN ST	2	R	750	24	18,000	A	3/2/2018	20
SAYRST	030	SAYRE STREET	ASHE ST	LAKESHORE BLVD	2	R	273	24	6,552	A	7/6/2011	25
SECOND	010	SECOND STREET	RUSSELL STREET	CRAWFORD STREET	2	C	800	27	21,600	A	10/21/2014	16
SECOND	025	SECOND STREET	BRUSH STREET	FORBES STREET	2	R	560	27	15,120	A	3/12/2018	75
SECOND	030	SECOND STREET	FORBES STREET	PARK STREET	2	R	500	45	22,500	A	6/27/2011	9
SECOND	22	SECOND STREET	CRAWFORD STREET	TUNIS STREET	2	R	575	27	15,525	A	6/24/2011	12
SECOND	22 A	SECOND STREET	TUNIS STREET	BRUSH ST	2	R	265	46	12,190	O	3/13/2018	100
SESTAX	010	SECOND STREET ANNEX	RUSSEL ST	LOCAL RD	2	R	485	24	11,640	A	7/6/2011	8
SEVENT	010	SEVENTEENTH STREET	HIGH STREET	HARTLEY ROAD	2	R	556	24	13,344	A	6/27/2011	16
SEVENT	020	SEVENTEENTH STREET	ORCHID ST	PALM DR	2	R	230	28	6,440	A	3/4/2018	14
SEVENS	010	SEVENTH STREET	MAIN STREET	POOL STREET	2	R	1,824	24	43,776	A	7/6/2011	18
SHADOK	010	SHADY OAK	CENTRAL PARK AVE	SIXTH ST	2	R	380	39	14,820	A	3/5/2018	33
SIXTEE	012	SIXTEENTH STREET	MELLOR DRIVE	HARTLEY STREET	2	C	1,230	34	41,820	A	3/14/2018	82
SIXTEE	020	SIXTEENTH STREET	THE LAKE	MAIN ST	2	C	300	30	9,000	A	10/21/2014	5
SIXTEE	15 A	SIXTEENTH STREET	N MAIN	N HIGH	2	C	536	34	18,224	A	10/22/2014	23
SIXTEE	15 B	SIXTEENTH STREET	N HIGH	HARTLEY	2	C	514	34	17,476	A	3/14/2018	19
SIXTHS	010	SIXTH STREET	END	SPURR STREET	2	R	1,350	18	24,300	A	6/24/2011	13
SIXTHS	020	SIXTH STREET	SPURR STREET	MAIN STREET	2	C	3,100	24	74,400	A	3/5/2018	27
SMITST	010	SMITH STREET	ARMSTRONG ST	MARTIN ST	2	C	350	26	9,100	A	10/20/2014	16
SPECHT	010	SPECHT COURT	PECKHAM CT	END	2	R	360	30	12,546	A	3/13/2018	63
SPURST	010	SPURR STREET	CENTRAL PARK AVE	COMPTON ST	2	C	1,010	30	30,300	O	3/13/2018	11
STARST	012	STARR STREET	MARTIN STREET	FIRST STREET	2	R	716	30	21,480	A	3/12/2018	28
STARST	015	STARR STREET	FIRST STREET	SECOND STREET	2	R	320	24	7,680	A	3/12/2018	25
TENTHS	010	TENTH STREET	MANAZANITA STREET	MAIN STREET	2	R	1,574	24	37,776	A	3/5/2018	25
TERRDR	010	TERRACE DRIVE	HILLCREST DRIVE	FOREST DRIVE	2	R	240	20	4,800	A	3/2/2018	55
THIRDS	015	THIRD STREET	FORBES STREET	BRUSH STREET	2	C	565	27	15,255	A	3/12/2018	57
THIRDS	016	THIRD STREET	BRUSH ST	CRAWFORD ST	2	C	870	20	17,400	A	3/12/2018	59
THIRDS	017	THIRD STREET	CRAWFORD ST	4TH ST	2	C	630	20	12,600	O	3/12/2018	59
THIRDS	12 A	THIRD STREET	PARK ST	MAIN ST	2	C	310	27	8,370	A	3/14/2018	85
THIRDS	12 B	THIRD STREET	MAIN ST	FORBES ST	2	C	225	27	6,075	O	3/13/2018	96
THIRTE	010	THIRTEENTH STREET	HARTLEY ROAD	HIGH STREET	2	R	412	37	15,244	A	7/6/2011	15
TORDEX	010	TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	2	A	708	36	25,488	A	3/5/2018	97
TUNIST	012	TUNIS STREET	CLEARLAKE AVENUE	TENTH STREET	2	R	595	24	14,280	A	3/5/2018	52
TUNIST	015	TUNIS STREET	TENTH STREET	NINTH STREET	2	R	245	24	5,880	A	3/5/2018	41
TUNIST	020	TUNIS STREET	5TH ST	4TH ST	2	R	245	36	8,820	A	3/12/2018	30
TUNIST	030	TUNIS STREET	4TH ST	3RD ST	2	R	270	36	9,720	A	7/6/2011	24
TUNIST	042	TUNIS STREET	THIRD STREET	FIRST STREET	2	R	605	24	14,520	A	3/12/2018	30
TUNIST	045	TUNIS STREET	FIRST STREET	ARMSTRONG STREET	2	R	390	24	9,360	A	7/6/2011	25



City of Lakeport
PCI Listing Report by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (sf)	Surface Type	PCI Date	PCI
TWENTI	020	TWENTIETH STREET	996 20TH ST	798 20TH ST	2	C	723	36	26,028	A	3/4/2018	31
TWENTI	030	TWENTIETH STREET	PAVMENT CHANGE	BOGGS AVENUE	2	C	1,850	23	42,550	A	3/4/2018	41
TWENTI	10 A	TWENTIETH STREET	798 20TH ST	HARTLEY	2	C	583	36	20,988	A	3/4/2018	41
TWENTI	10 B	TWENTIETH STREET	HARTLEY	LAKESHORE	2	C	754	36	27,144	A	10/22/2014	25
TWEFOR	010	TWENTYFORTH STREET	BOGGS LANE	END	2	R	537	29	15,573	A	6/27/2011	12
VIADLC	010	VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	2	R	500	29	14,500	A	6/28/2011	3
VIADLL	010	VIA DEL LAGO	HIGH STREET	VIA DEL CABANA	2	R	350	36	12,600	A	6/28/2011	8
WEPKRD	010	WESTSIDE PARK ROAD	PARALLEL DR	WEST END	2	C	1,710	37	63,270	A	3/5/2018	83
WIOKST	010	WILD OAK COURT	ALDEN AVE	CUL-DE-SAC	2	R	384	37	14,208	A	3/4/2018	37
WOVCIR	010	WILL	TWENTIETH STREET	BOGGS LANE	2	R	403	37	14,911	A	6/28/2011	4
WOVCT	010	WILL	TWENTIETH STREET	END	2	R	260	37	9,620	A	3/4/2018	36
WINTER	010	WINTER AVENUE	CITY LIMITS	SOUTH END	2	R	15	18	270	G		
WRIGLEY	010	WRIGLEY STREET	WEST SIDE PARK	END OF STREET	2	R	1,100	36	39,600	A	3/14/2018	75
YANKEE	010	YANKEE AVENUE	Wrigley Street	End of Street	2	R	90	30	2,700	A	3/14/2018	76

**Section Description Inventory
Sorted by Descending PCI**



City of Lakeport
PCI Listing Report by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
ARMSTR	017	ARMSTRONG ST	FORBES STREET	MAIN STREET	2	C	260	40	10,400	O	6/5/2018	100
BEACHS	010	BEACH STREET	CENTRAL PARK	SIXTH STREET	2	R	192	18	3,456	O	6/13/2018	100
BEVINS	010	BEVINS STREET	LAKEPORT BLVD (V110)	TRANSFER STATION	2	C	1,200	30	36,000	O	3/13/2018	100
BEVINS	020	BEVINS STREET	TRANSFER STATION	MARTIN ST (V111)	2	C	1,076	31	33,356	O	3/13/2018	100
BRUSHS	012	BRUSH STREET	THIRD STREET	FIFTH STREET	2	R	500	24	12,000	O	3/14/2018	100
BRUSHS	014	BRUSH STREET	ELEVENTH STREET	CLEARLAKE AVE	2	R	330	24	7,920	O	6/12/2018	100
CLEARL	040	CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	2	R	370	40	14,800	O	6/7/2018	100
CLEARL	050	CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	2	R	180	50	9,000	O	3/13/2018	100
FIFTHS	020	FIFTH STREET	ESTEP STREET	FORBES STREET	2	R	1,055	26	27,430	O	5/30/2018	100
FIRSTS	040	FIRST STREET	LAKEVIEW ST	BRUSH ST	2	R	780	24	18,720	O	3/13/2018	100
FIRSTS	10 B	FIRST STREET	PARK ST	THE LAKE	2	C	250	24	6,000	O	3/14/2018	100
GISELM	010	GISELMAN STREET	LANGE STREET	LAKESHORE BOULEVARD	2	C	1,220	40	48,800	O	3/13/2018	100
SECOND	22 A	SECOND STREET	TUNIS STREET	BRUSH ST	2	R	265	46	12,190	O	3/13/2018	100
TORDEX	010	TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	2	A	708	36	25,488	A	3/5/2018	97
THIRDS	12 B	THIRD STREET	MAIN ST	FORBES ST	2	C	225	27	6,075	O	3/13/2018	96
FORBES	034	FORBES STREET	SECOND STREET	FIRST STREET	2	A	330	37	12,210	O	3/5/2018	95
FORBES	023	FORBES STREET	7th STREET	5th STREET	2	A	446	42	18,732	O	3/5/2018	92
FORBES	032	FORBES STREET	3rd STREET	2nd STREET	2	A	262	45	81,000	O	3/5/2018	92
FORBES	038	FORBES STREET	FIRST STREET	MARTIN STREET	2	A	690	37	25,530	O	3/5/2018	92
HIGH	015	HIGH STREET	SIXTEENTH STREET	LAKESHORE BLVD	2	A	1,102	37	40,774	A	3/4/2018	92
ALDNA	020	ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	2	C	660	24	15,840	A	3/4/2018	90
FORBES	031	FORBES STREET	5th STREET	3rd STREET	2	A	518	45	81,000	O	3/5/2018	90
ARMSTR	012	ARMSTRONG ST	RUSSELL STREET	POLK STREET	2	C	540	40	21,600	O	3/12/2018	88
FORBES	022	FORBES STREET	9th STREET	7th STREET	2	A	394	42	16,548	O	3/5/2018	87
MARTIN	020	MARTIN STREET	BEVINS ST	CITY LIMITS	2	A	1,860	28	52,080	A	3/5/2018	85
THIRDS	12 A	THIRD STREET	PARK ST	MAIN ST	2	C	310	27	8,370	A	3/14/2018	85
FORBES	021	FORBES STREET	11th STREET	9th STREET	2	A	260	42	10,920	O	3/5/2018	84
ELEVEN	010	ELEVENTH STREET	MAIN ST	POOL ST	2	A	2,450	31	75,950	A	3/5/2018	83
HARLTE	020	HARTLEY STREET	TWENTIETH STREET	CITY LIMITS	2	C	2,640	36	95,040	O	3/4/2018	83
WEPKRD	010	WESTSIDE PARK ROAD	PARALLEL DR	WEST END	2	C	1,710	37	63,270	A	3/5/2018	83
LAKEPO	10 A	LAKEPORT BLVD	BEVINS	LARRECOU	2	A	815	44	35,860	O	3/14/2018	82
SIXTEE	012	SIXTEENTH STREET	MELLOR DRIVE	HARTLEY STREET	2	C	1,230	34	41,820	A	3/14/2018	82
FINWAY	010	FINWAY STREET	WEST SIDE PARK	END OF STREET	2	R	250	30	7,500	A	3/14/2018	81
FORBES	010	FORBES STREET	CLEARLAKE AVENUE	11th STREET	2	A	350	42	14,700	O	3/5/2018	81
RUBYDR	010	RUBY DRIVE	ARMSTRONG STREET	END	2	R	410	37	15,170	O	3/12/2018	81
PARALL	020	PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	2	C	410	36	14,760	A	3/14/2018	79
YANKEE	010	YANKEE AVENUE	Wrigley Street	End of Street	2	R	90	30	2,700	A	3/14/2018	76
CAMDEN	010	CAMDEN AVENUE	WRIGLEY STREET	FINWAY	2	R	300	30	9,000	A	3/14/2018	75
SECOND	025	SECOND STREET	BRUSH STREET	FORBES STREET	2	R	560	27	15,120	A	3/12/2018	75
WRIGLEY	010	WRIGLEY STREET	WEST SIDE PARK	END OF STREET	2	R	1,100	36	39,600	A	3/14/2018	75



City of Lakeport
PCI Listing Report by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
BRYCEC	010	BRYCE COURT	SPURR STREET	END	2	R	192	37	7,104	A	3/12/2018	74
SMAIN	010	MAIN STREET SOUTH (CITY)	CITY LIMITS	LAKEPORT BLVD	2	A	3,642	40	145,680	O	3/5/2018	74
ARMSTR	015	ARMSTRONG ST	POLK STREET	FORBES STREET	2	C	1,650	40	66,000	A	3/12/2018	73
HIGH	012	HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	2	A	1,010	37	37,370	A	3/4/2018	73
LANGES	10 B	LANGE STREET	GISELMAN	FOREST	2	C	339	37	12,543	A	3/14/2018	73
CLEARL	010	CLEAR LAKE AVENUE	MAIN ST	HIGH ST	2	A	528	51	26,928	A	3/5/2018	72
ELEVEN	020	ELEVENTH STREET	POOL STREET	CITY LIMITS	2	A	2,640	44	116,160	A	3/5/2018	72
BRUSHS	015	BRUSH STREET	THIRD STREET	SECOND STREET	2	R	280	24	6,720	A	3/12/2018	71
LAKEBL	012	LAKESHORE BLVD	HIGH ST	GISELMAN ST	2	A	465	37	17,205	O	3/2/2018	71
FIFTHS	040	FIFTH STREET	MAIN STREET	THE LAKE	2	R	300	28	8,400	O	3/5/2018	68
FIRSTS	030	FIRST STREET	POLK ST	100 FT W/POLK ST	2	R	100	18	1,800	A	3/12/2018	66
NMAIN	010	MAIN STREET NORTH	FIRST ST	CLEAR LAKE AVE	2	A	3,000	58	174,000	A	3/5/2018	65
FOURTH	020	FOURTH STREET	MAIN ST	EAST END (LAKE)	2	R	428	24	10,272	O	3/13/2018	63
SPECHT	010	SPECHT COURT	PECKHAM CT	END	2	R	360	30	12,546	A	3/13/2018	63
HIGH	020A	HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	1	A	115	30	3,450	O	3/14/2018	61
HIGH	020B	HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	1	A	235	30	7,050	A	3/14/2018	61
MELLOR	010	MELLOR DRIVE	PAGE DRIVE	11th STREET	2	C	1,700	37	62,900	O	3/13/2018	61
PECKCT	010	PECKHAM COURT	SOUTH MAIN STREET	END	2	C	691	26	17,966	A	3/13/2018	61
FOREST	020	FOREST DRIVE	HILLCREST DR	TERRACE DR	2	R	654	24	15,696	A	3/2/2018	60
FOREST	010	FOREST DRIVE	TERRACE DRIVE	LANGE STREET	2	R	1,056	24	25,344	A	3/2/2018	59
PARKST	010	PARK STREET	1st STREET	3rd STREET	2	C	650	27	17,550	A	3/5/2018	59
THIRDS	016	THIRD STREET	BRUSH ST	CRAWFORD ST	2	C	870	20	17,400	A	3/12/2018	59
THIRDS	017	THIRD STREET	CRAWFORD ST	4TH ST	2	C	630	20	12,600	O	3/12/2018	59
LAKEPO	10 B	LAKEPORT BLVD	LARRECOU	MAIN	2	A	1,258	42	52,836	O	3/13/2018	58
THIRDS	015	THIRD STREET	FORBES STREET	BRUSH STREET	2	C	565	27	15,255	A	3/12/2018	57
TERRDR	010	TERRACE DRIVE	HILLCREST DRIVE	FOREST DRIVE	2	R	240	20	4,800	A	3/2/2018	55
LAKEPO	020	LAKEPORT BLVD	BEVINS	TODD RD	2	A	1,000	47	47,000	A	3/14/2018	54
TUNIST	012	TUNIS STREET	CLEARLAKE AVENUE	TENTH STREET	2	R	595	24	14,280	A	3/5/2018	52
OAKCDR	010	OAKCREST DRIVE	BOGGS LANE	END	2	R	432	36	15,552	A	3/4/2018	48
FIFTHS	030	FIFTH STREET	FORBES STREET	MAIN STREET	2	R	250	24	6,000	A	3/5/2018	47
BRUSHS	017	BRUSH STREET	SECOND STREET	FIRST STREET	2	R	320	24	7,680	A	3/12/2018	43
ALDENA	010	ALDEN AVENUE	TWENTIETH AVENUE	END	2	C	307	47	14,429	A	3/4/2018	41
LAKEBL	015	LAKESHORE BLVD	GISELMAN ST	BEACH LN/CITY LIMITS	2	A	2,785	37	103,045	A	3/2/2018	41
TUNIST	015	TUNIS STREET	TENTH STREET	NINTH STREET	2	R	245	24	5,880	A	3/5/2018	41
TWENTI	030	TWENTIETH STREET	PAVMENT CHANGE	BOGGS AVENUE	2	C	1,850	23	42,550	A	3/4/2018	41
TWENTI	10 A	TWENTIETH STREET	798 20TH ST	HARTLEY	2	C	583	36	20,988	A	3/4/2018	41
SMAIN	020	MAIN STREET SOUTH (CITY)	LAKEPORT BLVD	FIRST ST	2	A	2,640	54	142,560	A	3/5/2018	40
MARTIN	010	MARTIN STREET	BEVINS ST	MAIN ST	2	A	2,429	37	89,873	A	3/5/2018	39
WIOKST	010	WILD OAK COURT	ALDEN AVE	CUL-DE-SAC	2	R	384	37	14,208	A	3/4/2018	37
POLKST	022	POLK STREET	ARMSTRONG STREET	FIRST STREET	2	R	355	18	6,390	A	3/14/2018	36



City of Lakeport
PCI Listing Report by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
WOVCT	010	WILL	TWENTIETH STREET	END	2	R	260	37	9,620	A	3/4/2018	36
CRAWFO	010	CRAWFORD STREET	SECOND STREET	FIFTH STREET	2	R	605	18	10,890	O	3/13/2018	34
MIKEWY	010	MIKES WAY	PAGE DRIVE	END	2	R	105	37	3,885	A	3/4/2018	34
COMPTO	010	COMPTON STREET	SPURR STREET	RUSSELL STREET	2	C	700	27	18,900	A	3/12/2018	33
SHADOK	010	SHADY OAK	CENTRAL PARK AVE	SIXTH ST	2	R	380	39	14,820	A	3/5/2018	33
BOGGSA	020	BOGGS LANE	Will-o-View Circle	20th Street	2	C	850	24	20,400	A	3/14/2018	32
ESTEPS	015	ESTEP STREET	FIRST STREET	FIFTH STREET	2	R	722	22	15,884	O	3/13/2018	32
TWENTI	020	TWENTIETH STREET	996 20TH ST	798 20TH ST	2	C	723	36	26,028	A	3/4/2018	31
TUNIST	020	TUNIS STREET	5TH ST	4TH ST	2	R	245	36	8,820	A	3/12/2018	30
TUNIST	042	TUNIS STREET	THIRD STREET	FIRST STREET	2	R	605	24	14,520	A	3/12/2018	30
HICRDR	020	HILLCREST DRIVE	HARTLEY DR	TERRACE DR	2	R	500	20	10,000	A	3/2/2018	29
PAGEDR	010	PAGE DRIVE	MELLOR DRIVE	ALDEN AVE	2	C	1,400	36	50,400	A	3/4/2018	29
EIGHTH	010	EIGHTH STREET	FORBES STREET	BRUSH STREET	2	R	556	24	13,344	A	3/5/2018	28
STARST	012	STARR STREET	MARTIN STREET	FIRST STREET	2	R	716	30	21,480	A	3/12/2018	28
ESTEPS	012	ESTEP STREET	MARTIN STREET	FIRST STREET	2	R	660	22	14,520	A	3/12/2018	27
SIXTHS	020	SIXTH STREET	SPURR STREET	MAIN STREET	2	C	3,100	24	74,400	A	3/5/2018	27
BEACLN	010	BEACH LANE	LAKESHORE BLVD	CITY LIMITS	2	R	360	22	7,920	A	3/2/2018	26
POOLST	020	POOL STREET	PAVEMENT CHANGE	CENTRAL PARK	2	R	600	30	18,000	A	3/5/2018	26
CENPAK	010	CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	2	C	361	24	8,664	A	3/5/2018	25
FOURTE	010	FOURTEENTH STREET	PALM DRIVE	HARTLEY STREET	2	R	1,250	27	33,750	A	7/6/2011	25
HIGH	030	HIGH STREET	11 TH ST	4TH ST	2	R	1,588	24	38,112	A	7/6/2011	25
MELLOR	020	MELLOR DRIVE	19TH ST	20TH ST	2	C	238	33	7,854	A	3/14/2018	25
ORCHID	020	ORCHID WAY	17TH ST	16TH ST	2	R	230	27	6,210	A	7/6/2011	25
POLKST	025	POLK STREET	FIRST STREET	SECOND STREET	2	R	320	18	5,760	O	3/13/2018	25
SAYRST	030	SAYRE STREET	ASHE ST	LAKESHORE BLVD	2	R	273	24	6,552	A	7/6/2011	25
STARST	015	STARR STREET	FIRST STREET	SECOND STREET	2	R	320	24	7,680	A	3/12/2018	25
TENTHS	010	TENTH STREET	MANAZANITA STREET	MAIN STREET	2	R	1,574	24	37,776	A	3/5/2018	25
TUNIST	045	TUNIS STREET	FIRST STREET	ARMSTRONG STREET	2	R	390	24	9,360	A	7/6/2011	25
TWENTI	10 B	TWENTIETH STREET	HARTLEY	LAKESHORE	2	C	754	36	27,144	A	10/22/2014	25
BRUSHS	020	BRUSH STREET	ARMSTRONG ST	MARTIN ST	2	R	322	24	7,728	A	3/12/2018	24
FIFTHS	050	FIFTH STREET	HARRY ST	SPURR ST	2	R	350	24	8,400	A	6/28/2011	24
SAYRST	010	SAYRE STREET	GREEN STREET	ASHE STREET	2	R	624	24	14,976	A	7/6/2011	24
TUNIST	030	TUNIS STREET	4TH ST	3RD ST	2	R	270	36	9,720	A	7/6/2011	24
CSTR	010	C STREET	MAIN STREET	FAIRGROUNDS	2	R	400	50	20,000	A	6/23/2011	23
CLEARL	020	CLEAR LAKE AVENUE	HIGH STREET	POOL STREET	2	C	1,248	32	39,936	A	10/20/2014	23
HIGH	055	HIGH STREET	FIRST STREET	MARTIN STREET	2	R	685	37	25,345	A	3/12/2018	23
HICRDR	010	HILLCREST DRIVE	TERRACE DRIVE	GISELMAN STREET	2	R	1,530	18	27,540	A	7/6/2011	23
NINTHS	010	NINTH STREET	POOL STREET	BRUSH STREET	2	R	998	24	23,952	A	7/6/2011	23
PALMDR	010	PALM DRIVE	16th STREET	14th STREET	2	R	600	27	16,200	A	7/6/2011	23
POOLST	010	POOL STREET	CLEAR LAKE AVENUE	PAVEMENT CHANGE	2	R	500	30	15,000	A	7/6/2011	23



City of Lakeport
PCI Listing Report by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
ROBLDR	010	ROBLES DRIVE	GISELMAN DR	END	2	R	205	22	4,510	A	7/6/2011	23
SIXTEE	15 A	SIXTEENTH STREET	N MAIN	N HIGH	2	C	536	34	18,224	A	10/22/2014	23
CRAIGA	010	CRAIG AVENUE	PARALLEL DRIVE	PACIFIC REGENCY WAY	2	C	451	38	17,138	A	10/20/2014	22
FOURTH	010	FOURTH STREET	MAIN STREET	THIRD STREET	2	R	2,140	24	51,360	O	3/13/2018	22
JONEST	010	JONES STREET	LAKESHORE BLVD	ASHE STREET	2	R	355	21	7,455	A	3/2/2018	22
ORCHID	010	ORCHID WAY	16th STREET	14th STREET	2	R	600	27	16,200	A	6/23/2011	22
ADAMSS	010	ADAMS STREET	WILL-O-VIEW CIRCLE	END	2	R	461	20	9,220	A	3/4/2018	21
FORBES	050	FORBES STREET	16TH ST	CLEARLAKE AVE	2	A	1,050	34	35,700	A	10/20/2014	21
BOGGSA	010	BOGGS LANE	WILL-O-VIEW CIRCLE	HARTLEY LANE	2	C	1,750	29	50,750	A	3/4/2018	20
BRUSHS	013	BRUSH STREET	FIFTH STREET	ELEVENTH STREET	2	R	1,370	24	32,880	A	3/14/2018	20
FORBES	040	FORBES STREET	MARTIN STREET	D STREET	2	R	700	34	23,800	A	3/5/2018	20
HOWAAV	010	HOWARD AVENUE	CITY LIMITS	SOUTH END	2	C	170	24	4,080	A	3/2/2018	20
SAYRST	020	SAYRE STREET	750FT W/GREEN ST	GREEN ST	2	R	750	24	18,000	A	3/2/2018	20
NINTEE	010	NINETEENTH STREET	MELLOR DRIVE	HARTLEY ROAD	2	R	864	24	20,736	A	3/4/2018	19
NINTHS	020	NINTH STREET	BRUSH STREET	MAIN STREET	2	R	835	35	29,225	A	7/6/2011	19
SIXTEE	15 B	SIXTEENTH STREET	N HIGH	HARTLEY	2	C	514	34	17,476	A	3/14/2018	19
CENPAK	020	CENTRAL PARK AVENUE	SHADY OAK ST	ELEVENTH ST	2	C	2,327	24	55,848	A	10/21/2014	18
HIGH	040	HIGH STREET	4TH ST	3RD ST	2	R	272	26	7,072	A	3/12/2018	18
MANZST	010	MANZANITA STREET	SIXTH STREET	NINTH STREET	2	R	630	20	12,600	A	7/6/2011	18
SEVENS	010	SEVENTH STREET	MAIN STREET	POOL STREET	2	R	1,824	24	43,776	A	7/6/2011	18
ESPLAN	010	ESPLANADE	K STREET	MAIN STREET	2	R	2,000	25	50,000	A	7/5/2011	17
FAIRWY	010	FAIRVIEW WAY	GREEN ST	HILLCREST DR	2	R	1,335	22	29,370	A	3/2/2018	17
FOURTE	020	FOURTEENTH STREET	HIGH STREET	FORBES STREET	2	R	240	34	8,160	A	7/6/2011	17
JERRYD	010	JERRY DRIVE	HARTLEY ROAD	END	2	R	400	29	11,600	A	6/27/2011	17
LUPOCR	010	LUPOYOMA CIRCLE	LUPOYOMA HEIGHTS	LUPOYOMA HEIGHTS	2	R	600	18	10,800	A	6/23/2011	17
RUSSEL	012	RUSSELL STREET	COMPTON STREET	FIRST STREET	2	R	470	24	11,280	A	7/6/2011	17
ANASTA	010	ANASTASIA DRIVE	HARTLEY ROAD	END	2	R	700	29	20,300	A	6/27/2011	16
HARRYS	010	HARRY STREET	CENTRAL PARK	FIFTH STREET	2	R	460	20	9,200	A	7/6/2011	16
KLROST	010	KELLY ROSE COURT	PAGE DRIVE	END	2	R	165	38	6,270	A	3/4/2018	16
PARALL	010	PARALLEL DRIVE	470 FT N/CRAIG AVE	LAKEPORT BLVD	2	C	2,460	36	88,560	A	3/14/2018	16
RUSSEL	015	RUSSELL STREET	FIRST STREET	MARTIN STREET	2	R	730	36	26,280	A	7/5/2011	16
SECOND	010	SECOND STREET	RUSSELL STREET	CRAWFORD STREET	2	C	800	27	21,600	A	10/21/2014	16
SEVENT	010	SEVENTEENTH STREET	HIGH STREET	HARTLEY ROAD	2	R	556	24	13,344	A	6/27/2011	16
SMITST	010	SMITH STREET	ARMSTRONG ST	MARTIN ST	2	C	350	26	9,100	A	10/20/2014	16
ASHEST	010	ASHE STREET	JONES STREET	LAKESHORE BLVD	2	R	615	28	17,220	A	7/5/2011	15
CHERST	010	CHERRY STREET	SIXTH ST	END	2	R	100	18	1,800	A	6/28/2011	15
FIRSTS	020	FIRST STREET	RUSSELL ST	STARR ST	2	R	315	36	11,340	A	7/5/2011	15
HEALTC	010	HEALTON CIRCLE	BOGGS LANE	END	2	R	275	12	3,300	A	3/14/2018	15
THIRTE	010	THIRTEENTH STREET	HARTLEY ROAD	HIGH STREET	2	R	412	37	15,244	A	7/6/2011	15
CSTR	020	C STREET	SOUTH MAIN ST	EAST END (LAKE)	2	R	345	50	17,250	A	7/5/2011	14



City of Lakeport
PCI Listing Report by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
LAVIST	013	LAKEVIEW STREET	ARMSTRONG STREET	FIRST STREET	2	R	355	16	5,680	A	6/28/2011	14
NORST	010	NORTH STREET	CLEARLAKE AVENUE	NINTH STREET	2	R	624	24	14,976	A	7/6/2011	14
SEVENT	020	SEVENTEENTH STREET	ORCHID ST	PALM DR	2	R	230	28	6,440	A	3/4/2018	14
FIFTEE	010	FIFTEENTH STREET	MAIN STREET	HIGH STREET	2	R	432	33	14,256	A	7/5/2011	13
HIGH	052	HIGH STREET	SECOND STREET	FIRST STREET	2	R	320	37	11,840	A	7/6/2011	13
LANGES	10 A	LANGE STREET	LAKESHORE	GISELMAN	2	C	511	37	18,907	A	10/22/2014	13
NMAIN	020X	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	1,030	26	26,780	O	10/21/2014	13
SIXTHS	010	SIXTH STREET	END	SPURR STREET	2	R	1,350	18	24,300	A	6/24/2011	13
BEACCT	010	BEACH COURT	BEACH LANE	END	2	R	175	28	4,900	A	6/28/2011	12
BEVINC	010	BEVINS COURT	BEVINS STREET	END	2	R	777	36	27,972	A	3/13/2018	12
KIMBLN	010	KIMBERLY LANE	SOUTH MAIN STREET	END	2	C	470	16	7,520	A	10/20/2014	12
LILYCO	010	LILY COVE	ESPLANDE	MAIN STREET	2	R	370	18	6,660	A	7/6/2011	12
PALMDR	020	PALM DRIVE	17TH ST	16TH ST	2	R	240	27	6,480	A	3/4/2018	12
SECOND	22	SECOND STREET	CRAWFORD STREET	TUNIS STREET	2	R	575	27	15,525	A	6/24/2011	12
TWEIFOR	010	TWENTYFORTH STREET	BOGGS LANE	END	2	R	537	29	15,573	A	6/27/2011	12
KONOAV	020	KONOCTI AVENUE	S.FORBES ST	LARRECOU LN	2	R	1,085	18	19,530	A	6/28/2011	11
LOCHDR	010	LOCH DRIVE	FOREST DRIVE	HILLCREST DRIVE	2	R	576	18	10,368	A	7/6/2011	11
LUPOHT	010	LUPOYOMA HEIGHTS	SOUTH MAIN ST	LUPOYOMA CIRCLE	2	R	670	26	17,420	A	7/6/2011	11
MONVIS	010	MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	2	R	412	30	12,360	A	6/27/2011	11
PIKEDR	010	PIKE DRIVE	ROYALE AVENUE	END	2	R	155	36	5,580	A	6/23/2011	11
SPURST	010	SPURR STREET	CENTRAL PARK AVE	COMPTON ST	2	C	1,010	30	30,300	O	3/13/2018	11
FIFTEE	020	FIFTEENTH STREET	PALM STREET	MELLOR DRIVE	2	R	576	28	16,128	A	3/4/2018	10
GREENS	010	GREEN STREET	HILLCREST DRIVE	LAKESHORE BOULEVARD	2	C	750	37	27,750	A	10/21/2014	10
LARRLN	010	LARRECOU LANE	LAKEPORT BLVD	ENE	2	C	1,015	20	20,300	A	10/20/2014	10
ROYAAV	010	ROYALE AVENUE	SOUTH MAIN STREET	END	2	R	800	37	29,600	A	6/23/2011	10
FIRSTS	10 A	FIRST STREET	MAIN ST	PARK ST	2	C	250	24	6,000	A	10/22/2014	9
SECOND	030	SECOND STREET	FORBES STREET	PARK STREET	2	R	500	45	22,500	A	6/27/2011	9
NMAIN	030	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	1,030	20	20,600	P	10/21/2014	8
SESTAX	010	SECOND STREET ANNEX	RUSSEL ST	LOCAL RD	2	R	485	24	11,640	A	7/6/2011	8
VIADLL	010	VIA DEL LAGO	HIGH STREET	VIA DEL CABANA	2	R	350	36	12,600	A	6/28/2011	8
BANZDR	010	BANASZECK DRIVE	ORCHARD ST	SMITH ST	2	R	440	10	4,400	A	7/5/2011	7
INDUSA	010	INDUSTRIAL AVENUE	SOUTH MAIN STREET	END	2	C	864	40	34,560	A	10/20/2014	7
HARLTE	010	HARTLEY STREET	CLEAR LAKE AVENUE	TWENTIETH STREET	2	C	2,200	32	70,400	O	3/13/2018	6
HELEAN	010	HELENA AVENUE	ESPLANDE	MAIN STREET	2	R	451	23	10,373	A	6/23/2011	6
KONOAV	010	KONOCTI AVENUE	ESPLANDE	MAIN STREET	2	R	595	22	13,090	A	7/6/2011	6
BERRYS	010	BERRY STREET	SPURR STREET	ARMSTRONG STREET	2	R	624	20	12,480	A	7/6/2011	5
DSTR	010	D STREET	MAIN STREET	FORBES STREET	2	R	250	32	8,000	A	7/5/2011	5
KST	010	K STREET	ESPLANDE	MAIN STREET	2	R	480	23	11,040	A	6/23/2011	5
POLKST	010	POLK STREET	MARTIN STREET	ARMSTRONG STREET	2	R	260	18	4,680	A	7/6/2011	5
SIXTEE	020	SIXTEENTH STREET	THE LAKE	MAIN ST	2	C	300	30	9,000	A	10/21/2014	5



City of Lakeport
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Street ID	Section ID	Street Name	Begin Location	End Location	Lanes	FC	Length (ft)	Width (ft)	Area (ft2)	Surface Type	PCI Date	PCI
FIRSTS	050	FIRST STREET	BRUSH ST	MAIN ST	2	R	846	24	20,304	A	7/5/2011	4
GRACLN	010	GRACE LANE	SOUTH MAIN STREET	END	2	O	441	14	6,174	A	7/6/2011	4
MARIAH	010	MARIAH WAY	MAIN STREET	WEST END	2	R	440	29	12,760	A	6/28/2011	4
ORCHST	010	ORCHARD STREET	ARMSTRONG ST	MARTIN ST	2	R	320	18	5,760	A	6/23/2011	4
WOVCIR	010	WILL	TWENTIETH STREET	BOGGS LANE	2	R	403	37	14,911	A	6/28/2011	4
EST	010	E STREET	ESPLANDE STREET	MAIN STREET	2	R	288	18	5,184	A	7/5/2011	3
LAVIST	017	LAKEVIEW STREET	FIRST STREET	SECOND STREET	2	R	325	16	5,200	A	6/28/2011	3
VIADLC	010	VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	2	R	500	29	14,500	A	6/28/2011	3
LUPOAV	010	LUPOYOMA AVENUE	ESPLANDE	MAIN STREET	2	R	643	18	11,574	A	7/6/2011	2
OAKKNL	010	OAK KNOLL	ESPLANDE	MAIN STREET	2	R	307	28	8,596	A	6/23/2011	2
FIFTHS	010	FIFTH STREET	END	ESTEP STREET	2	R	530	27	14,310	A	7/5/2011	1
BROTCT	010	BROTEN CT	TODD RD EXTENSION	END	2	R	770	10	7,700	G		
ROSEAV	010	ROSE AVENUE	MAIN STREET	END	2	R	600	24	14,400	G		
WINTER	010	WINTER AVENUE	CITY LIMITS	SOUTH END	2	R	15	18	270	G		

APPENDIX B

Maintenance and Rehabilitation Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

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

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

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

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

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

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

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


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

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

Decision Tree

Printed: 07/26/2018


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	DO NOTHING	\$0.00	99			
			Surface Treatment	CRACK + SLURRY SEAL	\$4.00		7		
			Restoration Treatment	DO NOTHING	\$0.00			99	
			II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$7.50		7	
			III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$14.00		7	
			IV - Poor		3" MILL AND OVERLAY WITH SAMI	\$49.00		7	
			V - Very Poor		6" FDR WITH 3" HMA OVERLAY	\$57.00		7	
		AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
	Surface Treatment			CRACK + SLURRY SEAL	\$4.00		7		
	Restoration Treatment			DO NOTHING	\$0.00			99	
			II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$7.50		7	
			III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$14.00		7	
			IV - Poor		3" MILL AND OVERLAY WITH SAMI	\$49.00		7	
			V - Very Poor		6" FDR WITH 3" HMA OVERLAY	\$57.00		7	
		AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
	Surface Treatment			CRACK + SLURRY SEAL	\$4.00		7		
	Restoration Treatment			DO NOTHING	\$0.00			99	
			II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$9.00		7	
			III - Good, Load Related		CAPE SEAL	\$10.00		7	
			IV - Poor		3" MILL AND OVERLAY WITH SAMI	\$49.00		7	
			V - Very Poor		RECONSTRUCTION 4" AC OVER 18" AB	\$150.00		7	
	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		THICK AC OVERLAY	\$48.50		7		
		V - Very Poor		RECONSTRUCTION 4" AC OVER 18" AB	\$97.00		7		

 Functional Class and Surface combination not used

Decision Tree

Printed: 07/26/2018


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
			Surface Treatment	CAPE SEAL	\$5.00		7		
			Restoration Treatment	DO NOTHING	\$0.00			100	
			II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$9.00		7	
			III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$14.00		7	
			IV - Poor		3" MILL AND OVERLAY WITH SAMI	\$49.00		7	
			V - Very Poor		RECONSTRUCTION 4" AC OVER 18" AB	\$150.00		7	

 Functional Class and Surface combination not used

Decision Tree

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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	DO NOTHING	\$0.00	99		
			Surface Treatment	CAPE SEAL	\$9.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$7.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$13.50		7	
		IV - Poor		2" MILL AND OVERLAY WITH SAMI	\$36.50		7	
		V - Very Poor		6" FDR WITH 3" HMA OVERLAY	\$57.00		7	
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CAPE SEAL	\$9.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$7.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$13.50		7	
		IV - Poor		2" MILL AND OVERLAY WITH SAMI	\$36.50		7	
		V - Very Poor		6" FDR WITH 3" HMA OVERLAY	\$57.00		7	
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
Surface Treatment			CAPE SEAL	\$9.00		7		
Restoration Treatment			DO NOTHING	\$0.00			99	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$9.00		7		
III - Good, Load Related			CAPE SEAL W/DIGOUTS	\$13.50		7		
IV - Poor			2" MILL AND OVERLAY WITH SAMI	\$36.50		7		
V - Very Poor			6" FDR WITH 3" HMA OVERLAY	\$56.50		7		
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		THICK AC OVERLAY(2.5 INCHES)	\$40.00		7		
	V - Very Poor		RECONSTRUCTION 4" AC OVER 18" AB	\$72.00		7		

 Functional Class and Surface combination not used

Decision Tree

Printed: 07/26/2018


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		SINGLE CHIP SEAL	\$4.50		7	
		IV - Poor		SINGLE CHIP SEAL	\$4.50		7	
		V - Very Poor		DOUBLE CHIP SEAL	\$9.00		7	

 Functional Class and Surface combination not used

Decision Tree

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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	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$3.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7	
		IV - Poor		1.5" HMA OVERLAY W/ DIGOUTS	\$22.50		7	
		V - Very Poor		FDR W/ 2" HMA OVERLAY	\$40.50		7	
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$3.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7	
		IV - Poor		1.5" HMA OVERLAY W/ DIGOUTS	\$22.50		7	
		V - Very Poor		FDR W/ 2" HMA OVERLAY	\$40.50		7	
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
Surface Treatment			SCRUB AND SLURRY SEAL	\$4.00		7		
Restoration Treatment			DO NOTHING	\$0.00			99	
II - Good, Non-Load Related			SINGLE CHIP SEAL	\$4.50		7		
III - Good, Load Related			CAPE SEAL W/DIGOUTS	\$12.00		7		
IV - Poor			DIGOUT WITH 2" HMA OVERLAY	\$40.00		7		
V - Very Poor			FDR WITH DOUBLE CHIP SEAL	\$18.00		7		
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$40.00		7		
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$40.00		7		

 Functional Class and Surface combination not used

Decision Tree

Printed: 07/26/2018


Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		SINGLE CHIP SEAL	\$4.50		7	
		IV - Poor		SINGLE CHIP SEAL	\$4.50		7	
		V - Very Poor		DOUBLE CHIP SEAL	\$7.00		7	

 Functional Class and Surface combination not used


Decision Tree

Printed: 07/26/2018

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$3.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7	
		IV - Poor		1.5" HMA OVERLAY W/ DIGOUTS	\$22.50		7	
		V - Very Poor		FDR W/ 2" HMA OVERLAY	\$40.50		7	
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$3.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7	
		IV - Poor		1.5" HMA OVERLAY W/ DIGOUTS	\$22.50		7	
		V - Very Poor		FDR W/ 2" HMA OVERLAY	\$40.50		7	
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
Surface Treatment			SCRUB AND SLURRY SEAL	\$4.00		7		
Restoration Treatment			DO NOTHING	\$0.00			99	
II - Good, Non-Load Related			SINGLE CHIP SEAL	\$4.50		7		
III - Good, Load Related			CAPE SEAL W/DIGOUTS	\$12.00		7		
IV - Poor			DIGOUT WITH 2" HMA OVERLAY	\$40.00		7		
V - Very Poor			FDR WITH DOUBLE CHIP SEAL	\$18.00		7		
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		THICK AC OVERLAY(2.5 INCHES)	\$40.00				
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$40.00		7		

 Functional Class and Surface combination not used

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7	
		III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7	
		IV - Poor		DIGOUT WITH 2" HMA OVERLAY	\$40.00		7	
		V - Very Poor		FDR WITH DOUBLE CHIP SEAL	\$18.00		7	

 Functional Class and Surface combination not used

APPENDIX C

Budget Needs

Projected PCI / Cost Summary

Preventative Treatment / Cost Summary

Rehabilitation Treatment / Cost Summary

Budget Needs Reports

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

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 3% and an inflation factor of 3% were used to project the costs for the next ten years. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

As indicated in the report, with a budget of \$20.2 million dollars over the next ten years the PCI of the street network will improve from the current level of 40 to 82 by 2027. If no treatments are programmed, the weighted average PCI is projected to deteriorate to 24 by 2022.

Budget Needs reports included in this volume are listed below:

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

Needs - Projected PCI/Cost Summary

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

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

Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 07/26/2018

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost	
2018	92	40	\$262,429	\$14,057,089	\$14,319,518	
2019	87	39	\$38,541	\$9,229	\$47,770	
2020	85	37	\$108,631	\$434,683	\$543,314	
2021	84	34	\$182,119	\$320,202	\$502,321	
2022	82	33	\$30,948	\$72,929	\$103,877	
2023	82	31	\$92,901	\$609,502	\$702,403	
2024	80	29	\$65,524	\$73,874	\$139,398	
2025	85	27	\$2,397,069	\$734,309	\$3,131,378	
2026	83	26	\$47,399	\$11,351	\$58,750	
2027	82	24	\$133,603	\$534,603	\$668,206	
			% PM	PM Total Cost	Rehab Total Cost	Total Cost
			16.62%	\$3,359,164	\$16,857,771	\$20,216,935

Needs - Preventive Maintenance Treatment/Cost Summary

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

COLUMN	DESCRIPTION
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period.
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Microsurfacing).
Cost	Maintenance treatment cost.

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 07/26/2018

Treatment	Year	Area Treated	Cost
CAPE SEAL	2018	11,676.67 sq.yd.	\$105,090
	2019	930 sq.yd.	\$8,622
	2020	10,560 sq.yd.	\$100,828
	2021	5,800 sq.yd.	\$57,041
	2022	666.67 sq.yd.	\$6,754
	2023	7,706.22 sq.yd.	\$80,403
	2024	6,097.22 sq.yd.	\$65,524
	2025	108,299.56 sq.yd.	\$1,198,771
	2026	930 sq.yd.	\$10,603
	2027	10,560 sq.yd.	\$124,006
	Total	163,226.33	\$1,757,642
CRACK + SLURRY SEAL	2018	40,459.33 sq.yd.	\$157,339
	2019	7,472.22 sq.yd.	\$29,919
	2020	1,838.67 sq.yd.	\$7,803
	2021	28,781.78 sq.yd.	\$125,078
	2022	5,543.11 sq.yd.	\$24,194
	2023	3,080 sq.yd.	\$12,498
	2025	267,225.33 sq.yd.	\$1,198,298
	2026	7,472.22 sq.yd.	\$36,796
	2027	1,838.67 sq.yd.	\$9,597
	Total	363,711.33	\$1,601,522
Total Quantity		526,937.67	\$3,359,164

Needs - Rehabilitation Treatment/Cost Summary

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

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period.
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 07/26/2018

Treatment	Year	Area Treated		Cost
1.5" HMA OVERLAY W/ DIGOUTS	2018	29,429.89	sq.yd.	\$662,173
	Total	29,429.89	sq.yd.	\$662,173
2" MILL AND OVERLAY WITH SAMI	2018	31,623.67	sq.yd.	\$1,154,267
	2022	1,400	sq.yd.	\$57,514
	2023	6,988.89	sq.yd.	\$295,725
	2024	1,695	sq.yd.	\$73,874
	2025	5,879.56	sq.yd.	\$263,938
Total		47,587.11	sq.yd.	\$1,845,318
3" MILL AND OVERLAY WITH SAMI	2018	37,275.33	sq.yd.	\$1,826,492
	2021	5,870.67	sq.yd.	\$314,337
	2025	5,222.22	sq.yd.	\$314,712
Total		48,368.22	sq.yd.	\$2,455,541
6" FDR WITH 3" HMA OVERLAY	2018	70,785.89	sq.yd.	\$4,034,800
	Total	70,785.89	sq.yd.	\$4,034,800
CAPE SEAL W/DIGOUTS	2018	20,375.56	sq.yd.	\$268,711
	2019	746.67	sq.yd.	\$9,229
	2020	29,711.22	sq.yd.	\$434,683
	2021	383.33	sq.yd.	\$5,865
	2022	1,141.33	sq.yd.	\$15,415
	2023	19,333.33	sq.yd.	\$313,777
	2025	9,575	sq.yd.	\$147,944
	2026	746.67	sq.yd.	\$11,351
	2027	29,711.22	sq.yd.	\$534,603
Total		111,724.33	sq.yd.	\$1,741,578
FDR W/ 2" HMA OVERLAY	2018	144,873.44	sq.yd.	\$5,867,378
	Total	144,873.44	sq.yd.	\$5,867,378
RECONSTRUCTION 4" AC OVER 18" AB	2018	2,288.89	sq.yd.	\$222,023
	Total	2,288.89	sq.yd.	\$222,023
SINGLE CHIP SEAL	2018	1,394	sq.yd.	\$6,273
	2025	1,394	sq.yd.	\$7,715
	Total		2,788	sq.yd.
DOUBLE CHIP SEAL	2018	1,996.22	sq.yd.	\$14,972
	Total		1,996.22	sq.yd.

Total Cost \$16,857,771

Scenarios 1 - 3

Scenario 1: City's Existing Funding

Cost Summary Report

Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	5%	\$285,000	II	\$21,245	Non-Project	\$21,618	\$0	Funded	\$0
			III	\$2,400				Unmet	\$176,292
			IV	\$231,416	Project	\$0			
			V	\$8,100					
			Total	\$263,161					
			Project	\$0					
2019	5%	\$285,000	II	\$0	Non-Project	\$16,416	\$0	Funded	\$0
			III	\$0				Unmet	\$100
			IV	\$0	Project	\$0			
			V	\$268,573					
			Total	\$268,573					
			Project	\$0					
2020	5%	\$285,000	II	\$0	Non-Project	\$20,301	\$0	Funded	\$0
			III	\$0				Unmet	\$11,357
			IV	\$37,875	Project	\$0			
			V	\$223,953					
			Total	\$261,828					
			Project	\$0					
2021	5%	\$285,000	II	\$0	Non-Project	\$14,198	\$52	Funded	\$0
			III	\$9,791				Unmet	\$11,370
			IV	\$235,604	Project	\$0			
			V	\$24,095					
			Total	\$269,490					
			Project	\$0					
2022	5%	\$285,000	II	\$0	Non-Project	\$12,771	\$1,479	Funded	\$0
			III	\$0				Unmet	\$2,600
			IV	\$57,514	Project	\$0			
			V	\$209,709					
			Total	\$267,223					
			Project	\$0					
2023	5%	\$285,000	II	\$0	Non-Project	\$15,845	\$0	Funded	\$0
			III	\$0				Unmet	\$252,006
			IV	\$185,215	Project	\$0			
			V	\$81,632					
			Total	\$266,847					
			Project	\$0					

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2024	5%	\$285,000	II	\$0	Non-Project	\$13,527	\$723	\$20,246,858	Funded	\$0
			III	\$270,589					Unmet	\$1,813
			IV	\$0	Project	\$0				
			V	\$0						
			Total	\$270,589						
Project	\$0									
2025	5%	\$285,000	II	\$16,294	Non-Project	\$17,593	\$0	\$20,956,807	Funded	\$0
			III	\$2,952					Unmet	\$15,906
			IV	\$89,612	Project	\$0				
			V	\$158,031						
			Total	\$266,889						
Project	\$0									
2026	5%	\$285,000	II	\$0	Non-Project	\$23,224	\$0	\$21,772,647	Funded	\$0
			III	\$0					Unmet	\$11,405
			IV	\$215,632	Project	\$0				
			V	\$45,604						
			Total	\$261,236						
Project	\$0									
2027	5%	\$285,000	II	\$0	Non-Project	\$14,530	\$0	\$23,013,111	Funded	\$0
			III	\$0					Unmet	\$3,409
			IV	\$191,291	Project	\$0				
			V	\$78,350						
			Total	\$269,641						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,059,633	\$121,086	\$0	\$69,270
Collector	\$601,244	\$0	\$0	\$148,394
Other	\$0	\$0	\$0	\$1,155
Residential/Local	\$1,004,600	\$48,937	\$0	\$267,440
Grand Total:	\$2,665,477	\$170,023	\$0	\$486,259

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$285,000	5%	2022	\$285,000	5%	2026	\$285,000	5%
2019	\$285,000	5%	2023	\$285,000	5%	2027	\$285,000	5%
2020	\$285,000	5%	2024	\$285,000	5%			
2021	\$285,000	5%	2025	\$285,000	5%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	40	42	0.91	1.83
2019	39	41	0.49	0.98
2020	37	39	0.65	1.31
2021	34	38	0.71	1.41
2022	33	37	0.52	1.04
2023	31	36	0.67	1.27
2024	29	34	0.82	1.65
2025	27	34	0.73	1.45
2026	26	33	0.49	0.98
2027	24	32	0.36	0.72

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	9.8%	4.3%	0.0%	30.8%
II / III	6.2%	2.9%	1.9%	0.0%	11.0%
IV	6.9%	5.8%	5.4%	0.0%	18.1%
V	1.7%	11.8%	26.5%	0.1%	40.1%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	10.9%	5.3%	0.0%	32.9%
II / III	6.2%	2.6%	1.6%	0.0%	10.3%
IV	6.9%	5.1%	4.7%	0.0%	16.7%
V	1.7%	11.8%	26.5%	0.1%	40.1%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.8%	6.4%	7.5%	0.0%	23.8%
II / III	6.4%	4.4%	2.0%	0.0%	12.8%
IV	7.0%	2.6%	0.0%	0.0%	9.7%
V	8.2%	16.8%	28.6%	0.1%	53.8%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Scenario 2: Maintain Current PCI
Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: Maintain Current PCI

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2018	20%	\$285,000	II	\$21,245	Non-Project	\$52,956	\$4,044	Funded	\$0
			III	\$2,400				Unmet	\$175,960
			IV	\$146,298	Project	\$0			
			V	\$49,590					
			Total	\$219,533					
			Project	\$0					
2019	20%	\$285,000	II	\$0	Non-Project	\$55,525	\$1,475	Funded	\$0
			III	\$9,229				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$217,801					
			Total	\$227,030					
			Project	\$0					
2020	10%	\$600,000	II	\$0	Non-Project	\$32,360	\$27,640	Funded	\$0
			III	\$11,883				Unmet	\$11,228
			IV	\$309,348	Project	\$0			
			V	\$216,935					
			Total	\$538,166					
			Project	\$0					
2021	10%	\$800,000	II	\$0	Non-Project	\$65,936	\$14,064	Funded	\$0
			III	\$0				Unmet	\$10,087
			IV	\$549,941	Project	\$0			
			V	\$164,200					
			Total	\$714,141					
			Project	\$0					
2022	10%	\$800,000	II	\$0	Non-Project	\$79,774	\$226	Funded	\$0
			III	\$255,056				Unmet	\$1,956
			IV	\$57,514	Project	\$0			
			V	\$396,151					
			Total	\$708,721					
			Project	\$0					
2023	10%	\$800,000	II	\$0	Non-Project	\$68,354	\$11,646	Funded	\$0
			III	\$0				Unmet	\$243,313
			IV	\$480,940	Project	\$0			
			V	\$228,338					
			Total	\$709,278					
			Project	\$0					

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2024	10%	\$750,000	II	\$0	Non-Project	\$50,240	\$24,760	\$17,930,733	Funded	\$0
			III	\$0					Unmet	\$1,813
			IV	\$0	Project	\$0				
			V	\$663,673						
			Total	\$663,673						
Project	\$0									
2025	10%	\$500,000	II	\$7,715	Non-Project	\$48,704	\$1,296	\$18,274,147	Funded	\$0
			III	\$2,952					Unmet	\$14,407
			IV	\$89,612	Project	\$0				
			V	\$347,619						
			Total	\$447,898						
Project	\$0									
2026	10%	\$500,000	II	\$0	Non-Project	\$49,619	\$381	\$18,779,246	Funded	\$0
			III	\$11,351					Unmet	\$8,965
			IV	\$215,632	Project	\$0				
			V	\$220,028						
			Total	\$447,011						
Project	\$0									
2027	10%	\$700,000	II	\$0	Non-Project	\$69,288	\$712	\$19,548,855	Funded	\$0
			III	\$0					Unmet	\$1,468
			IV	\$540,536	Project	\$0				
			V	\$89,394						
			Total	\$629,930						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,646,264	\$378,488	\$0	\$62,987
Collector	\$1,152,517	\$109,222	\$0	\$149,348
Other	\$0	\$0	\$0	\$1,155
Residential/Local	\$2,506,600	\$85,046	\$0	\$255,707
Grand Total:	\$5,305,381	\$572,756	\$0	\$469,198

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 07/26/2018

Scenario: Maintain Current PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$285,000	20%	2022	\$800,000	10%	2026	\$500,000	10%
2019	\$285,000	20%	2023	\$800,000	10%	2027	\$700,000	10%
2020	\$600,000	10%	2024	\$750,000	10%			
2021	\$800,000	10%	2025	\$500,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	40	42	1.25	2.51
2019	39	41	1.07	2.14
2020	37	40	1.10	2.21
2021	34	40	1.37	2.74
2022	33	40	1.61	3.22
2023	31	40	1.59	3.12
2024	29	40	1.09	2.17
2025	27	40	1.22	2.45
2026	26	40	1.12	2.23
2027	24	40	1.19	2.38

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	9.8%	4.3%	0.0%	30.8%
II / III	6.2%	2.9%	1.9%	0.0%	11.0%
IV	6.9%	5.8%	5.4%	0.0%	18.1%
V	1.7%	11.8%	26.5%	0.1%	40.1%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	10.5%	5.5%	0.0%	32.7%
II / III	6.2%	2.6%	1.6%	0.0%	10.3%
IV	6.9%	5.5%	4.7%	0.0%	17.1%
V	1.7%	11.8%	26.3%	0.1%	39.9%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.5%	8.7%	13.7%	0.0%	36.9%
II / III	3.7%	4.4%	1.5%	0.0%	9.7%
IV	5.9%	0.0%	0.0%	0.0%	5.9%
V	7.3%	17.3%	22.8%	0.1%	47.5%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Scenario 3: Improve PCI to 75

Cost Summary Report

Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: Improve PCI to 75

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2018	10%	\$1,285,000	II	\$21,245	Non-Project	\$129,796	\$0	\$13,034,573	Funded	\$0
			III	\$10,967					Unmet	\$172,188
			IV	\$1,095,022	Project	\$0				
			V	\$27,900						
			Total	\$1,155,134						
			Project	\$0						
2019	5%	\$1,750,000	II	\$0	Non-Project	\$66,911	\$20,589	\$12,254,252	Funded	\$0
			III	\$2,472					Unmet	\$100
			IV	\$0	Project	\$0				
			V	\$1,658,246						
			Total	\$1,660,718						
			Project	\$0						
2020	10%	\$1,800,000	II	\$0	Non-Project	\$175,755	\$4,245	\$11,883,629	Funded	\$0
			III	\$0					Unmet	\$11,357
			IV	\$309,348	Project	\$0				
			V	\$1,310,548						
			Total	\$1,619,896						
			Project	\$0						
2021	5%	\$1,700,000	II	\$0	Non-Project	\$87,776	\$0	\$11,257,436	Funded	\$0
			III	\$0					Unmet	\$2,924
			IV	\$549,941	Project	\$0				
			V	\$1,060,733						
			Total	\$1,610,674						
			Project	\$0						
2022	10%	\$1,800,000	II	\$0	Non-Project	\$158,578	\$21,422	\$10,131,259	Funded	\$0
			III	\$0					Unmet	\$407
			IV	\$57,514	Project	\$0				
			V	\$1,558,633						
			Total	\$1,616,147						
			Project	\$0						
2023	5%	\$2,000,000	II	\$0	Non-Project	\$92,901	\$7,099	\$9,375,894	Funded	\$0
			III	\$10,388					Unmet	\$121,344
			IV	\$436,443	Project	\$0				
			V	\$1,446,985						
			Total	\$1,893,816						
			Project	\$0						

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2024	10%	\$2,000,000	II	\$0	Non-Project	\$65,524	\$134,476	\$8,665,830	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,131,166	Project	\$0				
			V	\$668,154						
			Total	\$1,799,320						
Project	\$0									
2025	10%	\$1,550,000	II	\$7,715	Non-Project	\$159,634	\$0	\$7,853,276	Funded	\$0
			III	\$0					Unmet	\$12,379
			IV	\$89,612	Project	\$0				
			V	\$1,292,213						
			Total	\$1,389,540						
Project	\$0									
2026	10%	\$2,100,000	II	\$0	Non-Project	\$216,588	\$0	\$6,597,496	Funded	\$0
			III	\$3,041					Unmet	\$3,327
			IV	\$554,705	Project	\$0				
			V	\$1,324,697						
			Total	\$1,882,443						
Project	\$0									
2027	10%	\$2,543,738	II	\$0	Non-Project	\$318,824	\$0	\$5,403,796	Funded	\$0
			III	\$0					Unmet	\$278
			IV	\$1,066,547	Project	\$0				
			V	\$1,158,043						
			Total	\$2,224,590						
Project	\$0									

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$5,515,864	\$633,646	\$0	\$23,837
Collector	\$3,250,789	\$418,464	\$0	\$140,627
Other	\$29,475	\$3,133	\$0	\$535
Residential/Local	\$8,056,150	\$417,044	\$0	\$159,305
Grand Total:	\$16,852,278	\$1,472,287	\$0	\$324,304

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 07/26/2018

Scenario: Improve PCI to 75

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$1,285,000	10%	2022	\$1,800,000	10%	2026	\$2,100,000	10%
2019	\$1,750,000	5%	2023	\$2,000,000	5%	2027	\$2,543,738	10%
2020	\$1,800,000	10%	2024	\$2,000,000	10%			
2021	\$1,700,000	5%	2025	\$1,550,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2018	40	45	2.98	5.91
2019	39	49	3.16	6.32
2020	37	52	3.34	6.68
2021	34	55	2.66	5.32
2022	33	58	3.21	6.43
2023	31	62	2.85	5.68
2024	29	64	1.58	3.16
2025	27	68	3.41	6.82
2026	26	71	3.98	7.96
2027	24	75	5.90	11.75

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	9.8%	4.3%	0.0%	30.8%
II / III	6.2%	2.9%	1.9%	0.0%	11.0%
IV	6.9%	5.8%	5.4%	0.0%	18.1%
V	1.7%	11.8%	26.5%	0.1%	40.1%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2018 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	19.8%	11.3%	5.4%	0.0%	36.5%
II / III	6.0%	2.6%	1.6%	0.0%	10.2%
IV	3.9%	4.7%	4.7%	0.0%	13.3%
V	1.7%	11.8%	26.4%	0.1%	40.0%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	30.2%	17.6%	37.6%	0.1%	85.5%
II / III	0.8%	1.2%	0.6%	0.0%	2.5%
V	0.4%	11.6%	0.0%	0.0%	12.0%
Total	31.4%	30.3%	38.1%	0.1%	100.0%

APPENDIX D

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

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2018	\$285,000	5%	2022	\$285,000	5%	2026	\$285,000	5%
2019	\$285,000	5%	2023	\$285,000	5%	2027	\$285,000	5%
2020	\$285,000	5%	2024	\$285,000	5%			
2021	\$285,000	5%	2025	\$285,000	5%			

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
FIRST STREET	POLK ST	100 FT W/POLK ST	FIRSTS	030	100	18	1,800	R	AC	65	66	75	\$2,400	8,641	CAPE SEAL W/DIGOUTS
												Treatment Total	\$2,400		
ALDEN AVENUE	TWENTIETH AVENUE	END	ALDENA	010	307	47	14,429	C	AC	39	41	100	\$58,518	14,542	2" MILL AND OVERLAY WITH SAMI
TWENTIETH STREET	798 20TH ST	HARTLEY	TWENTI	10 A	583	36	20,988	C	AC	39	41	100	\$85,118	14,542	2" MILL AND OVERLAY WITH SAMI
												Treatment Total	\$143,636		
BRYCE COURT	SPURR STREET	END	BRYCEC	010	192	37	7,104	R	AC	73	74	82	\$2,763	30,400	CRACK + SLURRY SEAL
CAMDEN AVENUE	WRIGLEY STREET	FINWAY	CAMDEN	010	300	30	9,000	R	AC	74	75	83	\$3,500	30,348	CRACK + SLURRY SEAL
FINWAY STREET	WEST SIDE PARK	END OF STREET	FINWAY	010	250	30	7,500	R	AC	80	81	88	\$2,917	35,432	CRACK + SLURRY SEAL
FORBES STREET	CLEARLAKE AVENUE	11th STREET	FORBES	010	350	42	14,700	A	AC/AC	80	80	88	\$6,534	50,471	CRACK + SLURRY SEAL
FORBES STREET	11th STREET	9th STREET	FORBES	021	260	42	10,920	A	AC/AC	83	83	90	\$4,854	54,963	CRACK + SLURRY SEAL
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC	75	76	84	\$1,050	31,159	CRACK + SLURRY SEAL
												Treatment Total	\$21,618		
BRUSH STREET	SECOND STREET	FIRST STREET	BRUSHS	017	320	24	7,680	R	AC	42	43	100	\$19,200	20,077	1.5" HMA OVERLAY W/ DIGOUTS
FIFTH STREET	FORBES STREET	MAIN STREET	FIFTHS	030	250	24	6,000	R	AC	46	47	100	\$15,000	19,588	1.5" HMA OVERLAY W/ DIGOUTS
OAKCREST DRIVE	BOGGS LANE	END	OAKCDR	010	432	36	15,552	R	AC	47	48	100	\$38,880	19,449	1.5" HMA OVERLAY W/ DIGOUTS
TUNIS STREET	TENTH STREET	NINTH STREET	TUNIST	015	245	24	5,880	R	AC	40	41	100	\$14,700	20,287	1.5" HMA OVERLAY W/ DIGOUTS
												Treatment Total	\$87,780		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
CHERRY STREET	SIXTH ST	END	CHERST	010	100	18	1,800	R	AC	0	0	100	\$8,100	10,966	FDR W/ 2" HMA OVERLAY
											Treatment Total	\$8,100			
SPECHT COURT	PECKHAM CT	END	SPECHT	010	360	30	12,546	R	AC	62	63	73	\$6,273	22,499	SINGLE CHIP SEAL
											Treatment Total	\$6,273			
PECKHAM COURT	SOUTH MAIN STREET	END	PECKCT	010	691	26	17,966	C	AC	59	61	72	\$14,972	12,100	DOUBLE CHIP SEAL
											Treatment Total	\$14,972			
							Year 2018 Area Total	156,565	Year 2018 Total			\$284,779			

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
FORBES STREET	16TH ST	CLEARLAKE AVE	FORBES	050	1,050	34	35,700	A	AC	3	1	100	\$232,883	11,467	6" FDR WITH 3" HMA OVERLAY
											Treatment Total	\$232,883			
LAKEPORT BLVD	BEVINS	LARRECOU	LAKEPO	10 A	815	44	35,860	A	AC/AC	81	79	87	\$16,416	48,273	CRACK + SLURRY SEAL
											Treatment Total	\$16,416			
BANASZECK DRIVE	ORCHARD ST	SMITH ST	BANZDR	010	440	10	4,400	R	AC	0	0	100	\$20,394	10,646	FDR W/ 2" HMA OVERLAY
HEALTON CIRCLE	BOGGS LANE	END	HEALTC	010	275	12	3,300	R	AC	13	12	100	\$15,296	10,646	FDR W/ 2" HMA OVERLAY
											Treatment Total	\$35,690			
							Year 2019 Area Total	79,260	Year 2019 Total			\$284,989			

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Treatment			Cost	Rating	Treatment
										Current PCI	PCI Before	PCI After			
MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	NMAIN	020X	1,030	26	26,780	A	AC/AC	12	0	100	\$179,936	11,133	6" FDR WITH 3" HMA OVERLAY
											Treatment Total	\$179,936			
FORBES STREET	9th STREET	7th STREET	FORBES	022	394	42	16,548	A	AC/AC	86	84	91	\$7,803	61,770	CRACK + SLURRY SEAL
RUBY DRIVE	ARMSTRONG STREET	END	RUBYDR	010	410	37	15,170	R	AC/AC	80	76	84	\$6,259	24,262	CRACK + SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment		
											PCI Before	PCI After					
SECOND STREET	BRUSH STREET	FORBES STREET	SECOND	025	560	27	15,120	R	AC	74	72	80	\$6,239	28,727	CRACK + SLURRY SEAL		
												Treatment Total	\$20,301				
TUNIS STREET	CLEARLAKE AVENUE	TENTH STREET	TUNIST	012	595	24	14,280	R	AC	51	47	100	\$37,875	18,393	1.5" HMA OVERLAY W/ DIGOUTS		
												Treatment Total	\$37,875				
ADAMS STREET	WILL-O-VIEW CIRCLE	END	ADAMSS	010	461	20	9,220	R	AC	19	14	100	\$44,017	10,336	FDR W/ 2" HMA OVERLAY		
												Treatment Total	\$44,017				
Year 2020 Area Total										97,118		Year 2020 Total		\$282,129			

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
BRUSH STREET	THIRD STREET	SECOND STREET	BRUSHS	015	280	24	6,720	R	AC	70	66	75	\$9,791	7,895	CAPE SEAL W/DIGOUTS
												Treatment Total	\$9,791		
PARK STREET	1st STREET	3rd STREET	PARKST	010	650	27	17,550	C	AC	57	48	100	\$77,775	12,906	2" MILL AND OVERLAY WITH SAMI
THIRD STREET	FORBES STREET	BRUSH STREET	THIRDS	015	565	27	15,255	C	AC	55	46	100	\$67,605	13,055	2" MILL AND OVERLAY WITH SAMI
THIRD STREET	BRUSH ST	CRAWFORD ST	THIRDS	016	870	20	17,400	C	AC	57	48	100	\$77,111	12,900	2" MILL AND OVERLAY WITH SAMI
												Treatment Total	\$222,491		
BRUSH STREET	THIRD STREET	FIFTH STREET	BRUSHS	012	500	24	12,000	R	AC/AC	94	88	94	\$5,100	15,746	CRACK + SLURRY SEAL
FORBES STREET	7th STREET	5th STREET	FORBES	023	446	42	18,732	A	AC/AC	90	84	91	\$9,098	31,282	CRACK + SLURRY SEAL
												Treatment Total	\$14,198		
TERRACE DRIVE	HILLCREST DRIVE	FOREST DRIVE	TERRDR	010	240	20	4,800	R	AC	54	48	100	\$13,113	17,735	1.5" HMA OVERLAY W/ DIGOUTS
												Treatment Total	\$13,113		
BEACH COURT	BEACH LANE	END	BEACCT	010	175	28	4,900	R	AC	0	0	100	\$24,095	10,035	FDR W/ 2" HMA OVERLAY

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

														Treatment Total	
														\$24,095	
														Year 2021 Area Total	
														97,357	
														Year 2021 Total	
														\$283,688	
Year: 2022															
														Treatment	
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
THIRD STREET	CRAWFORD ST	4TH ST	THIRDS	017	630	20	12,600	C	AC/AC	58	48	100	\$57,514	12,188	2" MILL AND OVERLAY WITH SAMI
														Treatment Total	
														\$57,514	
FORBES STREET	FIRST STREET	MARTIN STREET	FORBES	038	690	37	25,530	A	AC/AC	90	83	90	\$12,771	34,766	CRACK + SLURRY SEAL
														Treatment Total	
														\$12,771	
ANASTASIA DRIVE	HARTLEY ROAD	END	ANASTA	010	700	29	20,300	R	AC	0	0	100	\$102,816	9,743	FDR W/ 2" HMA OVERLAY
ASHE STREET	JONES STREET	LAKESHORE BLVD	ASHEST	010	615	28	17,220	R	AC	0	0	100	\$87,216	9,743	FDR W/ 2" HMA OVERLAY
MIKES WAY	PAGE DRIVE	END	MIKEWY	010	105	37	3,885	R	AC	32	22	100	\$19,677	9,743	FDR W/ 2" HMA OVERLAY
														Treatment Total	
														\$209,709	
														Year 2022 Area Total	
														79,535	
														Year 2022 Total	
														\$279,994	

Year: 2023

														Treatment	
														PCI Before	
														PCI After	
														Cost	
														Rating	
														Treatment	
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	HIGH	020A	115	30	3,450	A	AC/AC	60	47	100	\$21,776	12,480	3" MILL AND OVERLAY WITH SAMI
HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	HIGH	020B	235	30	7,050	A	AC	60	47	100	\$44,497	12,527	3" MILL AND OVERLAY WITH SAMI
														Treatment Total	
														\$66,273	
CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	CLEARL	050	180	50	9,000	R	AC/AC	94	84	91	\$4,058	20,518	CRACK + SLURRY SEAL
FORBES STREET	SECOND STREET	FIRST STREET	FORBES	034	330	37	12,210	A	AC/AC	92	82	89	\$6,291	35,385	CRACK + SLURRY SEAL
SECOND STREET	TUNIS STREET	BRUSH ST	SECOND	22 A	265	46	12,190	R	AC/AC	94	85	91	\$5,496	20,324	CRACK + SLURRY SEAL
														Treatment Total	
														\$15,845	

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
FOREST DRIVE	TERRACE DRIVE	LANGE STREET	FOREST	010	1,056	24	25,344	R	AC	58	48	100	\$73,452	16,722	1.5" HMA OVERLAY W/ DIGOUTS
FOREST DRIVE	HILLCREST DR	TERRACE DR	FOREST	020	654	24	15,696	R	AC	59	49	100	\$45,490	16,562	1.5" HMA OVERLAY W/ DIGOUTS
												Treatment Total	\$118,942		
BEACH LANE	LAKESHORE BLVD	CITY LIMITS	BEACLN	010	360	22	7,920	R	AC	24	9	100	\$41,317	9,459	FDR W/ 2" HMA OVERLAY
BRUSH STREET	ARMSTRONG ST	MARTIN ST	BRUSHS	020	322	24	7,728	R	AC	22	7	100	\$40,315	9,459	FDR W/ 2" HMA OVERLAY
												Treatment Total	\$81,632		
Year 2023 Area Total							100,588	Year 2023 Total		\$282,692					

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
MAIN STREET SOUTH (CITY)	CITY LIMITS	LAKEPORT BLVD	SMAIN	010	3,642	40	145,680	A	AC/AC	73	63	73	\$270,589	10,756	CAPE SEAL W/DIGOUTS
												Treatment Total	\$270,589		
TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	TORDEX	010	708	36	25,488	A	AC	93	80	88	\$13,527	30,553	CRACK + SLURRY SEAL
												Treatment Total	\$13,527		
Year 2024 Area Total							171,168	Year 2024 Total		\$284,116					

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
FIRST STREET	POLK ST	100 FT W/POLK ST	FIRSTS	030	100	18	1,800	R	AC	65	64	74	\$2,952	6,904	CAPE SEAL W/DIGOUTS
												Treatment Total	\$2,952		
PECKHAM COURT	SOUTH MAIN STREET	END	PECKCT	010	691	26	17,966	C	AC	59	49	100	\$89,612	11,395	2" MILL AND OVERLAY WITH SAMI
												Treatment Total	\$89,612		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
FINWAY STREET	WEST SIDE PARK	END OF STREET	FINWAY	010	250	30	7,500	R	AC	80	80	87	\$3,588	29,281	CRACK + SLURRY SEAL
FORBES STREET	CLEARLAKE AVENUE	11th STREET	FORBES	010	350	42	14,700	A	AC/AC	80	77	85	\$8,036	43,049	CRACK + SLURRY SEAL
FORBES STREET	11th STREET	9th STREET	FORBES	021	260	42	10,920	A	AC/AC	83	81	89	\$5,969	47,328	CRACK + SLURRY SEAL
Treatment Total												\$17,593			
BERRY STREET	SPURR STREET	ARMSTRONG STREET	BERRYS	010	624	20	12,480	R	AC	0	0	100	\$69,070	8,916	FDR W/ 2" HMA OVERLAY
CRAWFORD STREET	SECOND STREET	FIFTH STREET	CRAWFO	010	605	18	10,890	R	AC/AC	33	14	100	\$60,270	8,916	FDR W/ 2" HMA OVERLAY
E STREET	ESPLANDE STREET	MAIN STREET	EST	010	288	18	5,184	R	AC	0	0	100	\$28,691	8,916	FDR W/ 2" HMA OVERLAY
Treatment Total												\$158,031			
SPECHT COURT	PECKHAM CT	END	SPECHT	010	360	30	12,546	R	AC	62	61	71	\$7,715	18,006	SINGLE CHIP SEAL
Treatment Total												\$7,715			
THIRD STREET	PARK ST	MAIN ST	THIRDS	12 A	310	27	8,370	C	AC	84	69	78	\$8,579	11,150	DOUBLE CHIP SEAL
Treatment Total												\$8,579			
Year 2025 Area Total								102,356	Year 2025 Total		\$284,482				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment
											PCI Before	PCI After			
LANGE STREET	GISELMAN	FOREST	LANGES	10 B	339	37	12,543	C	AC	72	48	100	\$64,440	11,172	2" MILL AND OVERLAY WITH SAMI
Treatment Total												\$64,440			
LAKESHORE BLVD	HIGH ST	GISELMAN ST	LAKEBL	012	465	37	17,205	A	AC/AC	70	49	100	\$118,661	11,239	3" MILL AND OVERLAY WITH SAMI
Treatment Total												\$118,661			
BEACH STREET	CENTRAL PARK	SIXTH STREET	BEACHS	010	192	18	3,456	R	AC/AC	96	81	88	\$1,703	22,597	CRACK + SLURRY SEAL
LAKEPORT BLVD	BEVINS	LARRECOU	LAKEPO	10 A	815	44	35,860	A	AC/AC	81	76	85	\$20,190	40,981	CRACK + SLURRY SEAL
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC	75	72	81	\$1,331	24,762	CRACK + SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 07/26/2018

Scenario: City's Existing Funding

										Treatment Total							
FOURTH STREET	MAIN ST	EAST END (LAKE)	FOURTH	020	428	24	10,272	R	AC/AC	62	48	100	\$23,224	15,214	1.5" HMA OVERLAY W/ DIGOUTS		
										Treatment Total			\$32,531				
D STREET	MAIN STREET	FORBES STREET	DSTR	010	250	32	8,000	R	AC	0	0	100	\$45,604	8,656	FDR W/ 2" HMA OVERLAY		
										Treatment Total			\$45,604				
										Year 2026 Area Total		90,036		Year 2026 Total		\$284,460	

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Current PCI	Treatment		Cost	Rating	Treatment		
											PCI Before	PCI After					
CLEAR LAKE AVENUE	MAIN ST	HIGH ST	CLEARL	010	528	51	26,928	A	AC	71	49	100	\$191,291	11,000	3" MILL AND OVERLAY WITH SAMI		
										Treatment Total			\$191,291				
BRUSH STREET	ELEVENTH STREET	CLEARLAKE AVE	BRUSHS	014	330	24	7,920	R	AC/AC	96	79	87	\$4,019	22,896	CRACK + SLURRY SEAL		
CHERRY STREET	SIXTH ST	END	CHERST	010	100	18	1,800	R	AC	0	78	86	\$914	22,428	CRACK + SLURRY SEAL		
FORBES STREET	9th STREET	7th STREET	FORBES	022	394	42	16,548	A	AC/AC	86	84	91	\$9,597	50,742	CRACK + SLURRY SEAL		
										Treatment Total			\$14,530				
EIGHTH STREET	FORBES STREET	BRUSH STREET	EIGHTH	010	556	24	13,344	R	AC	26	0	100	\$78,350	8,404	FDR W/ 2" HMA OVERLAY		
										Treatment Total			\$78,350				
										Year 2027 Area Total		66,540		Year 2027 Total		\$284,171	
										Total Section Area:		1,040,523		Grand Total		\$2,835,500	

APPENDIX E

PCI Maps

PCI Map
Current Pavement Conditions
(2018)



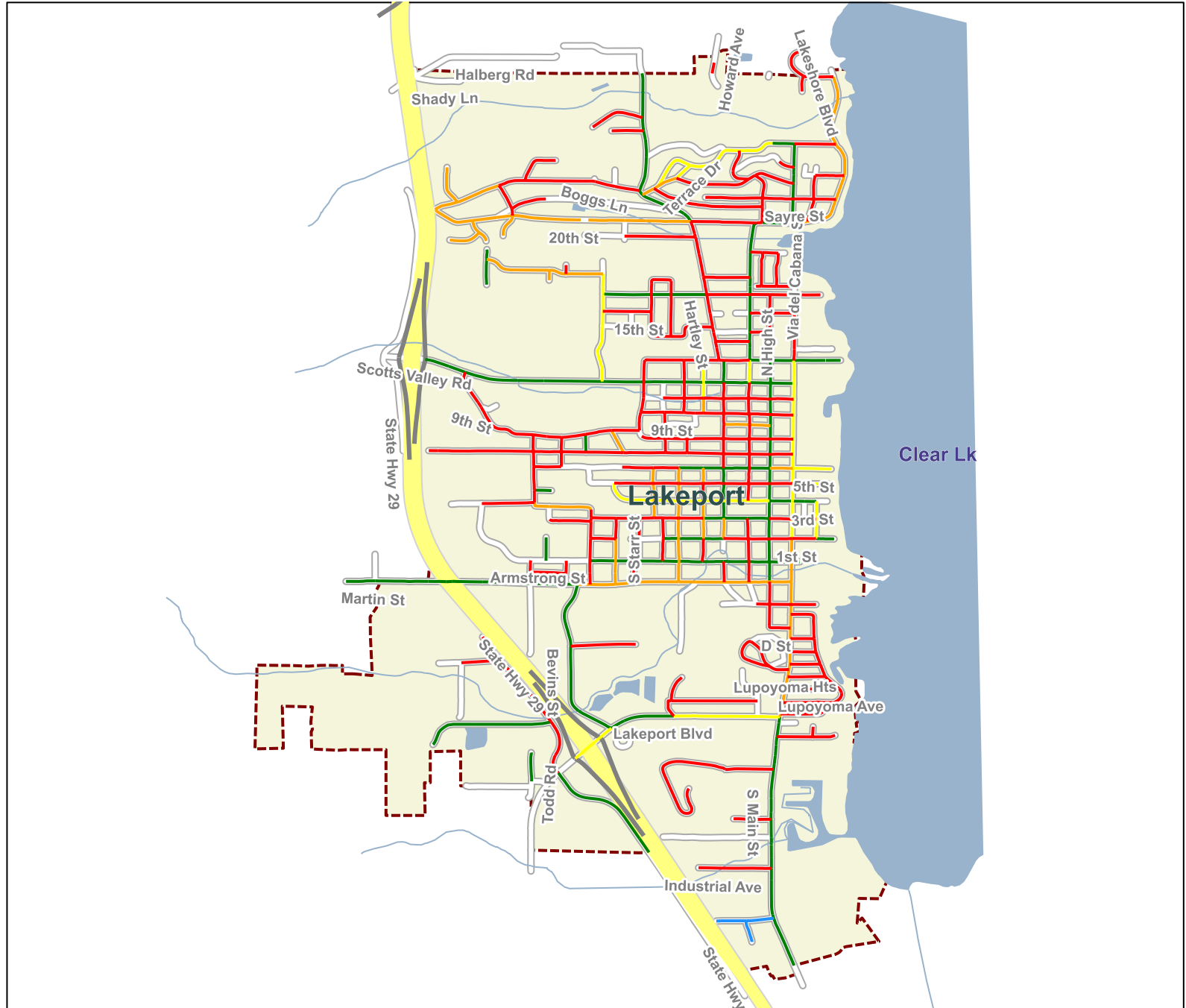
CITY OF LAKEPORT

Current PCI Condition

Printed: 7/26/2018

Feature Legend

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



PCI Map
Scenario 1: City's Existing Funding
(2027)



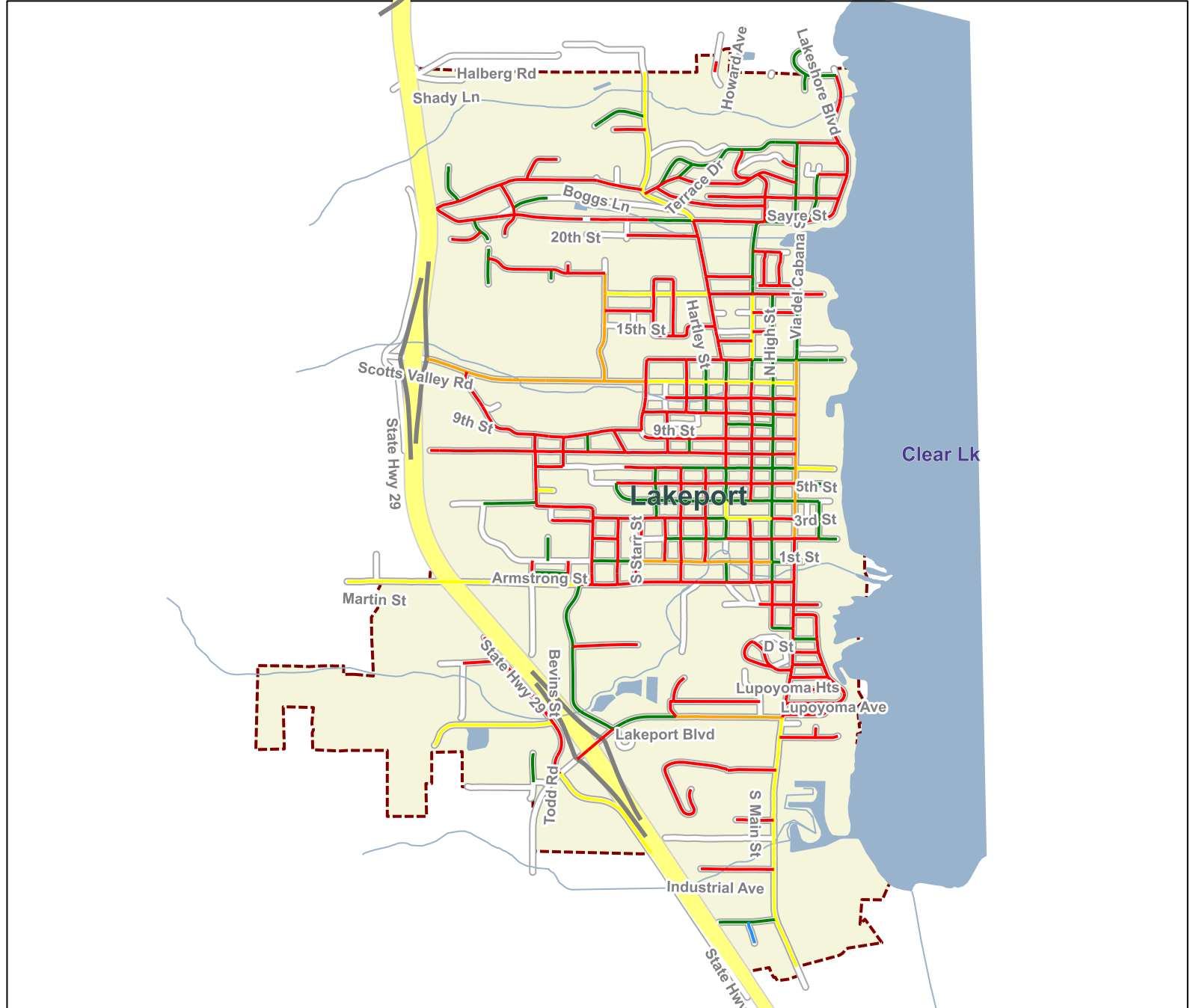
CITY OF LAKEPORT

Scenario PCI Condition

City's Existing Funding 2018 - 2027 Project Period - Total Rehab: \$269,641 - Printed: 7/26/2018

Feature Legend

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



PCI Map
Scenario 2: Maintain Current PCI
(2027)



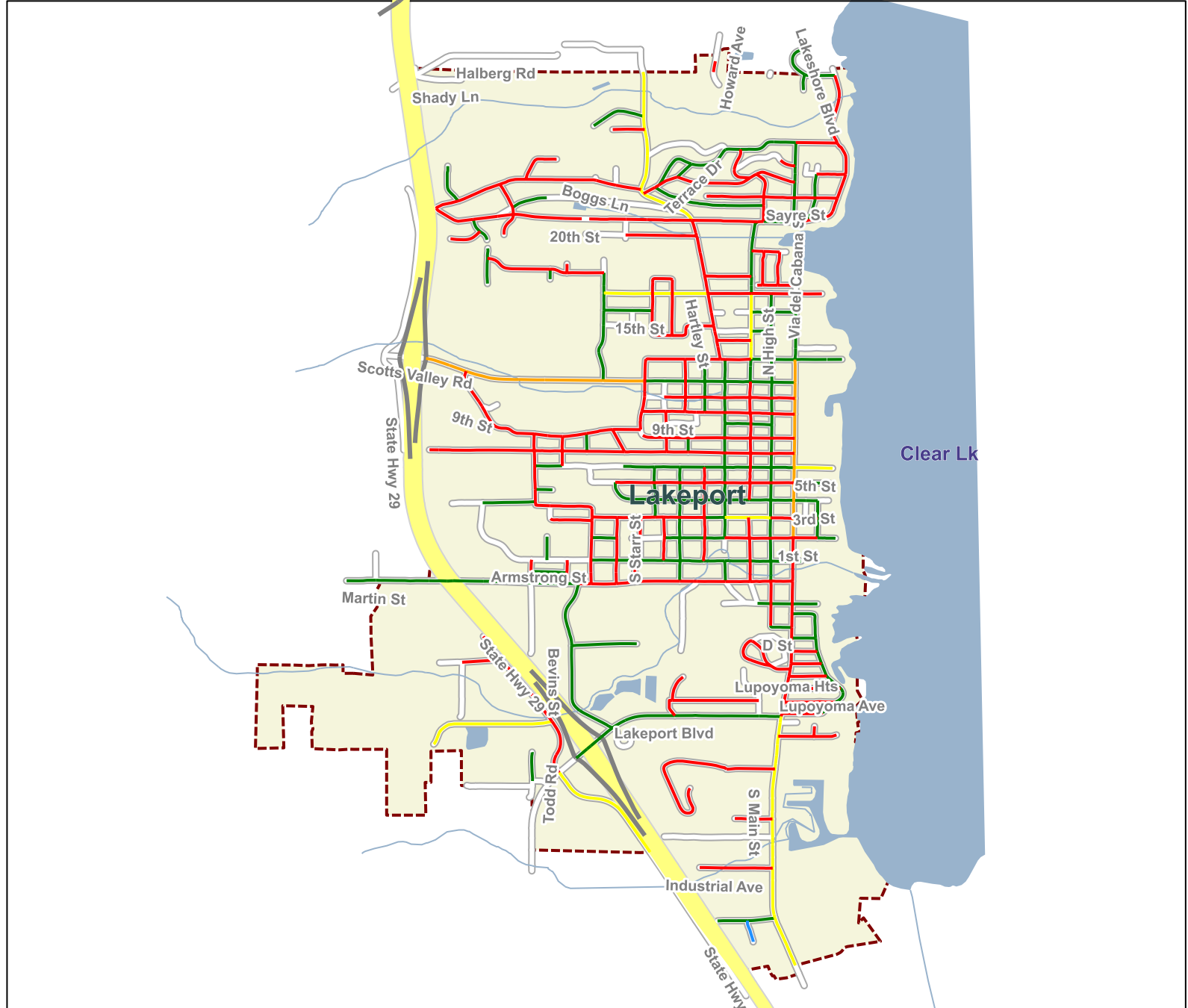
CITY OF LAKEPORT

Scenario PCI Condition

Maintain Current PCI - 2027 Project Period - Total Rehab: \$629,930 - Printed: 7/26/2018

Feature Legend

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



PCI Map
Scenario 3: Improve PCI to 75
(2027)



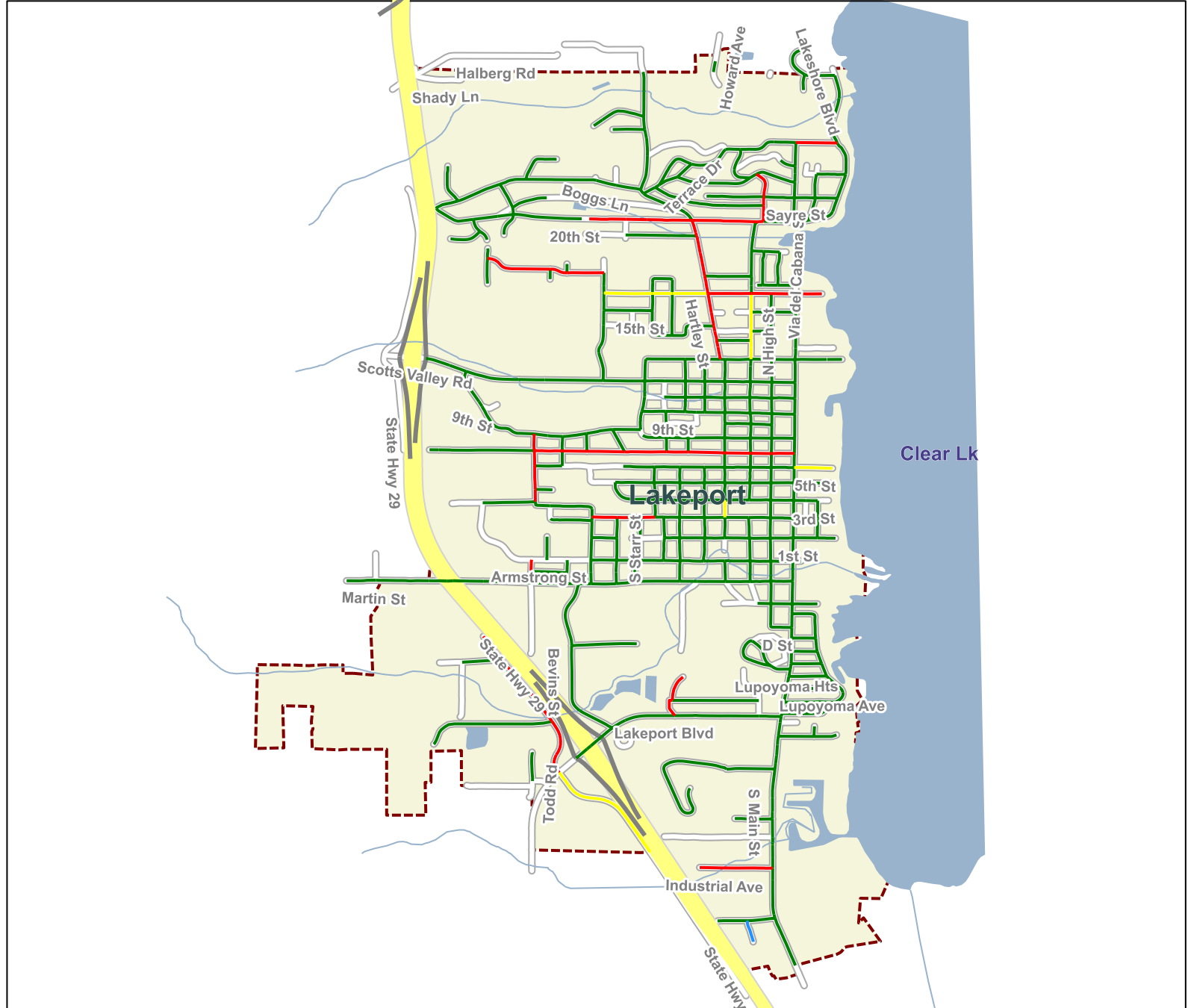
CITY OF LAKEPORT

Scenario PCI Condition

Improve PCI to 75 - 2027 Project Period - Total Rehab: \$2,224,590 - Printed: 7/26/2018

Feature Legend

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





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