


Agenda Report Reviewed by:
City Manager: 

CITY OF SEBASTOPOL
CITY COUNCIL
AGENDA ITEM

Meeting Date: April 18, 2023
To: Honorable Mayor and City Councilmembers
From: Mario Landeros, Interim City Engineer
Subject: Pavement Management Program Budget Operations Report and Street Maintenance Priorities
Recommendation: Receive the Pavement Management Program Budget Operations Report and Discussion of Street Maintenance Priorities
Funding: Currently Budgeted: Yes No N/A

Account Code/Costs authorized in City Approved Budget (if applicable) AK (verified by Administrative Services Department)
(See "Fiscal Impact" section for details.)

INTRODUCTION/PURPOSE:

The item is for the Council to receive, and provide comments to, the draft Sebastopol Pavement Management Program (PMP) Budget Operations Report (BOR), discuss Street Maintenance Priorities, receive input from the public and direct staff to finalize the BOR and submit the PMP certification letter to MTC by April 30.

BACKGROUND:

The City of Sebastopol periodically receives calls for transportation projects for state and federal grant programs available to eligible local agencies. To be eligible to receive regional discretionary funds for pavement maintenance as well as participate in the Metropolitan Transportation Commission's (MTC) technical assistance and funding program, cities and counties are required to have their PMP certified by MTC.

In response to a notice of open application period for MTC's Pavement Technical Assistance Program 2023 cycle (P-TAP 23) the city applied in February 2022 and was selected for P-TAP 23 assistance to update the City pavement inventory database and prepare a pavement management program for certification by MTC. Under P-TAP, MTC funds 80% of costs and requires local agencies to contribute 20%, as in Sebastopol's case, \$3,000.

Once the local contribution was made a consultant, Capitol Asset & Pavement Services Inc. (CAP), was assigned to assist Sebastopol, and in May 2022 a kickoff meeting was held. In July 2022 CAP conducted a pavement condition survey by visual inspections of all the paved streets maintained by the City and in October submitted a draft report for staff review and comment, which staff provided, including summaries of all pavement maintenance and repair activities since the previous pavement conditions survey was last conducted in 2018. In 2018 Sebastopol's then-pavement condition index, PCI, was measured at 50. PCI is a scale for rating a network of streets' pavement condition based on the visual inspection of all network streets against several qualitative characteristics of the pavement, where 100 PCI is "new" pavement condition, and 25 (or less) PCI is very poor pavement condition. Network PCI therefore is a weighted calculation based on individual street PCIs.

In addition to visual inspection of pavement used to determine a street's "real time" PCI, the pavement condition, without benefit of treatment, which will deteriorate over time, at first at a slower rate during the initial years, and then more rapidly during latter years, can be extrapolated to any point in time using PMP algorithms. For example, Sebastopol's PCI 50 as measured in 2018 was reported in 2022 as PCI 43. However, after the July 2022 visual

inspections CAP determined a rating of PCI 55, placing the city's street network in the 'Fair' condition category. This increase in PCI is explained by the previously unreported pavement maintenance and repair activities that took place after the 2018 inspection.

DISCUSSION:

The PMP is intended to assist the city with identifying street maintenance priorities consistent with city goals and action plans. It evaluates the overall pavement condition of the city's street network, highlighting the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls, for the purpose of developing maintenance strategies within available funding levels that will improve the overall network pavement condition towards optimal low to mid 80's PCI. The MTC-developed program, Streetsaver PMP was used for this purpose to maximize the cost-effectiveness of the maintenance treatment plan by developing recommended a multi-year street maintenance and rehabilitation plan based on cost-effective repairs and treatments available.

When completed, the PMP will be submitted to MTC for certification. To be certified MTC requires that the PMP be demonstrated to address the following:

- Store inventory data for all streets and roads within, and maintained by, the local agency.
- Assess pavement conditions based on specified technical criteria and protocol for pavement distress.
- Identify all pavement segments that need rehabilitation or replacement, including limits of work.
- Calculate budget needs for various funding scenarios for fixing or replacing deficient segments.

Capitol Asset & Pavement Services Inc. prepared the Pavement Management Program included as Attachment 2 using Streetsaver PMP to addresses MTC requirements. Inventory data for all streets and roads within, and maintained by, the city is included in Appendices B & E. Inventory data includes but is not limited to total centerline, lengths, and pavement area for each classification of streets (i.e., arterials, collectors, and local roads), individual street segments and end points, measured PCI, street dimensions, surface type and remaining service life of the street segment. Appendix D identifies results from four basic funding scenarios:

1. Unconstrained needs – would address the entire deferred maintenance backlog and, starting from the current PCI 55, improve the overall network PCI to optimum 85 after 5 years. This scenario primarily identifies the depth of deferred maintenance accrued over time and level of expenditure needed (\$18.68M) to bring the entire network up to 'optimal' condition.
2. Maintain current funding level – assumes that funding level of up to \$200,000 annually be applied for pavement maintenance and treatment. Under this scenario appropriated funding for current (2023) city street projects (Bodega Avenue Bike Lanes & Rehabilitation Phase 1, and Parquet Street Slurry Seal) is also included, as well as projected appropriations in 2025 for Bodega Avenue Phase 2. Again, starting from the current PCI 55, under this scenario, the resulting PCI after 5 years would be 51, or -4 points.
3. Maintain current PCI 55 – identifies the level of funding and strategy needed to maintain the current PCI after 5 years. This scenario also includes 2023 appropriations and 2025 projected appropriations, however, would also require a higher annual funding level of \$450,000 for years 2024, 2026 and 2027.
4. 5-point PCI increase after 5 years – is an MTC-required scenario to determine the funding level required to increase the overall network PCI by five points over the next five years. This scenario also includes 2023 appropriations and 2025 projected appropriations, however, would also require a higher annual funding level of \$850,000 for years 2024, 2026 and 2027. It should be noted that a 5-point increase raising the current 55 PCI to 60 PCI will keep the city's street network in the 'Fair' condition category (PCI 50 - 70).

In the case where no treatment is applied the PCI will decrease to 44 (poor condition category) after 5 years. In previous years, Council had approved a goal of increasing PCI by 5 points in 5 years (Scenario #4 above). The current draft of the proposed Fiscal Year 2023-24 CIP budget for street resurfacing is in line with Scenario #4.

GOALS:

This action supports the following City Council Goals and General Plan Actions:

- Goal 2 - Maintain, Improve and Invest in the City's Infrastructure (Water, Sewer, Streets, Circulation, Parks, Storm Drains and Public Facilities).

ENVIRONMENTAL REVIEW

The Pavement Management Report is an informational report and is not a "Project" under CEQA. Therefore, the action to approve the report is Exempt under CEQA.

FISCAL IMPACT:

The preparation of the PMP report by Capital Assets was partially paid for under a grant from Caltrans called PTAP and a local match from the City. The cost was \$15,000 from the PTAP grant and \$3,000 local match from SB 1 funds.

Future funding of street resurfacing projects are included in the City's 5-year Capital Improvement Program (CIP) and the Fiscal Year 2023-24 CIP budget is currently being discussed by the Budget Subcommittee. The next public meeting to discuss the CIP is scheduled for April 25, 2023 at 2:00 p.m. The draft CIP budget proposal will be presented to Council on June 6, 2023.

PUBLIC COMMENT:

As of the writing of this staff report, the City has not received any further public comment for this agenda item. Staff anticipates receiving public comment from interested parties following the publication and distribution of this staff report. Such comments will be provided to the City Council as supplemental materials before or at the meeting. In addition, public comments may be offered during the public comment portion of the agenda item.

PUBLIC NOTICE:

This item was noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to schedule meeting date.

RECOMMENDATION:

Staff recommends the Sebastopol City Council, by minute order:

1. Receive, and provide comments to, the draft Sebastopol Pavement Management Program (PMP) Budget Operations Report (BOR).
2. Discuss Street Maintenance Priorities.
3. Direct staff to finalize the BOR and submit the Pavement Management Program certification letter to MTC by April 30.

Attachments:

- 1 Pavement Management Budget Operations Report
- 2 Draft PMP Certification Letter

Pavement Management Budget Options Report



January, 2023

City of Sebastopol

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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the Metropolitan Transportation Commission to perform visual inspections of all of the paved streets maintained by the City of Sebastopol (City) as part of the P-TAP 23 grant program. All 23.77 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Field inspections were completed in July, 2022.

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

The City's street network consists of 23.77 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 55. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 55 places the City's street network in the 'Fair' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$18.68 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 85. At this level, the City should be able to maintain the street network in the future with primarily cost-effective preventative maintenance treatments (crack seals and surface seals). The City's current funding level of \$3.88 million (Scenario #2) will result in a decline in the network PCI of four points, to 51 by 2027. Scenario #3 determines the funding level required to maintain the current PCI of 55 through 2027. Scenario #4 determines the funding level required to increase the overall network PCI by five points over the next five years. Scenarios 2 – 4 include the planned work on Bodega Ave in 2023 and 2025¹. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

¹ The planned work on Bodega Ave amounts to an estimated \$2.88 million of the City's \$3.88 million in street maintenance funding over the next five years.

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

Average yearly budget	\$3.74 million (1-Unconstrained Needs)	\$776,000 (2-Current Funding (\$200kYr))	\$1,026,000 (3-Maintain Current PCI (55))	\$1.43 million (4-Increase PCI 5 points (to 65))
Total budget for 5 years	\$18.68 million	\$3.88 million	\$5.13 million	\$7.13 million
Current PCI	55	55	55	55
Current % in 'Good' condition	39.6%	39.6%	39.6%	39.6%
PCI after 5 years (change)	85 (+30)	51 (-4)	55 (0)	60 (+5)
Backlog after 5 years	\$0	\$15.4 million	\$14.5 million	\$13.1 million
% 'Good' in 5 years	95.4%	41.3%	48.9%	61.3%
% 'Fair' in 5 years	4.6%	14.5%	13.5%	9.3%
% 'Poor' in 5 years	0.0%	14.6%	8.1%	0.9%
% 'Very Poor' in 5 years	0.0%	29.5%	29.5%	28.5%

Purpose

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

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

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

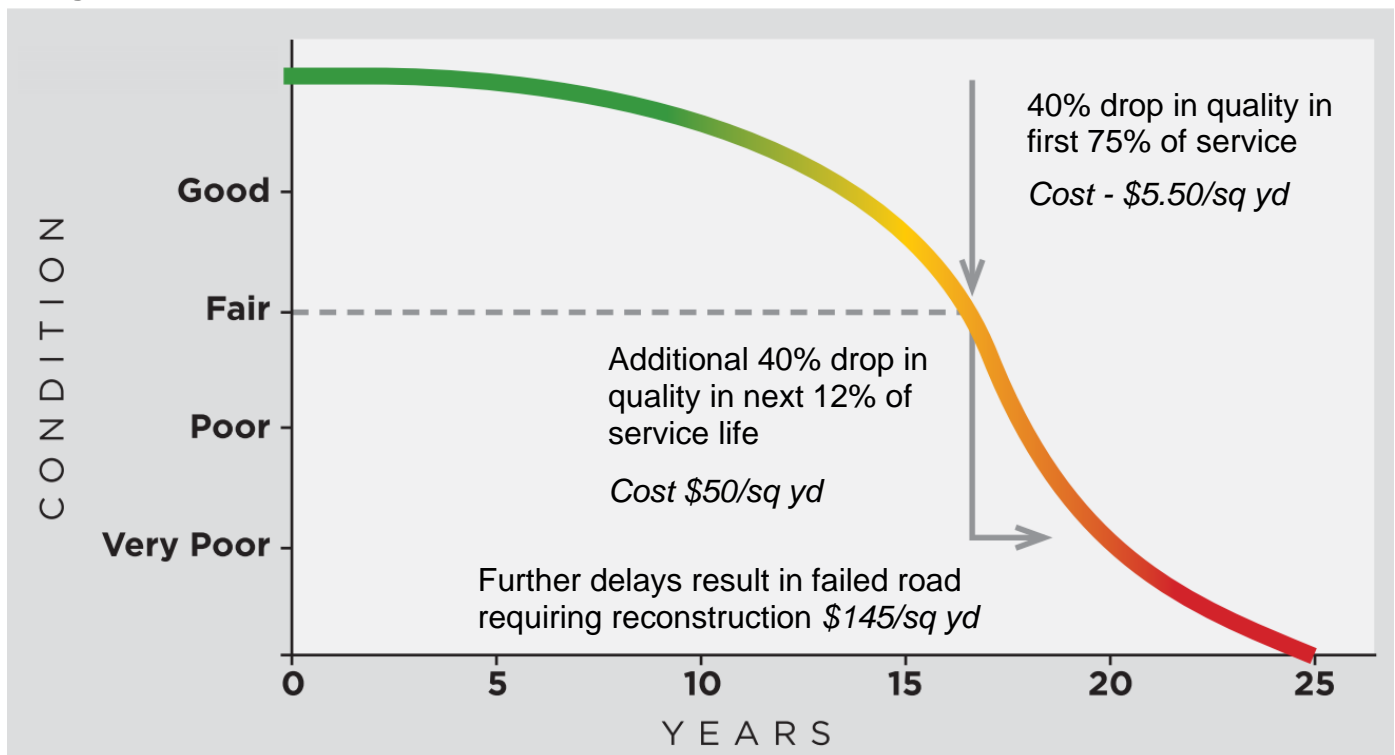
Pavement Management Strategy

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

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

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

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 23.77 centerline miles of paved streets. The City’s street network replacement value is estimated at \$37.5 million.² This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City’s street network is 55, which indicates that the street network is in ‘Fair’ condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

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

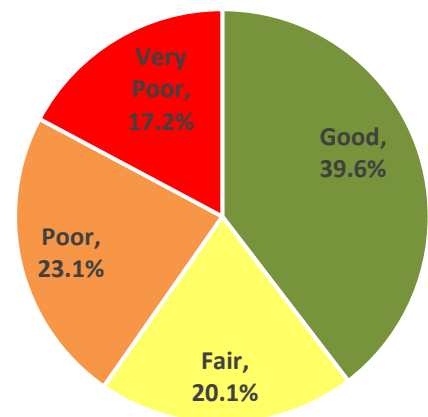
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	9	1.42	2.85	37
Collector	77	7.80	15.80	57
Residential	149	14.55	28.82	55
Totals	235	23.77	47.47	55

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

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

Condition Class	PCI Range	Arterial	Collector	Residential	Total
Good (I)	70-100	1.4%	14.4%	23.8%	39.6%
Fair (II/III)	50-70	0.1%	8.0%	11.9%	20.1%
Poor (IV)	25-50	3.8%	7.6%	11.7%	23.1%
Very Poor (V)	0-25	2.3%	5.2%	9.8%	17.2%
Totals		7.6%	35.2%	57.2%	



² Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

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

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$18.68 million³ over the next five-year period (2023–2027) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$9.2 million is needed in the first year alone. As mentioned earlier, the average PCI for the City's streets is 55, which is in the 'Fair' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack seals and slurry seals which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and typically costs less than \$5.50 per square yard⁴. 39.6% of the City's total street network would benefit from these relatively inexpensive, life-extending treatments.

20.1% of the City's total street network currently is in the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface typically requires a microsurfacing or 2" overlay treatment at a cost from \$11.50 to \$44/square yard.

23.1% of the City's total street network currently is in the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, the street typically requires an overlay with fabric at a cost of \$38 to \$50 per square yard, depending on the functional class and treatment needs.

17.2% of the City's street network currently is in the 'Very Poor' condition category. Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the subbase. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface and sub-base. Reconstruction costs are approximately \$145 per square yard.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because

³ Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2023.

⁴ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

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

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$3.88 million on pavement maintenance rehabilitation during the next five years (2023-2027) as detailed on Table 4. The City has approximately \$200,000 annually for street maintenance. In addition, the City has \$2.88 million in grants and other funding for the rehabilitation of sections of Bodega Ave in 2023 and 2025.

Table 4. Projected Pavement Budget for 2023 to 2027

2023	2024	2025	2026	2027	Total
\$1,280,000	\$200,000	\$2,000,000	\$200,000	\$200,000	\$3.88 million

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City is 55, which is in the ‘Fair’ condition category.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the City’s street network. Using the PMP budget needs module; street maintenance needs are estimated at \$18.68 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 85. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 44. The results of the budget needs analysis are summarized in Table 5.⁵

⁵ Actual program outputs are included in Appendixes B through F

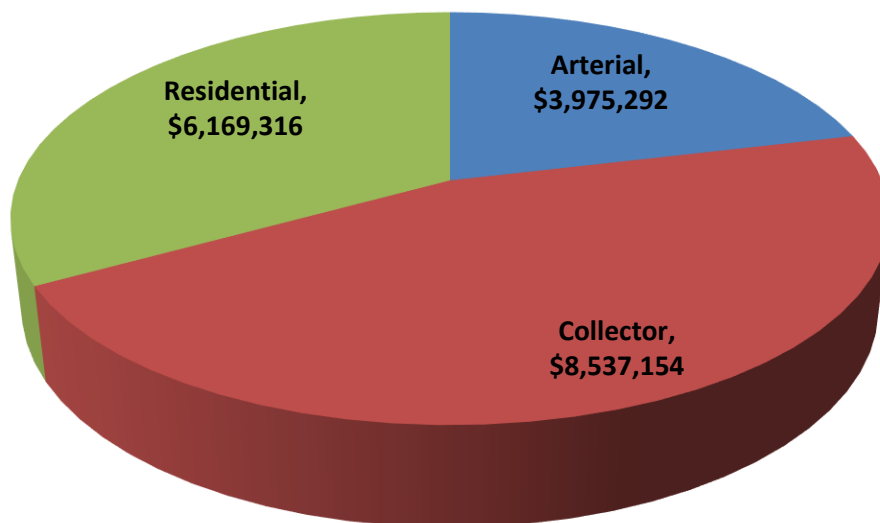
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2023	2024	2025	2026	2027	Total
PCI with Treatment	77	78	82	84	85	---
PCI, no Treatment	55	52	50	47	44	---
Budget Needs Total	\$9,243,356	\$1,973,591	\$3,377,736	\$2,235,564	\$1,851,680	\$18,681,927
Rehabilitation Portion	\$8,694,906	\$1,956,216	\$3,369,208	\$2,227,868	\$1,848,695	\$18,096,893
Preventative Maintenance Portion	\$548,448	\$17,374	\$8,527	\$7,695	\$2,984	\$585,028

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 85 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$18.7 million in maintenance and rehabilitation needs shown, approximately \$18.1 million or 96.9% is allocated for the more costly rehabilitation and reconstruction treatments, while \$585,028 or 3.1% is earmarked for preventive maintenance or life-extending treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$18.68 million over a five-year period. Figure 3 illustrates the funding distribution by street functional classification.

Figure 3. Budget Needs Funding Distribution by Functional Classification



Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2023-2027). Scenarios 2 – 4 include the \$2.88 million in planned digout, mill & overlay work on Bodega Ave in 2023 and 2025⁶. The results of the scenarios are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$18.68 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An average annual budget of \$776,000 was evaluated over five years, for a total of \$3.88 million, to determine the effects of continuing pavement maintenance at the current planned budget level. The overall network PCI will likely decline by four points, to 51 by 2027.
3. *Maintain Current PCI (55)* — This scenario determines the funding required to maintain the current PCI of 55 over the next five years. It was determined that \$5.13 million would be required over the next five years to achieve this goal.
4. *Increase PCI 5 points (to 65)* — This scenario determines the funding required to increase the overall network PCI by 5 points, to 60, over the next five years. It was determined that \$7.13 million would be required over the next five years to achieve this goal.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2027 PCI (change)	2027 Deferred Maintenance	2027 % Good	2027 % Very Poor
1 – Unconstrained	\$18.68 million	85 (+30)	\$0	95.4%	0.0%
2 – Current Investment	\$3.88 million	51 (-4)	\$15.4 million	41.3%	29.5%
3 – Maintain Current PCI (55)	\$5.1 million	55 (0)	\$14.5 million	48.9%	29.5%
4 – Increase PCI 5 points (to 65)	\$7.1 million	60 (+5)	\$13.1 million	61.3%	28.5%

⁶ Appendix F – Planned Projects Report details the planned work for 2023 and 2025

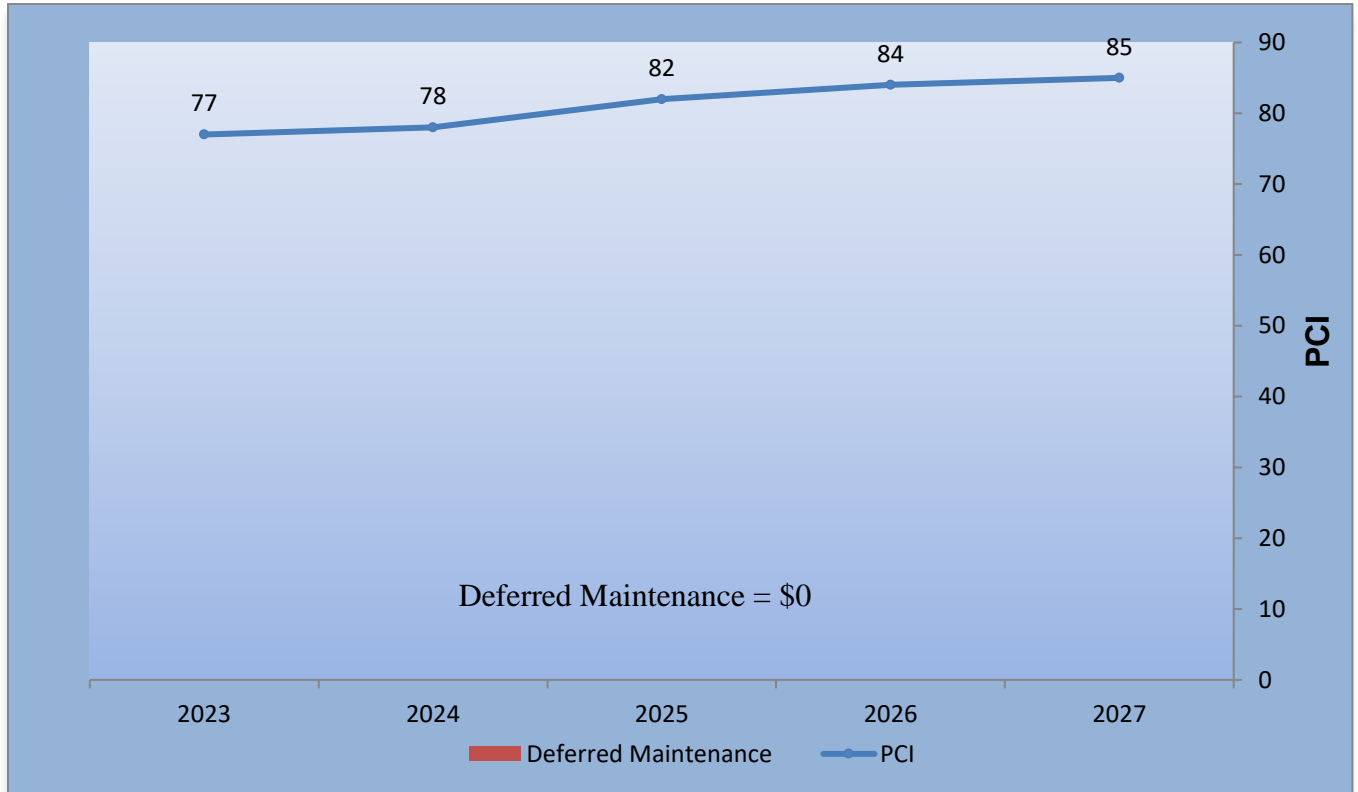
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 77. The network PCI continues to improve throughout the five years, reaching 85 by 2027. By 2027, 95.4% of the network improves into the 'Good' condition category, a significant increase from the current level of 39.6% in 'Good' condition. These results are shown in both Table 7 and Figure 4.

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

	2023	2024	2025	2026	2027	Total
Budget Total	\$9,243,356	\$1,973,591	\$3,377,736	\$2,235,564	\$1,851,680	\$18,681,927
Rehabilitation budget	\$8,694,906	\$1,956,216	\$3,369,208	\$2,227,868	\$1,848,695	\$18,096,893
Preventative Maintenance budget	\$548,448	\$17,374	\$8,527	\$7,695	\$2,984	\$585,028
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	--
PCI	77	78	82	84	85	

Figure 4. Summary of Results from Scenario 1 — Unconstrained Needs



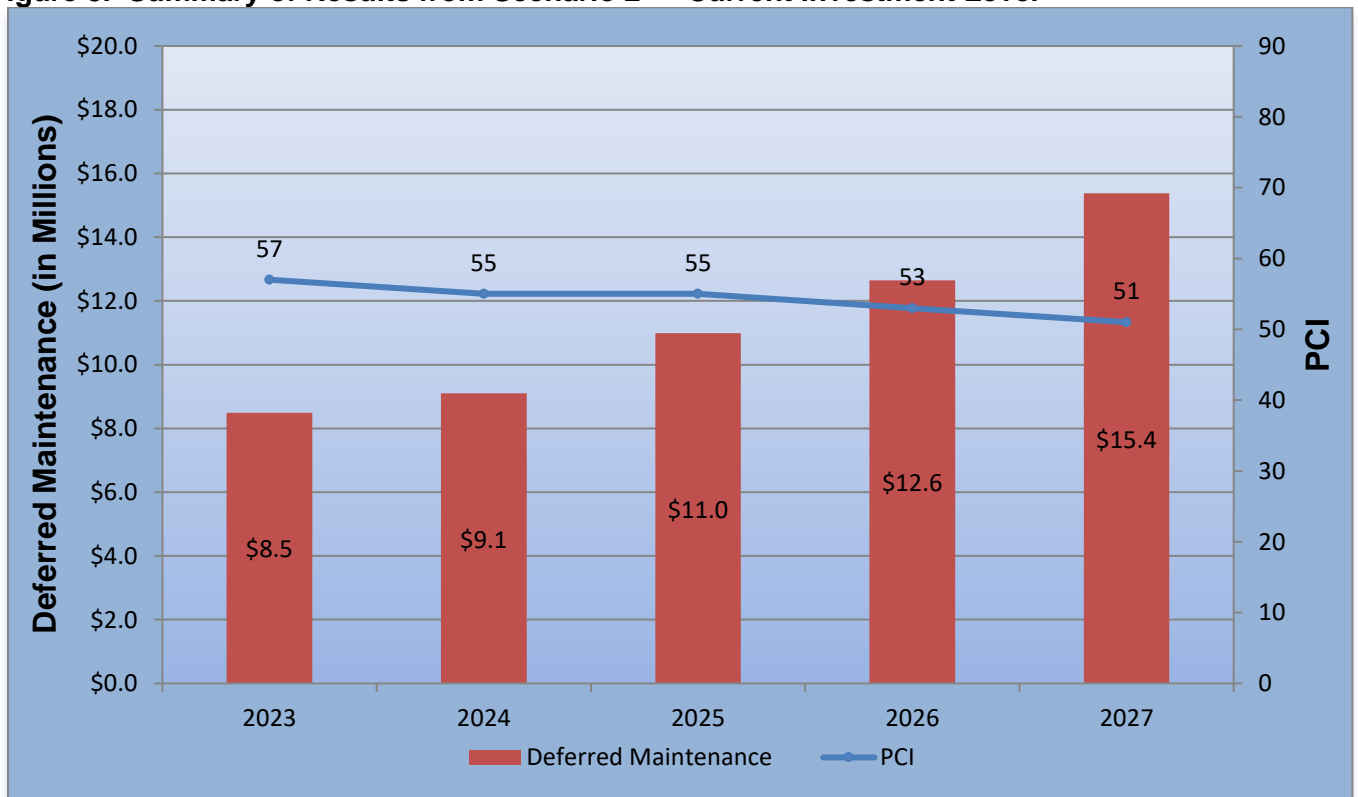
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current planned budget for street maintenance of \$3.88 million over five years. This includes \$200k per year in general funding for street maintenance, as well as the \$2.88 million in funding for the Bodega Ave projects in 2023 and 2025. Under this scenario, the overall network PCI decreases by four points, reaching a PCI of 51 in 2027. The deferred maintenance backlog increases by \$6.9 million over the five years, from \$8.5 million currently, to \$15.4 million in 2027. The percentage of the street network in 'Good' condition increases, from 39.6% currently, to 41.3% in 2027. The percentage of the street network in ‘Very Poor’ condition increases from 17.2% currently, to 29.5% in 2027. Results are illustrated in Table 8 and Figure 5.

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

	2023	2024	2025	2026	2027	Total
Budget Total	\$1,280,000	\$200,000	\$2,000,000	\$200,000	\$200,000	\$3,880,000
Rehabilitation budget	\$1,172,223	\$129,160	\$1,990,195	\$128,684	\$127,198	\$3,547,459
Preventative Maintenance budget	\$107,408	\$70,620	\$9,042	\$69,752	\$70,906	\$327,728
Deferred Maintenance	\$8,486,458	\$9,101,731	\$10,988,195	\$12,646,745	\$15,378,094	---
PCI	57	55	55	53	51	

Figure 5. Summary of Results from Scenario 2 — Current Investment Level



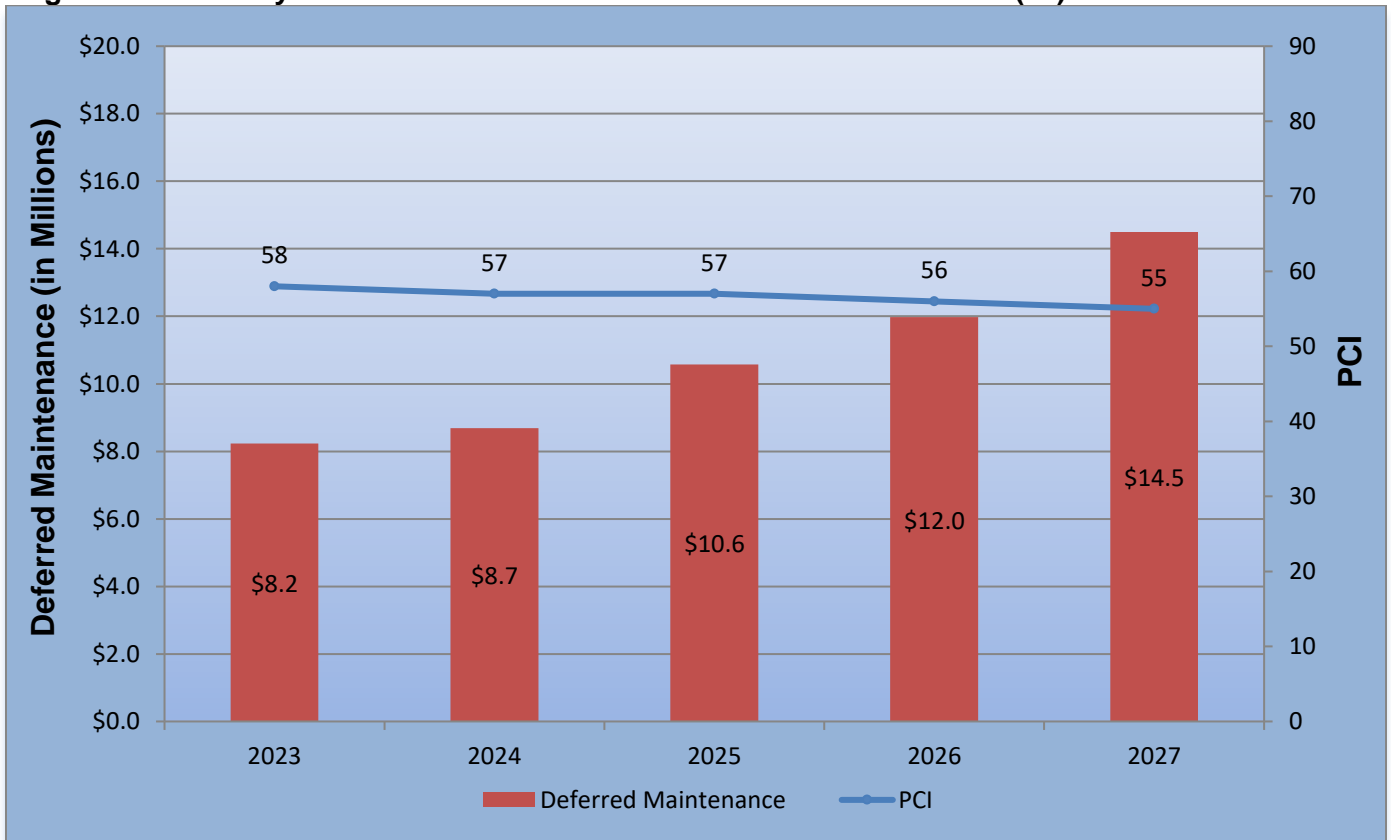
Scenario 3 — Maintain Current PCI (55)

This scenario analyzes the funding level that would be required to maintain the overall network PCI at the current level of 55 over the next five years. A total of \$5.13 million over five years would be required to achieve this goal. This is an increase of \$250,000 per year over the City’s current funding level. At this funding level the deferred maintenance backlog increases by \$6.9 million, reaching \$14.5 million in 2027. The percentage of the street network in the ‘Good’ condition category increases to 48.9% in 2027, from the current level of 39.6%. The percentage of the street network in ‘Very Poor’ condition increases from the current level of 17.2%, to 29.5% in 2027. These results are illustrated in Table 9 and Figure 6.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI (55)

	2023	2024	2025	2026	2027	Total
Budget Total	\$1,530,000	\$450,000	\$2,250,000	\$450,000	\$450,000	\$5,130,000
Rehabilitation budget	\$1,410,293	\$359,262	\$2,230,490	\$355,887	\$359,110	\$4,715,042
Preventative Maintenance budget	\$119,159	\$90,353	\$19,161	\$92,928	\$90,475	\$412,075
Deferred Maintenance	\$8,236,637	\$8,685,038	\$10,571,726	\$11,979,816	\$14,495,056	---
PCI	58	57	57	56	55	

Figure 6. Summary of Results from Scenario 3 — Maintain Current PCI (55)



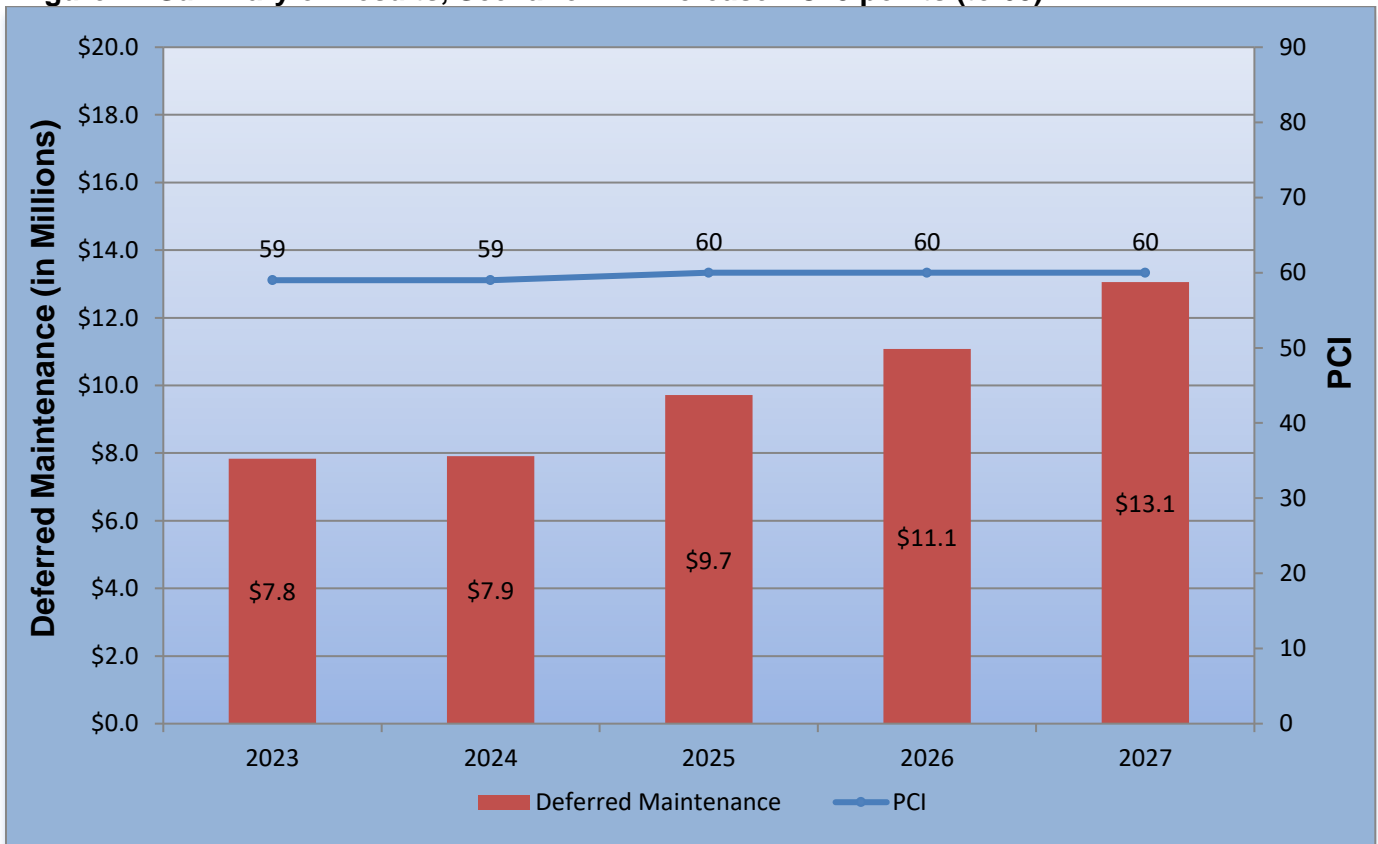
Scenario 4 — Increase PCI 5 points (to 65)

This scenario analyzes the funding level that would be required to increase the overall network PCI by 5 points, to 60, over the next five years. An annual investment level of \$1.43 million, for a total of \$7.13 million over five years, would be needed to achieve this goal. This is an increase of \$650,000 per year over the City’s current funding level. At this funding level the deferred maintenance backlog remains level, reaching \$13.1 million in 2027. The percentage of the street network in the ‘Good’ condition category increases to 61.3% in 2027, from the current level of 39.6%. The percentage of the street network in ‘Very Poor’ condition increases from the current level of 17.2%, to 28.5% in 2027. These results are illustrated in Table 10 and Figure 7.

Table 10. Summary of Results, Scenario 4 — Increase PCI 5 points (to 65)

	2023	2024	2025	2026	2027	Total
Budget Total	\$1,930,000	\$850,000	\$2,650,000	\$850,000	\$850,000	\$7,130,000
Rehabilitation budget	\$1,795,740	\$762,737	\$2,620,913	\$763,816	\$764,539	\$6,707,745
Preventative Maintenance budget	\$133,694	\$87,040	\$28,478	\$85,533	\$85,071	\$419,816
Deferred Maintenance	\$7,836,654	\$7,911,380	\$9,714,648	\$11,078,426	\$13,052,775	---
PCI	59	59	60	60	60	

Figure 7. Summary of Results, Scenario 4 — Increase PCI 5 points (to 65)



A comparison of the four scenarios is summarized in Figures 8 and 9. Figure 8 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 9 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 8 - Deferred Maintenance and PCI of Scenarios 1-4

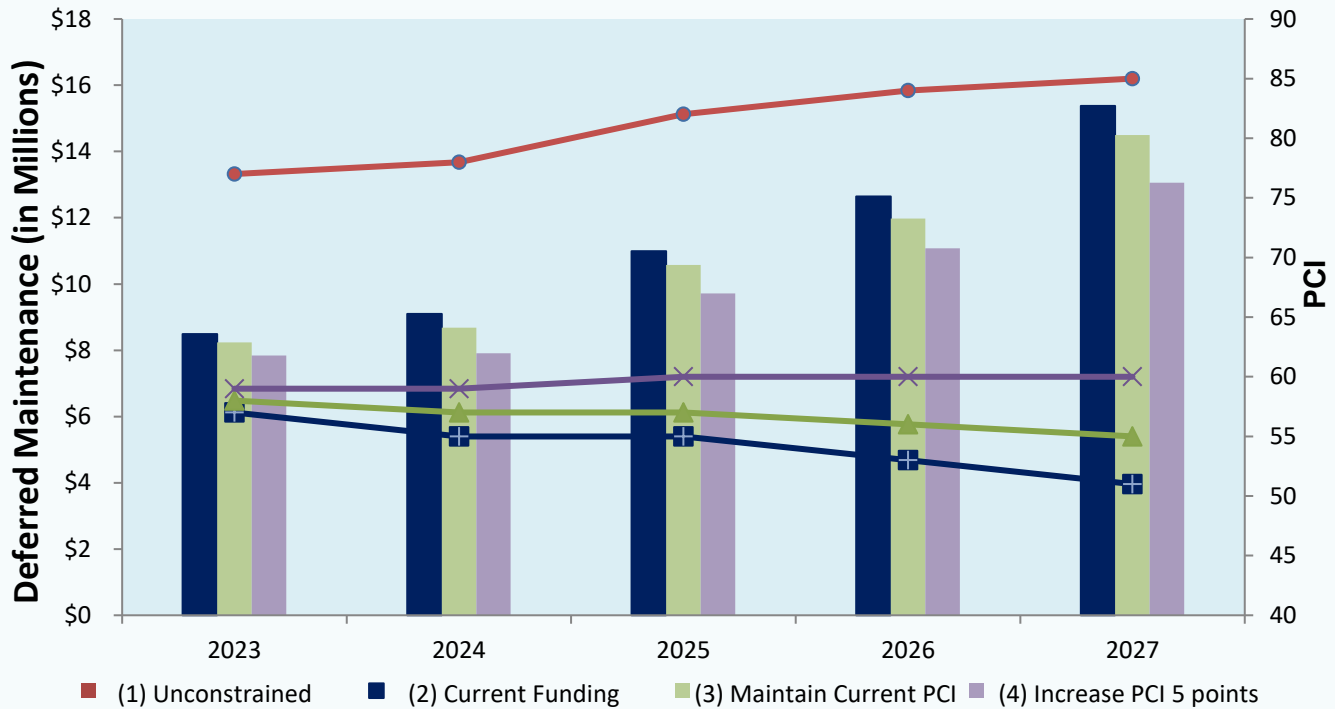
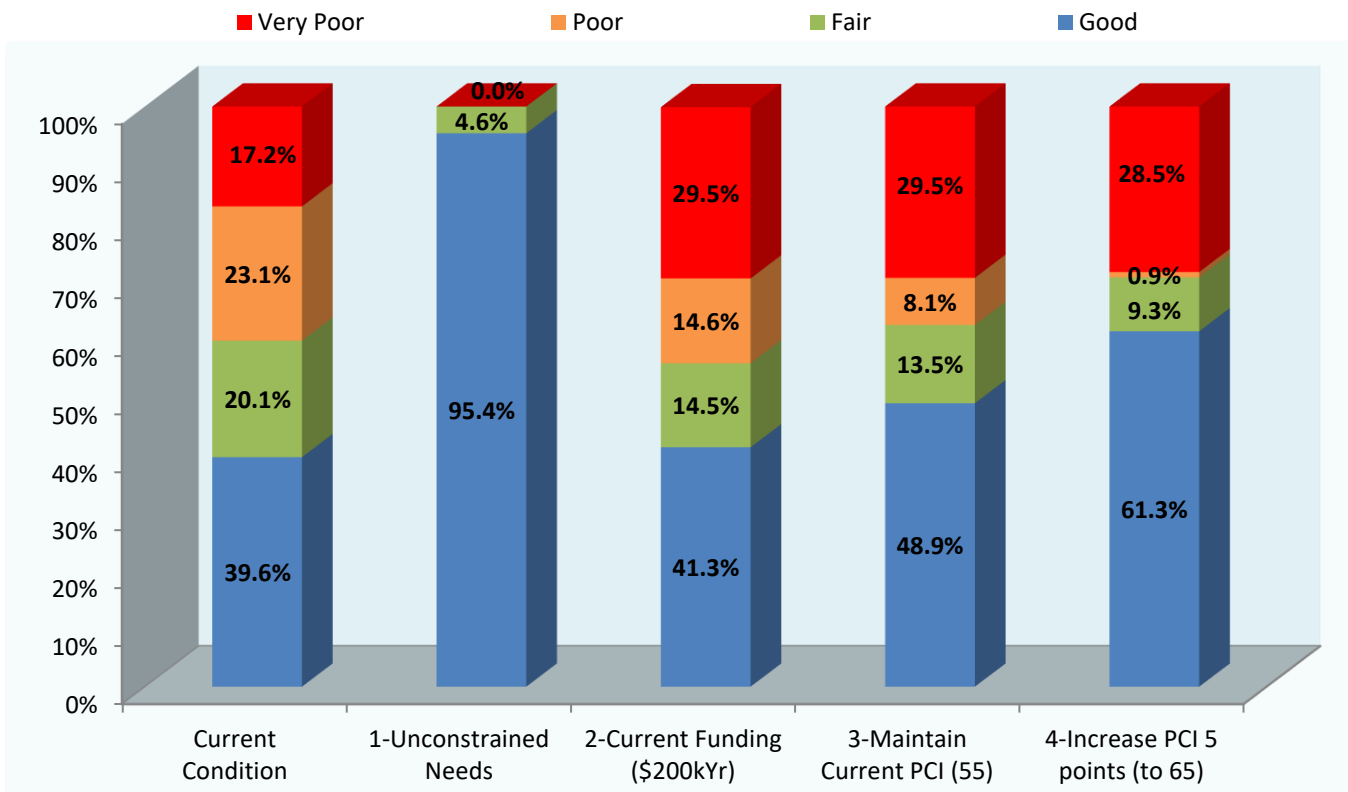


Figure 9 – Pavement Condition Category Percentages in 2027 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1 and Scenario 2 with a five-year expenditure total of \$18.68 million. Not only does this surface management plan improve the network to an optimal level of 85, it also eliminates the entire deferred maintenance backlog in the first year.

The current five-year funding level totaling \$3.88 million (Scenario 2) will result in a decline of the network PCI of four points, to 51, over the course of five years. By following this strategy through 2027, 41.3% of the City's street will be in the 'Good' condition category, an increase from the current level of 39.6% in 'Good' condition. The deferred maintenance backlog increases by \$6.9 million over five years, from \$8.5 million currently, to \$15.4 million in 2027. The percentage of the street network in 'Poor' to 'Very Poor' condition increases from 40.3% currently, to 44.1% in 2027. At the City's current funding level the street condition will decline and the deferred maintenance continues to increase.

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

The PMP Budget Needs Module is recommending \$17.15 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 91.8% of the planned costs, as estimated by the PMP. This places the city in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant ten year shortfall projection. Currently, 17.2% of the street network is in 'Very Poor' condition. This is likely to increase slightly to 29.5% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Unless funding is allocated to support an increase in the City's street rehabilitation program, the City may lose the opportunity to utilize lower cost preventative maintenance and light overlay treatment options.

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

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

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.

- Consider grouping treatments by geographic location in the City. This can help lower the overall cost of treatments, as well as help simplify logistics. The recommended treatments in Appendix F are determined by best timing according to the PCI, regardless of location. Often, overlays can be advanced or delayed by a year or so, and seals performed one to two years early, without significant loss of cost-effectiveness. Adjusting the timing of treatments with geographic location in mind is recommended.
- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces. Consider delaying treatment on streets with upcoming utility work, where appropriate.
- Evaluate the specific treatments and costs recommended by the PMP and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

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

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

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$37.5 million.

Appendix A

Definitions

Condition Categories

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix B

Network Summary Statistics

Network Replacement Cost

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	9	1.42	2.85	290,020	37
Collector	77	7.80	15.80	1,345,097	57
Residential/Local	149	14.55	28.82	2,184,502	55
Total	235	23.77	47.47	3,819,619	
Overall Network PCI as of 1/12/2023:					55

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

Network Replacement Cost

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Arterial	AC	0.8	\$16.11	71,100	\$1,145
	AC/AC	2.1	\$16.11	218,920	\$3,527
Collector	AC	7.8	\$16.11	666,191	\$10,733
	AC/AC	6.8	\$16.11	584,910	\$9,424
	PCC	1.3	\$16.11	93,996	\$1,514
Residential/Local	AC	21.2	\$5.00	1,611,377	\$8,057
	AC/AC	7.3	\$5.00	547,305	\$2,737
	PCC	0.4	\$13.67	25,820	\$353
Grand Total:		47.5		3,819,619	\$37,490

Appendix C

Needs Analysis Reports

Needs - Projected PCI/Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	77	55	\$548,448	\$8,694,906	\$9,243,355
2024	78	52	\$17,374	\$1,956,216	\$1,973,590
2025	82	50	\$8,527	\$3,369,208	\$3,377,735
2026	84	47	\$7,695	\$2,227,868	\$2,235,563
2027	85	44	\$2,984	\$1,848,695	\$1,851,679
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		3.13%	\$585,028	\$18,096,893	\$18,681,921

**Needs - Preventive Maintenance
Treatment/Cost Summary**

Interest: 6.00%

Inflation: 3.00%

Printed:
1/17/2023

Treatment	Year	Area Treated	Cost
SEAL CRACKS	2023	0.78 sq. yd.	\$2
	2024	84.69 sq. yd.	\$174
	2025	35.3 sq. yd.	\$75
	2026	3,520.86 sq. yd.	\$7,695
	2027	1,325.47 sq. yd.	\$2,984
	Total	4,967.11	\$10,929
Slurry Seal - Type II	2023	134,228.89 sq. yd.	\$548,447
	2024	5,386.67 sq. yd.	\$17,200
	2025	2,570 sq. yd.	\$8,452
	Total	142,185.56	\$574,099
	Total Quantity	147,152.66	\$585,028

Agenda Item Number: 12
Needs - Rehabilitation
Treatment/Cost Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023



Treatment	Year	Area Treated	Cost
1.75" AC OL	2023	26,624.22 sq.yd.	\$992,480
	2024	5,972.22 sq.yd.	\$233,753
	2025	7,677.22 sq.yd.	\$309,501
	2026	9,738.33 sq.yd.	\$404,371
	2027	4,605.56 sq.yd.	\$196,977
	Total	54,617.56 sq.yd.	\$2,137,082
2" AC OL	2023	2,612.67 sq.yd.	\$114,957
	Total	2,612.67 sq.yd.	\$114,957
2" AC OL w/Fabric	2023	38,716.56 sq.yd.	\$1,742,245
	2024	9,466.67 sq.yd.	\$438,780
	2025	13,615 sq.yd.	\$649,987
	2026	3,800 sq.yd.	\$186,856
	2027	2,417.78 sq.yd.	\$122,455
	Total	68,016 sq.yd.	\$3,140,324
2.5" AC OL w/Fabric	2023	11,083.22 sq.yd.	\$554,161
	2024	5,403.67 sq.yd.	\$278,289
	2025	3,857.78 sq.yd.	\$204,636
	2026	4,730 sq.yd.	\$258,430
	Total	25,074.67 sq.yd.	\$1,295,516
Micro Surfacing	2023	31,272.78 sq.yd.	\$359,637
	2024	8,197.33 sq.yd.	\$97,097
	2025	12,630.44 sq.yd.	\$154,096
	Total	52,100.56 sq.yd.	\$610,830
RECONSTRUCT STRUCTURE (AC)	2023	34,445.11 sq.yd.	\$4,931,426
	2024	6,081.67 sq.yd.	\$908,297
	2025	13,332.78 sq.yd.	\$2,050,988
	2026	8,698.33 sq.yd.	\$1,378,211
	2027	9,370.56 sq.yd.	\$1,529,263
	Total	71,928.44 sq.yd.	\$10,798,185
Total Cost			\$18,096,893

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		2" AC OL	\$44.00			
		IV - Poor		2.5" AC OL w/Fabric	\$50.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		2" AC OL	\$44.00			
		IV - Poor		2.5" AC OL w/Fabric	\$50.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		Mill / Medium AC OL	\$42.00			
		IV - Poor		Mill / Heavy AC OL	\$48.00			
		V - Very Poor		Mill / Heavy AC OL	\$48.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		Mill / 2" AC OL	\$48.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		2" AC OL	\$44.00			
		IV - Poor		2.5" AC OL w/Fabric	\$50.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		2" AC OL	\$44.00			
		IV - Poor		2.5" AC OL w/Fabric	\$50.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		Mill / Medium AC OL	\$42.00			
		IV - Poor		Mill / Heavy AC OL	\$48.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		Partial/Full Depth Repairs PCC	\$52.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$145.00			

 Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$3.10		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		1.75" AC OL	\$35.00			
		IV - Poor		1.75" AC OL	\$38.00			
		V - Very Poor		2" AC OL w/Fabric	\$45.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$3.10		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		1.75" AC OL	\$35.00			
		IV - Poor		1.75" AC OL	\$38.00			
		V - Very Poor		2" AC OL w/Fabric	\$45.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$2.00	3		
			Surface Treatment	Slurry Seal - Type II	\$2.67		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		Micro Surfacing	\$11.50		7	
		III - Good, Load Related		Mill / 1.5" AC OL	\$38.00			
		IV - Poor		Mill / 2" AC OL	\$40.00			
		V - Very Poor		2" AC OL w/Fabric	\$45.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		Partial/Full Depth Repairs PCC	\$52.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$123.00			

Functional Class and Surface combination not used
 Selected Treatment is not a Surface Seal

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$9,243,356	0%	2025	\$3,377,736	0%	2027	\$1,851,680	0%
2024	\$1,973,591	0%	2026	\$2,235,564	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	77	16.18	32.26
2024	52	78	2.21	4.42
2025	50	82	3.16	6.22
2026	47	84	11.15	22.30
2027	44	85	7.29	14.62

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	14.4%	23.8%	0.0%	39.6%
II / III	0.1%	8.0%	11.9%	0.0%	20.1%
IV	3.8%	7.6%	11.7%	0.0%	23.1%
V	2.3%	5.2%	9.8%	0.0%	17.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.6%	27.1%	43.0%	0.0%	73.7%
II / III	0.1%	3.2%	7.3%	0.0%	10.6%
IV	3.8%	5.0%	6.9%	0.0%	15.7%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.6%	33.2%	54.6%	0.0%	95.4%
II / III	0.0%	2.0%	2.6%	0.0%	4.6%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Scenarios - Cost Summary Agenda Item Number: 12

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023

Scenario: (1) Unconstrained Needs

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$9,243,356	II	\$359,637	Non-Project	\$548,448	\$0	Funded	\$0
			III	\$339,424				Unmet	\$0
			IV	\$1,322,175					
			V	\$6,673,671					
			Total	\$8,694,906					
		Project	\$0						
2024	0%	\$1,973,591	II	\$97,097	Non-Project	\$17,374	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$512,042					
			V	\$1,347,077					
			Total	\$1,956,216					
		Project	\$0						
2025	0%	\$3,377,736	II	\$154,096	Non-Project	\$8,527	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$514,137					
			V	\$2,700,975					
			Total	\$3,369,208					
		Project	\$0						
2026	0%	\$2,235,564	II	\$0	Non-Project	\$7,695	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$662,801					
			V	\$1,565,067					
			Total	\$2,227,868					
		Project	\$0						
2027	0%	\$1,851,680	II	\$0	Non-Project	\$2,984	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$196,977					
			V	\$1,651,719					
			Total	\$1,848,695					
		Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$3,942,928	\$32,523	\$0	\$0
Collector	\$8,261,355	\$275,799	\$0	\$0
Residential/Local	\$5,892,610	\$276,706	\$0	\$0
Grand Total:	\$18,096,893	\$585,028	\$0	\$0

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (2) Current Funding (\$200k/Yr)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,280,000	5%	2025	\$2,000,000	3.5%	2027	\$200,000	35%
2024	\$200,000	35%	2026	\$200,000	35%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	57	1.07	2.14
2024	52	55	1.39	2.79
2025	50	55	1.06	2.11
2026	47	53	1.69	3.38
2027	44	51	2.54	4.97

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	14.4%	23.8%	0.0%	39.6%
II / III	0.1%	8.0%	11.9%	0.0%	20.1%
IV	3.8%	7.6%	11.7%	0.0%	23.1%
V	2.3%	5.2%	9.8%	0.0%	17.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.6%	15.3%	24.1%	0.0%	43.0%
II / III	0.1%	7.2%	11.9%	0.0%	19.2%
IV	2.6%	7.6%	11.3%	0.0%	21.6%
V	1.2%	5.2%	9.8%	0.0%	16.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.9%	12.5%	22.9%	0.0%	41.3%
II / III	0.0%	5.0%	9.6%	0.0%	14.5%
IV	0.0%	6.6%	8.0%	0.0%	14.6%
V	1.7%	11.2%	16.7%	0.0%	29.5%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Scenarios - Cost Summary Agenda Item Number: 12

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (2) Current Funding (\$200k/Yr)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	5%	\$1,280,000	II	\$40,429	Non-Project	\$8,927	\$0	\$8,486,458	Funded	\$0
			III	\$0					Unmet	\$64,307
			IV	\$51,819					Project	\$98,481
			V	\$0						
			Total	\$92,248						
		Project	\$1,079,975							
2024	35%	\$200,000	II	\$17,828	Non-Project	\$70,620	\$0	\$9,101,731	Funded	\$0
			III	\$0					Unmet	\$10,661
			IV	\$111,332					Project	\$0
			V	\$0						
			Total	\$129,160						
		Project	\$0							
2025	4%	\$2,000,000	II	\$18,029	Non-Project	\$9,042	\$0	\$10,988,195	Funded	\$0
			III	\$0					Unmet	\$21,695
			IV	\$172,236					Project	\$0
			V	\$0						
			Total	\$190,265						
		Project	\$1,799,929							
2026	35%	\$200,000	II	\$5,934	Non-Project	\$69,752	\$248	\$12,646,745	Funded	\$0
			III	\$0					Unmet	\$14,434
			IV	\$122,750					Project	\$0
			V	\$0						
			Total	\$128,684						
		Project	\$0							
2027	35%	\$200,000	II	\$83,859	Non-Project	\$70,906	\$0	\$15,378,094	Funded	\$0
			III	\$0					Unmet	\$9,677
			IV	\$43,340					Project	\$0
			V	\$0						
			Total	\$127,198						
		Project	\$0							

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,879,904	\$33,092	\$0	\$5,664
Collector	\$170,677	\$95,909	\$0	\$44,080
Residential/Local	\$496,878	\$198,727	\$0	\$71,031
Grand Total:	\$3,547,459	\$327,728	\$0	\$120,775

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (3) Maintain Current PCI (55)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,530,000	5.9%	2025	\$2,250,000	4%	2027	\$450,000	20%
2024	\$450,000	20%	2026	\$450,000	20%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	58	1.83	3.66
2024	52	57	1.73	3.45
2025	50	57	1.51	2.92
2026	47	56	2.64	5.29
2027	44	55	3.90	7.80

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	14.4%	23.8%	0.0%	39.6%
II / III	0.1%	8.0%	11.9%	0.0%	20.1%
IV	3.8%	7.6%	11.7%	0.0%	23.1%
V	2.3%	5.2%	9.8%	0.0%	17.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.6%	15.4%	25.6%	0.0%	44.6%
II / III	0.1%	7.0%	11.9%	0.0%	19.1%
IV	2.6%	7.6%	9.9%	0.0%	20.2%
V	1.2%	5.2%	9.8%	0.0%	16.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.9%	12.9%	30.0%	0.0%	48.9%
II / III	0.0%	4.5%	9.0%	0.0%	13.5%
IV	0.0%	6.7%	1.4%	0.0%	8.1%
V	1.7%	11.2%	16.7%	0.0%	29.5%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Scenarios Criteria:

Criteria:

Scenarios - Cost Summary Agenda Item Number: 12

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (3) Maintain Current PCI (55)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	6%	\$1,530,000	II	\$46,677	Non-Project	\$20,678	\$64	\$8,236,637	Funded	\$0
			III	\$0					Unmet	\$63,016
			IV	\$283,640					Project	\$98,481
			V	\$0						
			Total	\$330,318						
		Project	\$1,079,975							
2024	20%	\$450,000	II	\$8,568	Non-Project	\$90,353	\$0	\$8,685,038	Funded	\$0
			III	\$0					Unmet	\$10,766
			IV	\$350,694					Project	\$0
			V	\$0						
			Total	\$359,262						
		Project	\$0							
2025	4%	\$2,250,000	II	\$18,029	Non-Project	\$19,161	\$0	\$10,571,726	Funded	\$0
			III	\$41,752					Unmet	\$21,273
			IV	\$370,779					Project	\$0
			V	\$0						
			Total	\$430,560						
		Project	\$1,799,929							
2026	20%	\$450,000	II	\$5,934	Non-Project	\$92,928	\$0	\$11,979,816	Funded	\$0
			III	\$0					Unmet	\$13,647
			IV	\$349,953					Project	\$0
			V	\$0						
			Total	\$355,887						
		Project	\$0							
2027	20%	\$450,000	II	\$109,860	Non-Project	\$90,475	\$0	\$14,495,056	Funded	\$0
			III	\$0					Unmet	\$9,031
			IV	\$249,250					Project	\$0
			V	\$0						
			Total	\$359,110						
		Project	\$0							

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,879,904	\$33,092	\$0	\$5,664
Collector	\$214,048	\$119,245	\$0	\$43,820
Residential/Local	\$1,621,088	\$259,738	\$0	\$68,248
Grand Total:	\$4,715,040	\$412,075	\$0	\$117,733

Scenarios Criteria:

Criteria:

Scenarios - Network Condition Summary

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (4) Increase PCI 5 points (to 60)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,930,000	4.4%	2025	\$2,650,000	3.2%	2027	\$850,000	10%
2024	\$850,000	10%	2026	\$850,000	10%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	55	59	2.04	4.07
2024	52	59	2.82	5.64
2025	50	60	2.39	4.67
2026	47	60	2.72	5.43
2027	44	60	5.68	11.36

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.4%	14.4%	23.8%	0.0%	39.6%
II / III	0.1%	8.0%	11.9%	0.0%	20.1%
IV	3.8%	7.6%	11.7%	0.0%	23.1%
V	2.3%	5.2%	9.8%	0.0%	17.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.6%	15.4%	27.8%	0.0%	46.8%
II / III	0.1%	7.2%	11.9%	0.0%	19.2%
IV	2.6%	7.4%	7.7%	0.0%	17.8%
V	1.2%	5.2%	9.8%	0.0%	16.2%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.9%	21.0%	34.4%	0.0%	61.3%
II / III	0.0%	2.3%	7.0%	0.0%	9.3%
IV	0.0%	0.9%	0.0%	0.0%	0.9%
V	1.7%	11.0%	15.8%	0.0%	28.5%
Total	7.6%	35.2%	57.2%	0.0%	100.0%

Scenarios - Cost Summary Agenda Item Number: 12

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (4) Increase PCI 5 points (to 60)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	4%	\$1,930,000	II	\$40,429	Non-Project	\$35,213	\$0	\$7,836,654	Funded	\$0
			III	\$0					Unmet	\$61,072
			IV	\$675,336					Project	\$98,481
			V	\$0						
			Total	\$715,765						
		Project	\$1,079,975							
2024	10%	\$850,000	II	\$93,386	Non-Project	\$87,040	\$0	\$7,911,380	Funded	\$0
			III	\$0					Unmet	\$9,034
			IV	\$669,351					Project	\$0
			V	\$0						
			Total	\$762,737						
		Project	\$0							
2025	3%	\$2,650,000	II	\$100,591	Non-Project	\$28,478	\$0	\$9,714,648	Funded	\$0
			III	\$136,438					Unmet	\$19,317
			IV	\$543,536					Project	\$0
			V	\$40,420						
			Total	\$820,984						
		Project	\$1,799,929							
2026	10%	\$850,000	II	\$14,102	Non-Project	\$85,533	\$0	\$11,078,426	Funded	\$0
			III	\$0					Unmet	\$11,664
			IV	\$624,859					Project	\$0
			V	\$124,855						
			Total	\$763,816						
		Project	\$0							
2027	10%	\$850,000	II	\$75,402	Non-Project	\$85,071	\$0	\$13,052,775	Funded	\$0
			III	\$0					Unmet	\$8,552
			IV	\$667,189					Project	\$0
			V	\$21,947						
			Total	\$764,539						
		Project	\$0							

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$2,879,904	\$32,091	\$0	\$5,664
Collector	\$1,669,689	\$130,635	\$0	\$42,316
Residential/Local	\$2,158,152	\$257,090	\$0	\$61,659
Grand Total:	\$6,707,745	\$419,816	\$0	\$109,639

Scenarios Criteria:

Criteria:

Appendix E

Section PCI/Remaining Service Life (RSL) Listing Report

Section PCI/RSL Listing

Printed: 3/21/2023

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ABBOTT	10	ABBOTT AVENUE	PETALUMA	END PAVED SECTION	230	26	5,980	R - Residential/Local	O - AC/AC	88	40.35
ACORN	10	ACORN COURT	SWAINWOOD TERRACE	END	145	26	3,770	R - Residential/Local	A - AC	81	26.72
ANTHON	10	ANTHONY STREET	SPRINGDALE ST	END	400	28	12,000	R - Residential/Local	O - AC/AC	70	22.59
BARNES	10	BARNES AVENUE	ABBOTT	SEBASTOPOL AVE.	375	20	7,500	R - Residential/Local	O - AC/AC	91	36.90
BATELY	10	BATELY COURT	MURPHY AVE.	END	480	30	14,400	R - Residential/Local	A - AC	44	7.12
BAYBRY	10	BAYBERRY COURT	WOODLAND AVE.	CUL DE SAC	235	26	6,110	R - Residential/Local	A - AC	74	22.28
BEATIE	10	BEATTIE LANE	LYNCH RD.	ROADS END / CUL DE SAC	690	32	22,080	R - Residential/Local	A - AC	78	24.80
BELLVW	10	BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	765	34	26,010	R - Residential/Local	O - AC/AC	77	29.77
BERRY	10	BERRY LANE	N. MAIN ST.	END	250	10	2,500	R - Residential/Local	A - AC	21	0.00
BLSMWD	10	BLOSSOMWOOD AVENUE	ACORN COURT	PALM AVENUE	700	26	18,200	R - Residential/Local	A - AC	83	27.98
BOD	10A	BODEGA AVENUE	MAIN	HIGH ST	422	41	17,302	A - Arterial	O - AC/AC	38	3.39
BOD	10B	BODEGA AVENUE	HIGH ST	FLORENCE	593	41	24,313	A - Arterial	O - AC/AC	38	3.39
BOD	20	BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	1,100	37	40,700	A - Arterial	A - AC	21	0.00
BOD	30A	BODEGA AVENUE	1100' W/O FLORENCE (7606 MAIL)	ROBINSON RD	508	41	20,828	A - Arterial	O - AC/AC	26	0.29
BOD	30B	BODEGA AVENUE	ROBINSON RD	270' W/O NELSON (COP)	827	41	33,907	A - Arterial	O - AC/AC	26	0.29
BOD	40	BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	1,110	34	37,740	A - Arterial	O - AC/AC	29	1.06
BOD	50	BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	175	30	5,250	A - Arterial	O - AC/AC	56	9.02
BOD	60	BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	290	42	12,180	A - Arterial	O - AC/AC	30	1.32
BOD	70	BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	1,180	44	51,920	A - Arterial	O - AC/AC	80	23.16
BOD	80	BODEGA AVENUE	290 W/O RAGLE AVE (SOUTH)	VALLEY VIEW	950	32	30,400	A - Arterial	A - AC	18	0.00
BOD	90	BODEGA AVENUE	VALLEY VIEW	CITY LIMITS	360	43	15,480	A - Arterial	O - AC/AC	18	0.00
BNRDEL	10	BONNARDEL AVENUE	ANALY AVE.	WALLACE ST.	625	34	21,250	C - Collector	O - AC/AC	79	24.08
BRIAN	10	BRIAN COURT	HILL DR.	CUL DE SAC	115	32	3,680	R - Residential/Local	A - AC	73	21.66
BRTIAN	10	BRITAIN AVENUE	MURPHY AVE.	JESSE ST.	325	27	8,775	R - Residential/Local	O - AC/AC	53	11.23
BRTIAN	20	BRITAIN AVENUE	JESSE ST.	NEVA ST.	340	27	9,180	R - Residential/Local	O - AC/AC	66	20.40
BROOKH	10	BROOKHAVEN COURT	VALENTINE AVE	END	479	32	15,328	R - Residential/Local	A - AC	16	0.00
BROOKS	10	BROOKSIDE AVENUE	MURPHY AVE	END	715	26	18,590	R - Residential/Local	O - AC/AC	79	28.82
BROWN	10	BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	100	32	3,200	R - Residential/Local	A - AC	77	24.17
BROWN	20	BROWN STREET	DEPOT ST.	MCKINLEY ST.	320	16	5,120	R - Residential/Local	A - AC	1	0.00
BUR	10	BURNETT STREET	PETALUMA	S. MAIN	310	32	9,920	C - Collector	O - AC/AC	75	20.85
BUR	20	BURNETT STREET	S. MAIN	HIGH	380	25	9,500	C - Collector	P - PCC	22	0.00

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
CAL	10	CALDER AVENUE	S. MAIN	HIGH ST	420	34	14,280	C - Collector	P - PCC	14	0.00
CAL	15	CALDER AVENUE	HIGH ST	PARQUET ST	390	34	13,260	C - Collector	P - PCC	15	0.00
CAL	20	CALDER AVENUE	PARQUET (AT COP)	SWAIN	521	26	13,546	C - Collector	A - AC	71	12.08
CAL	30	CALDER AVENUE	SWAIN	JEWELL	200	37	7,400	C - Collector	A - AC	71	12.08
CLVLND	10	CLEVELAND AVENUE	HEALDSBURG AVE.	END	650	25	16,250	R - Residential/Local	A - AC	93	33.45
COOPER	10	COOPER ROAD	HWY 116	CITY LIMITS	250	24	6,000	R - Residential/Local	A - AC	56	12.64
CORLIN	10	CORLINE COURT	HWY 116	CUL DE SAC	650	32	20,800	R - Residential/Local	A - AC	25	0.00
COV	10	COVERT LANE	HEALDSBURG	712 W/O HEALDSBURG (COP)	712	60	42,720	C - Collector	O - AC/AC	37	3.32
COV	20	COVERT LANE	712 W/O HEALDSBURG (COP)	PLEASANT HILL	350	50	17,500	C - Collector	O - AC/AC	14	0.00
COV	30	COVERT LANE	PLEASANT HILL	RAGLE RD.	1,380	34	46,920	C - Collector	O - AC/AC	82	26.81
DANMAR	10	DANMAR DRIVE	HWY 116	CITY LIMIT	228	33	7,524	R - Residential/Local	A - AC	10	0.00
DEPOT	10	DEPOT STREET	PETALUMA AVE.	END	550	25	13,750	R - Residential/Local	A - AC	5	0.00
DOWD	10	DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	700	32	22,400	R - Residential/Local	A - AC	68	18.64
DUFRNC	10	DU FRANC AVENUE	HEALDSBURG AVE.	500 FT N/O HLDSBRG AVE	500	24	12,000	R - Residential/Local	A - AC	84	28.61
DUFRNC	15	DU FRANC AVENUE	500 FT N/O HLDSBRG AVE	END	600	28	16,800	R - Residential/Local	A - AC	80	26.08
DUTTON	10	DUTTON AVENUE	BODEGA AVE.	HUNTLEY ST.	750	32	24,000	R - Residential/Local	A - AC	56	12.17
EASTSD	10	EASTSIDE AVENUE	PALM AVE	SOUTH AVE	250	25	6,250	R - Residential/Local	A - AC	19	0.00
EDDIE	10	EDDIE LANE	N MAIN ST	CITY LIMIT	570	16	9,120	R - Residential/Local	A - AC	53	10.71
EDMAN	10	EDMAN WAY	N. HIGH ST.	BODEGA AVE.	485	18	8,730	R - Residential/Local	O - AC/AC	73	25.01
EILEEN	10	EILEEN DRIVE	PLEASANT HILL AVE.	PLEASANT HILL AVE.	1,150	32	36,800	R - Residential/Local	A - AC	53	10.71
ELEANR	10	ELEANOR AVENUE	FANNEN AVE.	WALKER AVE.	522	25	13,050	R - Residential/Local	A - AC	64	16.37
ELLIS	10	ELLIS COURT	HEALDSBURG	END OF CITY MAINTAINED STREET	580	30	17,400	R - Residential/Local	O - AC/AC	58	14.06
ENOS	10	ENOS AVENUE	LYNCH RD.	CITY LIMITS	850	12	10,200	R - Residential/Local	A - AC	19	0.00
EVAN	10	EVAN AVENUE	MAYTUM AVE.	LITCHFIELD AVE.	400	26	10,400	R - Residential/Local	A - AC	17	0.00
FANNEN	10	FANNEN AVENUE	PETALUMA AVE.	SOUTH MAIN ST.	215	26	5,590	R - Residential/Local	O - AC/AC	3	0.00
FANNEN	20	FANNEN AVENUE	ELEANOR AVE.	PETALUMA	300	25	7,500	R - Residential/Local	A - AC	67	18.06
FELLER	10	FELLERS LANE	LITCHFIELD	HWY 116	1,235	32	39,520	R - Residential/Local	A - AC	65	16.93
FIR	10	FIRCREST AVENUE	GRAVENSTEIN HWY. S.	173' W/O G. HWY. S. (NARROW)	195	38	7,410	C - Collector	O - AC/AC	79	24.06
FIR	20	FIRCREST AVENUE	173' WEST OF G. HWY. S.	384' WEST OF G. HWY. S.	212	22	4,664	C - Collector	O - AC/AC	67	15.54
FIR	30	FIRCREST AVENUE	384' W/O G. HWY. S. (NARROW)	LILLIAN	630	27	17,010	C - Collector	O - AC/AC	68	16.15

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
FIR	40	FIRCREST AVENUE	MAYTUM	MCFARLANE	655	23	15,065	C - Collector	O - AC/AC	80	24.96
FIRST	10	FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	2,195	17	37,315	R - Residential/Local	O - AC/AC	80	34.03
FIRST	20	FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	225	17	3,825	R - Residential/Local	A - AC	41	5.70
FLO	10	FLORENCE AVENUE	HEALDSBURG	98' S/O HEALDSBURG	98	37	3,626	C - Collector	O - AC/AC	47	6.83
FLO	20	FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	515	26	13,390	C - Collector	O - AC/AC	75	20.85
FLO	30	FLORENCE AVENUE	MARYS LANE	1000 S/O MARYS LANE	1,000	32	32,000	C - Collector	A - AC	61	8.52
FLO	40	FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	250	28	7,000	C - Collector	A - AC	66	10.21
FLYNN	10	FLYNN STREET	LAGUNA PARK WAY	END	400	31	12,400	R - Residential/Local	A - AC	45	7.54
FORE	10	FORE WAY	ANALY AVE.	WALLACE ST.	640	12	7,680	R - Residential/Local	A - AC	1	0.00
FRANKE	10	FRANKEL LANE	RAGLE RD.	CUL DE SAC	835	27	22,545	R - Residential/Local	A - AC	55	11.69
GIUSTI	10	GIUSTI COURT	JEWELL AVE	CUL DE SAC	225	26	5,850	R - Residential/Local	A - AC	72	21.05
GOLDEN	10	GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	650	32	20,800	R - Residential/Local	A - AC	41	5.87
GROSS	10	GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	140	37	5,180	R - Residential/Local	O - AC/AC	81	34.15
GWEN	10	GWENDOLYN PLACE	LITCHFIELD AV	END	316	32	10,112	R - Residential/Local	A - AC	82	32.47
HNSNCT	10	HANSEN COURT	HANSEN LN.	END	315	26	8,190	R - Residential/Local	A - AC	72	21.04
HANSEN	15	HANSEN LANE	MICHAEL PLACE	250 N/O MICHAEL PLACE	215	32	6,880	R - Residential/Local	A - AC	93	33.45
HANSEN	20	HANSEN LANE	250 N/O MICHAEL PLACE	COVERT LN	700	32	22,400	R - Residential/Local	A - AC	78	24.81
HARRSN	10	HARRISON STREET	HEALDSBURG AVE.	END	600	24	14,400	R - Residential/Local	A - AC	53	11.30
HAWTHRN	10	HAWTHORNE COURT	MEADOWLARK DR.	CUL DE SAC	150	26	3,900	R - Residential/Local	A - AC	29	1.36
HAY	10	HAYDEN AVENUE	LITCHFIELD	MC FARLANE	1,200	26	31,200	C - Collector	A - AC	45	4.23
HAY	20	HAYDEN AVENUE	MCFARLANE	JEWELL	565	32	18,080	C - Collector	A - AC	77	14.59
HERMOS	10	HERMOSA COURT	WASHINGTON AVE	END	265	26	6,890	R - Residential/Local	A - AC	63	15.83
HIG	10	HIGH STREET	BODEGA	BURNETT	215	28	6,020	C - Collector	O - AC/AC	78	23.24
HIG	20	HIGH STREET	BURNETT	WILLOW	465	26	12,090	C - Collector	O - AC/AC	79	24.09
HIG	30	HIGH STREET	WILLOW	CALDER	324	28	9,072	C - Collector	P - PCC	14	0.00
HIG	40	HIGH STREET	CALDER	MAPLE	720	24	17,280	C - Collector	P - PCC	18	0.00
HIG	50	HIGH STREET	MAPLE	PALM	388	28	10,864	C - Collector	P - PCC	15	0.00
HILL	10	HILL DRIVE	THERESA CT.	NORLEE ST.	785	33	25,905	R - Residential/Local	A - AC	82	27.36
HOLLY	10	HOLLY COURT	RAGLE RD.	CUL DE SAC	275	27	7,425	R - Residential/Local	A - AC	65	16.93
HUNTLY	10	HUNTLEY STREET	WASHINGTON AVE.	FLORENCE AVE.	1,140	31	35,340	R - Residential/Local	A - AC	77	24.18
HRLBUT	10	HURLBUT AVENUE	HWY 116	CITY LIMITS	650	28	18,200	R - Residential/Local	A - AC	62	15.28
HUTCH	10	HUTCHINS AVENUE	HWY 116	CITY LIMITS	175	23	4,025	R - Residential/Local	A - AC	14	0.00
JEAN	10	JEAN DRIVE	100 S/O LYNCH RD	LYNCH RD	100	23	2,300	R - Residential/Local	A - AC	22	0.00
JESSE	10	JESSIE STREET	HUNTLEY ST.	END	835	27	22,545	R - Residential/Local	A - AC	79	25.44
JEWELL	20	JEWELL AVENUE	BODEGA AVE	WILLOW (AT COP)	560	37	20,720	C - Collector	O - AC/AC	18	0.00

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
JEWELL	30	JEWELL AVENUE	WILLOW (AT COP)	CALDER (AT COP)	450	27	12,150	C - Collector	O - AC/AC	23	0.00
JEWELL	40	JEWELL AVENUE	CALDER (AT COP)	LELAND	250	33	8,250	C - Collector	A - AC	38	2.56
JEWELL	50	JEWELL AVENUE	LELAND	HAYDEN	1,100	32	35,200	C - Collector	A - AC	68	10.93
JEWELL	60	JEWELL AVENUE	HAYDEN	SHAUN	600	37	22,200	C - Collector	A - AC	72	12.47
JEWELL	70	JEWELL AVENUE	SHAUN	BELLE VIEW	880	39	34,320	C - Collector	A - AC	71	12.08
JEWELL	80	JEWELL AVENUE	BELLE VIEW	50ft S/O DOWD	300	40	12,000	C - Collector	A - AC	74	13.29
JOHNSN	10	JOHNSON STREET	LAGUNA PARK WAY	SUNSET AVE.	967	20	19,340	R - Residential/Local	A - AC	30	1.68
JOHNSN	20	JOHNSON STREET	SUNSET AVE.	EDDIE LN.	500	36	18,000	R - Residential/Local	A - AC	47	8.42
JUANIT	10	JUANITA COURT	ZIMPHER DR.	CUL DE SAC	415	32	13,280	R - Residential/Local	O - AC/AC	57	15.72
KATHLE	10	KATHLEEN COURT	MICHAEL PLACE	CUL DE SAC	130	32	4,160	R - Residential/Local	A - AC	93	33.45
KEAT	10	KEATING AVENUE	PITT	NORTH MAIN	535	37	19,795	C - Collector	A - AC	88	22.36
LAGUPK	10	LAGUNA PARK WAY	MCKINLEY ST.	JOHNSON ST.	500	36	18,000	C - Collector	A - AC	68	10.93
LAGUPK	20	LAGUNA PARK WAY	MORRIS ST.	JOHNSON ST.	900	36	32,400	C - Collector	A - AC	62	8.84
LAUREL	10	LAUREL COURT	WOODLAND AVE.	CUL DE SAC	250	26	6,500	R - Residential/Local	A - AC	50	9.80
LELAND	10	LELAND STREET	ROBINSON RD.	JEWELL AVE.	1,045	18	18,810	R - Residential/Local	A - AC	19	0.00
LILLIANWAY	10	LILLIAN WAY	FIRCREST AVE	END	335	29	9,715	R - Residential/Local	A - AC	30	1.68
LITCH	10	LITCHFIELD AVENUE	S. MAIN	225' S/O PALM	225	29	6,525	C - Collector	A - AC	37	2.34
LITCH	15	LITCHFIELD AVENUE	225' S/O PALM	FELLERS	680	28	19,040	C - Collector	A - AC	42	3.50
LITCH	20	LITCHFIELD AVENUE	FELLERS	NARROWING	163	30	4,890	C - Collector	A - AC	67	10.56
LITCH	30	LITCHFIELD AVENUE	NARROWING	FIRCREST	1,240	28	34,720	C - Collector	A - AC	56	6.96
LIVOAK	05	LIVE OAK AVENUE	HEALDSBURG AVE	75 N/O HEALDSBURG AVE	75	32	2,400	R - Residential/Local	A - AC	1	0.00
LIVOAK	15	LIVE OAK AVENUE	75 N/O HEALDSBURG AVE	END OF STREET	500	27	13,500	R - Residential/Local	A - AC	16	0.00
LORAIN	10	LORRAINE COURT	VALENTINE AVE.	CUL DE SAC	450	26	11,700	R - Residential/Local	A - AC	78	24.81
LYDIG	05	LYDING LANE	HEALDSBURG AVE	CURB AND GUTTER	275	27	7,425	R - Residential/Local	A - AC	90	31.91
LYDIG	15	LYDING LANE	CURB AND GUTTER	CITY LIMIT	330	30	9,900	R - Residential/Local	A - AC	5	0.00
LYN	10	LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	170	25	4,250	C - Collector	A - AC	76	14.15
LYN	20	LYNCH ROAD	170' W/O G. HWY. S.	250' W/O G. HWY. S.	80	20	1,600	C - Collector	A - AC	57	7.26
LYN	30	LYNCH ROAD	BEATTIE	MCFARLANE	270	22	5,940	C - Collector	O - AC/AC	80	24.96
LYN	40	LYNCH ROAD	MCFARLANE	JEAN	210	36	7,560	C - Collector	O - AC/AC	79	24.08
LYN	50	LYNCH ROAD	JEAN	204 W/O JEAN (COP)	245	28	6,860	C - Collector	O - AC/AC	76	21.64
LYN	60	LYNCH ROAD	204 W/O JEAN (COP)	CITY LIMIT	424	26	11,024	C - Collector	A - AC	74	13.29
MAPLE	10	MAPLE AVENUE	175 FT W/O S. MAIN	S. MAIN ST.	175	26	4,550	R - Residential/Local	O - AC/AC	57	14.93
MAPLE	15	MAPLE AVENUE	VINE ST	175 FT W/O S. MAIN	475	28	13,300	R - Residential/Local	O - AC/AC	71	26.64
MARYS	10	MARYS LANE	WEST ST.	FLORENCE AVE.	350	24	8,400	R - Residential/Local	O - AC/AC	87	34.30

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
MAY	10	MAY COURT	VALLEY VIEW DR.	CUL DE SAC	200	37	7,400	R - Residential/Local	O - AC/AC	81	34.15
MAYTUM	10	MAYTUM AVENUE	EVAN AVE.	FIRCREST AVE.	620	27	16,740	R - Residential/Local	A - AC	13	0.00
MCFAR	10	MCFARLANE AVENUE	HAYDEN	60 S/O WALNUT	360	30	10,800	C - Collector	A - AC	61	8.50
MCFAR	20	MCFARLANE AVENUE	60' SOUTH OF WALNUT	410' SOUTH OF WALNUT	350	23	8,050	C - Collector	A - AC	67	10.56
MCFAR	30	MCFARLANE AVENUE	410' SOUTH OF WALNUT	WOODLAND	210	31	6,510	C - Collector	A - AC	71	12.08
MCFAR	40	MCFARLANE AVENUE	WOODLAND	FIRCREST	283	28	7,924	C - Collector	O - AC/AC	82	26.81
MCFAR	50	MCFARLANE AVENUE	FIRCREST	BELLE VIEW	112	23	2,576	C - Collector	O - AC/AC	82	26.81
MCFAR	60	MCFARLANE AVENUE	BELLE VIEW	DOWD	255	35	8,925	C - Collector	A - AC	49	5.27
MCFAR	70	MCFARLANE AVENUE	DOWD	LYNCH	638	24	15,312	C - Collector	O - AC/AC	80	24.96
MCKIN	10	MCKINLEY STREET	PETALUMA AVE	N. MAIN ST	440	36	15,840	R - Residential/Local	A - AC	87	30.38
MCKIN	20	MCKINLEY STREET	PETALUMA AVE	390' E OF PETALUMA AVE	390	36	14,040	C - Collector	A - AC	37	2.34
MEADCT	10	MEADOW COURT	DUFRANC	END	600	25	15,000	R - Residential/Local	A - AC	78	24.81
MEADAV	10	MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	264	32	8,448	R - Residential/Local	A - AC	40	5.64
MEADAV	20	MEADOWLARK AVENUE	HAWTHORNE CT	JEWELL AVE	1,115	32	35,680	R - Residential/Local	A - AC	61	14.74
MICHAEL	10	MICHAEL PLACE	VALENTINE AVE.	HANSEN LN. WEST	590	32	18,880	R - Residential/Local	A - AC	93	33.45
MITCHELL	10	MITCHELL COURT	PLEASANT HILL RD.	CUL DE SAC	700	26	18,200	R - Residential/Local	A - AC	63	15.82
MORRIS	10	MORRIS STREET	SEBASTOPOL	LAGUNA PARK WAY	875	40	35,000	R - Residential/Local	A - AC	26	0.32
MORRIS	20	MORRIS STREET	LAGUNA PARK WAY	EDDIE LANE	1,200	40	48,000	R - Residential/Local	A - AC	28	1.01
MURPHY	10	MURPHY AVENUE	HEALDSBURG	BATELY COURT	385	38	14,630	C - Collector	O - AC/AC	66	15.08
MURPHY	20	MURPHY AVENUE	BATELY COURT	ZIMPHER CREEK (COP)	177	38	6,726	C - Collector	A - AC	41	3.27
MURPHY	30	MURPHY AVENUE	ZIMPHER CREEK	VALENTINE	440	38	16,720	C - Collector	O - AC/AC	76	21.33
MURPHY	40	MURPHY AVENUE	VALENTINE	HUNTLEY	1,040	28	29,120	C - Collector	O - AC/AC	74	19.95
NELSON	10	NELSON WAY	BODEGA AVE	WASHINGTON AVE	650	26	16,900	R - Residential/Local	A - AC	15	0.00
NEVA	10	NEVA STREET	HUNTLEY ST.	END	650	30	19,500	R - Residential/Local	A - AC	73	21.65
NORLEE	10	NORLEE STREET	COVERT LN.	CITY LIMITS	800	32	25,600	R - Residential/Local	A - AC	42	6.28
NORTH HIGH	10	NORTH HIGH STREET	BODEGA AVE.	END	532	40	21,280	R - Residential/Local	A - AC	46	7.99
NORTH MAIN	10	NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	150	37	5,550	C - Collector	A - AC	85	17.95
NORTH MAIN	20	NORTH MAIN STREET	END CURB & GUTTER	ANALY	810	37	29,970	C - Collector	A - AC	35	1.90
NORTH MAIN	30	NORTH MAIN STREET	ANALY	HEALDSBURG	615	55	33,825	C - Collector	A - AC	33	1.47
ORCHARD	10	ORCHARD STREET	BROOKSIDE AVE	VALENTINE AVE	244	27	6,588	R - Residential/Local	A - AC	82	27.36
PALM	10	PALM AVENUE	DEAD END	PETALUMA AVE	500	32	16,000	R - Residential/Local	A - AC	31	2.04
PALM	20	PALM AVENUE	PETALUMA AVE	SOUTH MAIN STREET	240	26	6,120	R - Residential/Local	O - AC/AC	5	0.00
PALM	30	PALM AVENUE	SOUTH MAIN STREET	HIGH ST	420	28	11,760	R - Residential/Local	O - AC/AC	8	0.00
PALM	35	PALM AVENUE	HIGH ST	SWAIN WOODS	885	28	24,780	R - Residential/Local	O - AC/AC	28	1.30

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PALM	40	PALM AVENUE	SWAIN WOODS TERRACE	JEWELL AVENUE	840	26	21,840	R - Residential/Local	A - AC	84	28.61
PARKSD	10	PARKSIDE COURT	RAGLE CT.	CUL DE SAC	210	26	5,460	R - Residential/Local	A - AC	75	22.90
PARQUE	10	PARQUET STREET	CALDER AVE.	CUL DE SAC	850	27	22,950	R - Residential/Local	A - AC	50	9.79
PATRI	10	PATRICIA COURT	ZIMPHER DR.	CUL DE SAC	400	32	12,800	R - Residential/Local	O - AC/AC	48	10.11
PINEC	10	PINECREST AVENUE	HAYDEN AVE.	SOUTH AVE.	400	25	10,000	R - Residential/Local	O - AC/AC	24	0.00
PIT	10	PITT AVENUE	HEALDSBURG	SNOW	250	32	8,000	C - Collector	O - AC/AC	78	23.24
PIT	15	PITT AVENUE	SNOW	KEATING	320	32	10,240	C - Collector	O - AC/AC	79	24.09
PIT	20	PITT AVENUE	KEATING	WILTON AVE	465	34	15,810	R - Residential/Local	O - AC/AC	78	29.90
PLEN	10	PLEASANT HILL AVENUE NORTH	COVERT	VALENTINE	1,103	36	39,708	C - Collector	A - AC	49	5.27
PLEN	20	PLEASANT HILL AVENUE NORTH	VALENTINE	BODEGA	1,480	36	53,280	C - Collector	O - AC/AC	83	27.83
PLE	10	PLEASANT HILL ROAD	BODEGA	500' S/O BODEGA	500	39	19,500	C - Collector	O - AC/AC	33	2.08
PLE	20	PLEASANT HILL ROAD	270' S/O BODEGA	1270' S/O BODEGA	1,000	30	30,000	C - Collector	A - AC	22	0.00
PLE	30	PLEASANT HILL ROAD	1270' S/O BODEGA	CITY LIMITS	363	39	14,157	C - Collector	A - AC	46	4.49
RGLRDS	10	RAGLE AVENUE SOUTH	BODEGA AVE.	END	450	37	16,650	R - Residential/Local	O - AC/AC	79	31.11
RAGLEC	10	RAGLE COURT	COVERT LANE	CUL DE SAC	330	26	8,580	R - Residential/Local	A - AC	78	24.81
RAGLEP	10	RAGLE PLACE	RAGLE RD.	END / PRIVATE RD.	280	32	8,960	R - Residential/Local	A - AC	72	21.04
RAG	10	RAGLE ROAD	COVERT	350' S/O COVERT	350	35	12,250	C - Collector	A - AC	47	4.75
RAG	20	RAGLE ROAD	350' S/O COVERT (UTILITY POLE)	RAGLE PLACE	1,250	29	36,250	C - Collector	A - AC	31	1.06
RAG	30	RAGLE ROAD	RAGLE PLACE	BLOSSOM HILL (HOLLY CT)	830	28	23,240	C - Collector	A - AC	16	0.00
RAG	40	RAGLE ROAD	BLOSSOM HILL (HOLLY CT)	BODEGA	250	38	9,500	C - Collector	O - AC/AC	86	26.56
ROBINS	10	ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	245	24	5,880	R - Residential/Local	A - AC	76	23.53
ROBINS	20	ROBINSON ROAD	LELAND (COP)	CITY LIMITS	900	27	24,300	R - Residential/Local	O - AC/AC	51	10.43
SHAUN	10	SHAUN COURT	JEWELL AVE.	CUL DE SAC	350	26	9,100	R - Residential/Local	A - AC	74	22.29
SNOW	10	SNOW STREET	WEST ST	PITT AV	372	25	9,300	R - Residential/Local	O - AC/AC	85	33.00
SOLLCO	10	SOLL COURT	GRAVENSTEIN HWY N	CUL DE SAC	320	31	9,920	R - Residential/Local	A - AC	81	26.72
SOUTH	10	SOUTH AVENUE	EASTSIDE AVE.	WESTERN AVE.	224	25	5,600	R - Residential/Local	A - AC	18	0.00
S HIGH	60	SOUTH HIGH STREET	PALM	HAYDEN	705	28	19,740	C - Collector	P - PCC	24	0.00
STHPT	10	SOUTH POINT AVENUE	HWY 116	END @ GATE	250	31	7,750	R - Residential/Local	A - AC	22	0.00
SPRING	05	SPRINGDALE STREET	BROOKSIDE AVE	VALENTINE AVE	300	27	8,100	R - Residential/Local	A - AC	84	28.61

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SPRING	15	SPRINGDALE STREET	VALENTINE AVE	SOUTH END	315	27	8,505	R - Residential/Local	A - AC	43	6.69
STEFON	10	STEFENONI COURT	ROBINSON RD.	CUL DE SAC	400	26	10,400	R - Residential/Local	A - AC	56	12.17
STROUT	10	STROUT STREET	WEST AVE.	PITT AVE.	200	30	6,000	R - Residential/Local	A - AC	0	0.00
SUNSET	10	SUNSET AVENUE	TAFT ST.	JOHNSON ST.	700	26	18,200	R - Residential/Local	A - AC	32	2.45
SWAIN	10	SWAIN AVENUE	CALDER AVE	PALM AVE	750	26	19,500	R - Residential/Local	A - AC	82	27.36
SWNWD	10	SWAIN WOODS TERRACE	ACORN COURT	DEAD END	800	26	20,800	R - Residential/Local	A - AC	81	26.72
SWARTZ	10	SWARTZ AVENUE	GOLDEN RIDGE AVE	VIRGINIA AVE	700	24	16,800	R - Residential/Local	A - AC	29	1.34
TAFT	10	TAFT STREET	SUNSET AVE.	WALLACE ST.	450	30	13,500	R - Residential/Local	A - AC	57	13.55
TAFT	20	TAFT STREET	WALLACE ST.	END / SEBASTOPOL PD	280	26	7,280	R - Residential/Local	A - AC	59	14.72
TERESA	10	TERESA COURT	COVERT LN.	CUL DE SAC	700	32	22,400	R - Residential/Local	A - AC	44	7.12
VAL	10	VALENTINE AVENUE	MURPHY	SPRINGDALE	510	25	12,750	C - Collector	A - AC	40	3.03
VAL	20	VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	715	34	24,310	C - Collector	O - AC/AC	83	27.83
VAL	30	VALENTINE AVENUE	215 W/O ZIMPHER	LDS CHURCH (AT COP)	1,433	36	51,588	C - Collector	O - AC/AC	79	24.04
VAL	40	VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	475	33	15,675	C - Collector	O - AC/AC	77	22.41
VLYVWC	10	VALLEY VIEW COURT	VALLEY VIEW DR.	CUL DE SAC	345	26	8,970	R - Residential/Local	A - AC	72	21.04
VLLYVW	10	VALLEY VIEW DRIVE	BODEGA AVE. WEST	MAY COURT	935	37	34,595	R - Residential/Local	O - AC/AC	74	24.77
VLLYVW	20	VALLEY VIEW DRIVE	MAY COURT	CUL DE SAC	1,050	37	38,850	R - Residential/Local	O - AC/AC	80	32.59
VILLAG	10	VILLAGE WAY	COOPER RD	CITY LIMITS	450	28	12,600	R - Residential/Local	A - AC	74	25.75
VINE	10	VINE AVENUE	PALM AVE.	CALDER AVE.	1,050	28	29,400	R - Residential/Local	O - AC/AC	26	0.48
VIOLA	10	VIOLA COURT	ZIMPHER DR.	CUL DE SAC	420	32	13,440	R - Residential/Local	O - AC/AC	44	7.88
VIRGIN	10	VIRGINIA AVENUE	BODEGA AVE	WASHINGTON AVE	680	32	21,760	R - Residential/Local	A - AC	34	3.14
VISTA	10	VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	150	37	5,550	R - Residential/Local	O - AC/AC	78	29.71
WALKER	10	WALKER AVENUE	S. MAIN	PETALUMA	200	25	5,000	R - Residential/Local	A - AC	83	28.00
WALKER	20	WALKER AVENUE	PETALUMA	ELEANOR	300	25	7,500	R - Residential/Local	A - AC	54	11.86
WLLACE	10	WALLACE STREET	N. MAIN ST.	TAFT ST.	600	27	16,200	R - Residential/Local	A - AC	24	0.00
WALNUT	10	WALNUT LANE	MCFARLANE AVE.	JEWELL AVE.	575	30	17,250	R - Residential/Local	A - AC	76	23.54
WASH	10	WASHINGTON AVENUE	BODEGA AVE	HUNTLEY ST	940	38	35,720	C - Collector	O - AC/AC	56	10.54
WASH	23	WASHINGTON AVENUE	MURPHY AVE	170 W/O MURPHY AVE (NARROW)	170	32	5,440	R - Residential/Local	A - AC	4	0.00
WASH	25	WASHINGTON AVENUE	170 W/O MURPHY AVE (NARROW)	315 W/O MURPHY AVE (WIDDEN)	145	32	4,640	R - Residential/Local	A - AC	0	0.00
WASH	30	WASHINGTON AVENUE	315 W/O MURPHY AVE (WIDDEN)	VIRGINIA AVE	604	32	19,328	R - Residential/Local	A - AC	1	0.00
WASH	40	WASHINGTON AVENUE	VIRGINIA AVE	GOLDEN RIDGE	700	16	11,200	R - Residential/Local	A - AC	4	0.00

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
WASH	50	WASHINGTON AVENUE	VALENTINE AVE	PLEASANT HILL AVE NORTH	1,115	32	35,680	R - Residential/Local	A - AC	16	0.00
WASHCT	10	WASHINGTON COURT	WASHINGTON AVE	END	239	26	6,214	R - Residential/Local	A - AC	8	0.00
WEEKS	10	WEEKS WAY	PETALUMA AVE.	MCKINLEY ST.	400	58	23,200	R - Residential/Local	A - AC	55	12.28
WESTHI	10	WEST HILLS CIRCLE	BODEGA AVE	END	550	24	13,200	R - Residential/Local	A - AC	81	26.72
WEST	10	WEST STREET	WILTON AVE.	SNOW ST.	850	30	25,500	R - Residential/Local	O - AC/AC	78	28.12
WESTRN	10	WESTERN AVENUE	PALM AVE.	SOUTH AVE.	260	28	7,280	R - Residential/Local	P - PCC	14	0.00
WILLOW	10	WILLOW STREET	S. MAIN ST.	HIGH ST.	380	28	10,640	R - Residential/Local	P - PCC	23	0.00
WILLOW	20	WILLOW STREET	HIGH ST.	JEWELL AVE.	875	40	35,000	R - Residential/Local	A - AC	90	41.49
WILTON	10	WILTON AVENUE	MAIN ST	N HIGH ST	395	20	7,900	R - Residential/Local	P - PCC	20	0.00
WILTON	20	WILTON AVENUE	N HIGH ST	FLORENCE AVE	755	34	25,670	R - Residential/Local	O - AC/AC	77	27.41
WOODLD	10	WOODLAND AVENUE	MCFARLANE AVE.	FIRST ST.	1,200	32	38,400	R - Residential/Local	A - AC	81	26.73
WOODST	10	WOODSTONE COURT	NORLEE ST.	CUL DE SAC	150	32	4,800	R - Residential/Local	A - AC	58	14.13
ZIMPHR	10	ZIMPHER DRIVE	COVERT LN.	VALENSTINE ST.	1,050	32	33,600	R - Residential/Local	O - AC/AC	20	0.00

Total Section Length:	125,507
Total Section Area:	3,819,619

Appendix F

2023 - 2025 Planned Projects

Scenarios - Sections Selected for Treatment

Scenario - Current Funding - Sections Selected for Treatment

Scenario - Unconstrained Needs - Sections Selected for Treatment

Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.

Year	Street Name	Street ID	Section ID	Beg Location	End Location	Treatment
2023	BODEGA AVENUE	BOD	10B	HIGH ST	FLORENCE	MILL AND THICK OVERLAY
	BODEGA AVENUE	BOD	20	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	MILL AND THICK OVERLAY
	BODEGA AVENUE	BOD	30A	1100' W/O FLORENCE (7606 MAIL)	ROBINSON RD	MILL AND THICK OVERLAY
	PARQUET STREET	PARQUE	10	CALDER AVE.	CUL DE SAC	Slurry Seal - Type II
2025	BODEGA AVENUE	BOD	30B	ROBINSON RD	270' W/O NELSON (COP)	MILL AND THICK OVERLAY
	BODEGA AVENUE	BOD	40	270' W/O NELSON (COP)	ROAD NARROWS	MILL AND THICK OVERLAY
	BODEGA AVENUE	BOD	50	ROAD NARROWS	260' E/O PLEASANT HILL	MILL AND THICK OVERLAY
	BODEGA AVENUE	BOD	60	260' E/O PLEASANT HILL	PLEASANT HILL	MILL AND THICK OVERLAY

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,280,000	5%	2025	\$2,000,000	3.5%	2027	\$200,000	35%
2024	\$200,000	35%	2026	\$200,000	35%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
FIRCREST AVENUE	384' W/O G. HWY. S. (NARROW)	LILLIAN	FIR	30	630	27	17,010	C	AC/AC		68	68	77	\$21,735	9,410	Micro Surfacing
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		66	66	76	\$18,694	9,808	Micro Surfacing
Treatment Total													\$40,429			
BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	BROWN	10	100	32	3,200	R	AC	RD - Redevelopment Area	77	77	85	\$1,102	23,720	Slurry Seal - Type II
GWENDOLYN PLACE	LITCHFIELD AV	END	GWEN	10	316	32	10,112	R	AC		82	83	90	\$3,483	29,606	Slurry Seal - Type II
**PARQUET STREET	CALDER AVE.	CUL DE SAC	PARQUE	10	850	27	22,950	R	AC		50	50	64	\$98,481	2,114	Slurry Seal - Type II
VILLAGE WAY	COOPER RD	CITY LIMITS	VILLAG	10	450	28	12,600	R	AC	RD - Redevelopment Area	74	74	83	\$4,340	33,361	Slurry Seal - Type II
Treatment Total													\$107,406			
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	FIRST	20	225	17	3,825	R	AC		41	42	100	\$16,150	7,895	1.75" AC OL
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		40	41	100	\$35,669	7,912	1.75" AC OL
Treatment Total													\$51,819			
ABBOTT AVENUE	PETALUMA	END PAVED SECTION	ABBOTT	10	230	26	5,980	R	AC/AC	RD - Redevelopment Area	88	88	89	\$2	3,967,685	SEAL CRACKS
Treatment Total													\$2			
**BODEGA AVENUE	HIGH ST	FLORENCE	BOD	10B	593	41	24,313	A	AC/AC		38	38	100	\$305,885	4,636	MILL AND THICK OVERLAY
**BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	BOD	20	1,100	37	40,700	A	AC		21	22	100	\$512,051	4,741	MILL AND THICK OVERLAY
**BODEGA AVENUE	1100' W/O FLORENCE (7606 MAIL)	ROBINSON RD	BOD	30A	508	41	20,828	A	AC/AC		26	27	100	\$262,039	4,732	MILL AND THICK OVERLAY
Treatment Total													\$1,079,975			
Year 2023 Area Total									184,596	Year 2023 Total		\$1,279,631				

** - Treatment from Project Selection

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CALDER AVENUE	PARQUET (AT COP)	SWAIN	CAL	20	521	26	13,546	C	AC		71	69	78	\$17,828	7,057	Micro Surfacing
													Treatment Total	\$17,828		
ACORN COURT	SWAINWOOD TERRACE	END	ACORN	10	145	26	3,770	R	AC		81	80	87	\$1,338	21,840	Slurry Seal - Type II
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	BELLVW	10	765	34	26,010	R	AC/AC		77	76	84	\$9,228	27,494	Slurry Seal - Type II
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	BOD	70	1,180	44	51,920	A	AC/AC		80	79	87	\$32,681	33,187	Slurry Seal - Type II
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	FIRST	10	2,195	17	37,315	R	AC/AC		80	79	87	\$13,239	28,789	Slurry Seal - Type II
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	GROSS	10	140	37	5,180	R	AC/AC		81	80	88	\$1,838	27,253	Slurry Seal - Type II
MAY COURT	VALLEY VIEW DR.	CUL DE SAC	MAY	10	200	37	7,400	R	AC/AC		81	80	88	\$2,625	27,253	Slurry Seal - Type II
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		82	82	89	\$1,621	25,983	Slurry Seal - Type II
RAGLE AVENUE SOUTH	BODEGA AVE.	END	RGLRDS	10	450	37	16,650	R	AC/AC		79	78	86	\$5,907	26,496	Slurry Seal - Type II
VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	VISTA	10	150	37	5,550	R	AC/AC		78	77	85	\$1,969	26,138	Slurry Seal - Type II
													Treatment Total	\$70,445		
NORLEE STREET	COVERT LN.	CITY LIMITS	NORLEE	10	800	32	25,600	R	AC		42	40	100	\$111,332	7,706	1.75" AC OL
													Treatment Total	\$111,332		
HANSEN LANE	250 N/O MICHAEL PLACE	COVERT LN	HANSEN	20	700	32	22,400	R	AC		78	77	79	\$174	286,943	SEAL CRACKS
													Treatment Total	\$174		
Year 2024 Area Total										217,917	Year 2024 Total		\$199,779			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MAPLE AVENUE	VINE ST	175 FT W/O S. MAIN	MAPLE	15	475	28	13,300	R	AC/AC		71	69	78	\$18,029	7,982	Micro Surfacing
													Treatment Total	\$18,029		
EDMAN WAY	N. HIGH ST.	BODEGA AVE.	EDMAN	10	485	18	8,730	R	AC/AC		73	70	79	\$3,190	25,121	Slurry Seal - Type II
PITT AVENUE	KEATING	WILTON AVE	PIT	20	465	34	15,810	R	AC/AC		78	76	84	\$5,777	25,823	Slurry Seal - Type II
													Treatment Total	\$8,967		
FLORENCE AVENUE	HEALDSBURG	98' S/O HEALDSBURG	FLO	10	98	37	3,626	C	AC/AC		47	42	100	\$21,371	6,932	2.5" AC OL w/Fabric

** - Treatment from Project Selection

Interest: 6.00%

Inflation: 3.00%

Printed: 3/21/2023

Scenario: (2) Current Funding (\$200k/Yr)

											Treatment Total			\$21,371				
FLYNN STREET	LAGUNA PARK WAY	END	FLYNN	10	400	31	12,400	R	AC	RD - Redevelopment Area	45	41	100	\$55,544	7,460	1.75" AC OL		
NORTH HIGH STREET	BODEGA AVE.	END	N HIGH	10	532	40	21,280	R	AC	RD - Redevelopment Area	46	42	100	\$95,321	7,421	1.75" AC OL		
											Treatment Total			\$150,865				
KATHLEEN COURT	MICHAEL PLACE	CUL DE SAC	KATHLE	10	130	32	4,160	R	AC		93	89	90	\$14	205,120	SEAL CRACKS		
MICHAEL PLACE	VALENTINE AVE.	HANSEN LN. WEST	MICHAEL	10	590	32	18,880	R	AC		93	89	90	\$61	205,120	SEAL CRACKS		
											Treatment Total			\$75				
**BODEGA AVENUE	ROBINSON RD	270' W/O NELSON (COP)	BOD	30B	827	41	33,907	A	AC/AC		26	18	100	\$685,066	2,952	MILL AND THICK OVERLAY		
**BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	BOD	40	1,110	34	37,740	A	AC/AC		29	22	100	\$762,642	2,951	MILL AND THICK OVERLAY		
**BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	BOD	50	175	30	5,250	A	AC/AC		56	52	100	\$106,091	2,680	MILL AND THICK OVERLAY		
**BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	BOD	60	290	42	12,180	A	AC/AC		30	23	100	\$246,131	2,951	MILL AND THICK OVERLAY		
											Treatment Total			\$1,799,929				
Year 2025 Area Total											187,263		Year 2025 Total			\$1,999,237		

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	LYN	10	170	25	4,250	C	AC	RD - Redevelopment Area	76	69	78	\$5,934	6,671	Micro Surfacing
											Treatment Total			\$5,934		
LYNCH ROAD	BEATTIE	MCFARLANE	LYN	30	270	22	5,940	C	AC/AC		80	77	85	\$3,967	23,170	Slurry Seal - Type II
MCFARLANE AVENUE	WOODLAND	FIRCREST	MCFAR	40	283	28	7,924	C	AC/AC		82	79	87	\$5,291	24,613	Slurry Seal - Type II
PLEASANT HILL AVENUE NORTH	VALENTINE	BODEGA	PLEN	20	1,480	36	53,280	C	AC/AC		83	80	88	\$35,579	24,614	Slurry Seal - Type II
VALLEY VIEW DRIVE	MAY COURT	CUL DE SAC	VLLYVW	20	1,050	37	38,850	R	AC/AC		80	77	85	\$14,623	26,152	Slurry Seal - Type II
WILTON AVENUE	N HIGH ST	FLORENCE AVE	WILTON	20	755	34	25,670	R	AC/AC		77	73	82	\$9,662	23,365	Slurry Seal - Type II
											Treatment Total			\$69,122		
LYNCH ROAD	170' W/O G. HWY. S.	250' W/O G. HWY. S.	LYN	20	80	20	1,600	C	AC		57	46	100	\$9,713	6,700	2.5" AC OL w/Fabric
											Treatment Total			\$9,713		

** - Treatment from Project Selection

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
JOHNSON STREET	SUNSET AVE.	EDDIE LN.	JOHNSN	20	500	36	18,000	R	AC	RD - Redevelopment Area	47	41	100	\$83,047	7,252	1.75" AC OL
LAUREL COURT	WOODLAND AVE.	CUL DE SAC	LAUREL	10	250	26	6,500	R	AC		50	44	100	\$29,989	7,138	1.75" AC OL
Treatment Total											\$113,037					
BODEGA AVENUE	HIGH ST	FLORENCE	BOD	10B	593	41	24,313	A	AC/AC		38	87	88	\$49	919,955	SEAL CRACKS
BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	BOD	20	1,100	37	40,700	A	AC		21	87	88	\$82	919,955	SEAL CRACKS
BODEGA AVENUE	1100' W/O FLORENCE (7606 MAIL)	ROBINSON RD	BOD	30A	508	41	20,828	A	AC/AC		26	87	88	\$42	919,955	SEAL CRACKS
BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	BROWN	10	100	32	3,200	R	AC	RD - Redevelopment Area	77	81	82	\$21	271,082	SEAL CRACKS
FIRCREST AVENUE	384' W/O G. HWY. S. (NARROW)	LILLIAN	FIR	30	630	27	17,010	C	AC/AC		68	73	75	\$163	365,618	SEAL CRACKS
GWENDOLYN PLACE	LITCHFIELD AV	END	GWEN	10	316	32	10,112	R	AC		82	87	88	\$42	366,307	SEAL CRACKS
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		66	71	74	\$144	380,004	SEAL CRACKS
VILLAGE WAY	COOPER RD	CITY LIMITS	VILLAG	10	450	28	12,600	R	AC	RD - Redevelopment Area	74	80	82	\$87	389,633	SEAL CRACKS
Treatment Total											\$631					
Year 2026 Area Total									305,407		Year 2026 Total			\$198,436		

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BURNETT STREET	PETALUMA	S. MAIN	BUR	10	310	32	9,920	C	AC/AC	RD - Redevelopment Area	75	69	78	\$14,266	9,170	Micro Surfacing
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	FLO	20	515	26	13,390	C	AC/AC		75	69	78	\$19,257	9,170	Micro Surfacing
MURPHY AVENUE	VALENTINE	HUNTLEY	MUR	40	1,040	28	29,120	C	AC/AC		74	68	78	\$41,879	9,650	Micro Surfacing
ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	ROBINS	10	245	24	5,880	R	AC		76	70	79	\$8,456	5,981	Micro Surfacing
Treatment Total											\$83,859					
BROOKSIDE AVENUE	MURPHY AVE	END	BROOKS	10	715	26	18,590	R	AC/AC		79	74	82	\$7,207	22,597	Slurry Seal - Type II
COVERT LANE	PLEASANT HILL	RAGLE RD.	COV	30	1,380	34	46,920	C	AC/AC		82	78	86	\$32,272	23,791	Slurry Seal - Type II
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	VAL	20	715	34	24,310	C	AC/AC		83	79	87	\$16,721	23,240	Slurry Seal - Type II

** - Treatment from Project Selection

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
WILLOW STREET	HIGH ST.	JEWELL AVE.	WILLOW	20	875	40	35,000	R	AC	RD - Redevelopment Area	90	87	93	\$13,569	23,445	Slurry Seal - Type II
													Treatment Total		\$69,768	
EDDIE LANE	N MAIN ST	CITY LIMIT	EDDIE	10	570	16	9,120	R	AC		53	44	100	\$43,340	6,931	1.75" AC OL
													Treatment Total		\$43,340	
ACORN COURT	SWAINWOOD TERRACE	END	ACORN	10	145	26	3,770	R	AC		81	82	84	\$23	260,649	SEAL CRACKS
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	BELLVW	10	765	34	26,010	R	AC/AC		77	81	83	\$167	329,548	SEAL CRACKS
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	BOD	70	1,180	44	51,920	A	AC/AC		80	84	85	\$237	871,293	SEAL CRACKS
CALDER AVENUE	PARQUET (AT COP)	SWAIN	CAL	20	521	26	13,546	C	AC		71	71	74	\$145	246,770	SEAL CRACKS
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	FIRST	10	2,195	17	37,315	R	AC/AC		80	84	86	\$156	440,717	SEAL CRACKS
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	FIRST	20	225	17	3,825	R	AC		41	87	88	\$6	619,292	SEAL CRACKS
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	GROSS	10	140	37	5,180	R	AC/AC		81	85	86	\$19	447,046	SEAL CRACKS
HANSEN LANE	250 N/O MICHAEL PLACE	COVERT LN	HANSEN	20	700	32	22,400	R	AC		78	74	76	\$214	252,343	SEAL CRACKS
MAY COURT	VALLEY VIEW DR.	CUL DE SAC	MAY	10	200	37	7,400	R	AC/AC		81	85	86	\$28	447,046	SEAL CRACKS
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		82	86	87	\$6	1,059,616	SEAL CRACKS
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		40	87	88	\$13	619,292	SEAL CRACKS
RAGLE AVENUE SOUTH	BODEGA AVE.	END	RGLRDS	10	450	37	16,650	R	AC/AC		79	83	84	\$90	347,134	SEAL CRACKS
VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	VISTA	10	150	37	5,550	R	AC/AC		78	81	83	\$34	318,686	SEAL CRACKS
													Treatment Total		\$1,138	
Year 2027 Area Total									396,840		Year 2027 Total			\$198,104		
Grand Total Section Area:									1,292,023		Grand Total			\$3,875,187		

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$9,243,356	0%	2025	\$3,377,736	0%	2027	\$1,851,680	0%
2024	\$1,973,591	0%	2026	\$2,235,564	0%			

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BRITAIN AVENUE	JESSE ST.	NEVA ST.	BRTIAN	20	340	27	9,180	R	AC/AC		66	66	76	\$11,730	7,223	Micro Surfacing
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	DOWD	10	700	32	22,400	R	AC		68	68	78	\$28,622	6,731	Micro Surfacing
ELEANOR AVENUE	FANNEN AVE.	WALKER AVE.	ELEANR	10	522	25	13,050	R	AC	RD - Redevelopment Area	64	64	74	\$16,675	6,684	Micro Surfacing
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	FANNEN	20	300	25	7,500	R	AC	RD - Redevelopment Area	67	67	77	\$9,583	6,722	Micro Surfacing
FIRCREST AVENUE	384' W/O G. HWY. S. (NARROW)	LILLIAN	FIR	30	630	27	17,010	C	AC/AC		68	68	77	\$21,735	9,410	Micro Surfacing
FLORENCE AVENUE	MARYS LANE	1000 S/O MARYS LANE	FLO	30	1,000	32	32,000	C	AC		61	62	72	\$40,889	6,607	Micro Surfacing
FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	FLO	40	250	28	7,000	C	AC		67	67	76	\$8,944	7,034	Micro Surfacing
HERMOSA COURT	WASHINGTON AVE	END	HERMOS	10	265	26	6,890	R	AC		63	63	73	\$8,804	6,655	Micro Surfacing
HOLLY COURT	RAGLE RD.	CUL DE SAC	HOLLY	10	275	27	7,425	R	AC		65	65	75	\$9,488	6,686	Micro Surfacing
JEWELL AVENUE	LELAND	HAYDEN	JEWELL	50	1,100	32	35,200	C	AC		69	69	78	\$44,978	7,252	Micro Surfacing
LAGUNA PARK WAY	MCKINLEY ST.	JOHNSON ST.	LAGUPK	10	500	36	18,000	C	AC	RD - Redevelopment Area	69	69	78	\$23,000	7,252	Micro Surfacing
LAGUNA PARK WAY	MORRIS ST.	JOHNSON ST.	LAGUPK	20	900	36	32,400	C	AC	RD - Redevelopment Area	62	63	73	\$41,400	6,703	Micro Surfacing
LITCHFIELD AVENUE	FELLERS	NARROWING	LITCH	20	163	30	4,890	C	AC		68	68	77	\$6,248	7,158	Micro Surfacing
MEADOWLARK AVENUE	HAWTHORNE CT	JEWELL AVE	MEADAV	20	1,115	32	35,680	R	AC		61	61	72	\$45,591	6,615	Micro Surfacing
MITCHELL COURT	PLEASANT HILL RD.	CUL DE SAC	MITCHE	10	700	26	18,200	R	AC		63	63	73	\$23,256	6,655	Micro Surfacing
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		66	66	76	\$18,694	9,808	Micro Surfacing
Treatment Total												\$359,637				
ACORN COURT	SWAINWOOD TERRACE	END	ACORN	10	145	26	3,770	R	AC		81	81	89	\$1,299	21,373	Slurry Seal - Type II
BAYBERRY COURT	WOODLAND AVE.	CUL DE SAC	BAYBRY	10	235	26	6,110	R	AC		74	74	83	\$2,105	24,553	Slurry Seal - Type II
BEATTIE LANE	LYNCH RD.	ROADS END / CUL DE SAC	BEATIE	10	690	32	22,080	R	AC		78	78	86	\$7,605	23,279	Slurry Seal - Type II
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	BELLVW	10	765	34	26,010	R	AC/AC		77	77	85	\$8,959	27,991	Slurry Seal - Type II
BLOSSOMWOOD AVENUE	ACORN COURT	PALM AVENUE	BLSMWD	10	700	26	18,200	R	AC		83	83	90	\$6,269	19,472	Slurry Seal - Type II

** - Treatment from Project Selection

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BONNARDEL AVENUE	ANALY AVE.	WALLACE ST.	BNRDEL	10	625	34	21,250	C	AC/AC	RD - Redevelopment Area	79	79	87	\$12,986	24,689	Slurry Seal - Type II
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	BOD	70	1,180	44	51,920	A	AC/AC		80	80	88	\$31,729	33,858	Slurry Seal - Type II
BROOKSIDE AVENUE	MURPHY AVE	END	BROOKS	10	715	26	18,590	R	AC/AC		79	79	87	\$6,403	23,295	Slurry Seal - Type II
BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	BROWN	10	100	32	3,200	R	AC	RD - Redevelopment Area	77	77	85	\$1,102	23,720	Slurry Seal - Type II
BURNETT STREET	PETALUMA	S. MAIN	BUR	10	310	32	9,920	C	AC/AC	RD - Redevelopment Area	75	75	84	\$6,062	22,469	Slurry Seal - Type II
COVERT LANE	PLEASANT HILL	RAGLE RD.	COV	30	1,380	34	46,920	C	AC/AC		82	83	90	\$28,673	26,491	Slurry Seal - Type II
DU FRANC AVENUE	HEALDSBURG AVE.	500 FT N/O HLDSBRG AVE	DUFRNC	10	500	24	12,000	R	AC	RD - Redevelopment Area	84	84	91	\$4,133	18,334	Slurry Seal - Type II
DU FRANC AVENUE	500 FT N/O HLDSBRG AVE	END	DUFRNC	15	600	28	16,800	R	AC		80	80	88	\$5,787	22,074	Slurry Seal - Type II
EDMAN WAY	N. HIGH ST.	BODEGA AVE.	EDMAN	10	485	18	8,730	R	AC/AC		73	73	82	\$3,007	26,356	Slurry Seal - Type II
FIRCREST AVENUE	GRAVENSTEIN HWY. S.	173' W/O G. HWY. S. (NARROW)	FIR	10	195	38	7,410	C	AC/AC	RD - Redevelopment Area	79	79	87	\$4,528	25,486	Slurry Seal - Type II
FIRCREST AVENUE	MAYTUM	MCFARLANE	FIR	40	655	23	15,065	C	AC/AC		80	80	88	\$9,206	25,288	Slurry Seal - Type II
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	FIRST	10	2,195	17	37,315	R	AC/AC		80	81	88	\$12,853	29,159	Slurry Seal - Type II
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	FLO	20	515	26	13,390	C	AC/AC		75	75	84	\$8,183	22,461	Slurry Seal - Type II
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	GROSS	10	140	37	5,180	R	AC/AC		81	81	89	\$1,784	27,357	Slurry Seal - Type II
GWENDOLYN PLACE	LITCHFIELD AV	END	GWEN	10	316	32	10,112	R	AC		82	83	90	\$3,483	29,606	Slurry Seal - Type II
HAYDEN AVENUE	MCFARLANE	JEWELL	HAY	20	565	32	18,080	C	AC		78	78	86	\$11,049	16,750	Slurry Seal - Type II
HIGH STREET	BODEGA	BURNETT	HIG	10	215	28	6,020	C	AC/AC	RD - Redevelopment Area	78	78	86	\$3,679	24,108	Slurry Seal - Type II
HIGH STREET	BURNETT	WILLOW	HIG	20	465	26	12,090	C	AC/AC	RD - Redevelopment Area	79	79	87	\$7,388	24,695	Slurry Seal - Type II
HILL DRIVE	THERESA CT.	NORLEE ST.	HILL	10	785	33	25,905	R	AC		82	82	90	\$8,923	20,451	Slurry Seal - Type II
HUNTLEY STREET	WASHINGTON AVE.	FLORENCE AVE.	HUNTLY	10	1,140	31	35,340	R	AC		77	77	85	\$12,173	23,714	Slurry Seal - Type II
JESSIE STREET	HUNTLEY ST.	END	JESSE	10	835	27	22,545	R	AC		79	79	87	\$7,766	22,745	Slurry Seal - Type II
KEATING AVENUE	PITT	NORTH MAIN	KEAT	10	535	37	19,795	C	AC		88	88	94	\$12,097	18,963	Slurry Seal - Type II
LORRAINE COURT	VALENTINE AVE.	CUL DE SAC	LORAIN	10	450	26	11,700	R	AC		78	78	86	\$4,030	23,276	Slurry Seal - Type II

** - Treatment from Project Selection

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
LYDING LANE	HEALDSBURG AVE	CURB AND GUTTER	LYDIG	05	275	27	7,425	R	AC	RD - Redevelopment Area	90	90	95	\$2,558	9,135	Slurry Seal - Type II
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	LYN	10	170	25	4,250	C	AC	RD - Redevelopment Area	77	77	85	\$2,597	16,610	Slurry Seal - Type II
LYNCH ROAD	BEATTIE	MCFARLANE	LYN	30	270	22	5,940	C	AC/AC		80	80	88	\$3,630	25,288	Slurry Seal - Type II
LYNCH ROAD	MCFARLANE	JEAN	LYN	40	210	36	7,560	C	AC/AC		79	79	87	\$4,620	24,688	Slurry Seal - Type II
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	LYN	50	245	28	6,860	C	AC/AC		76	76	85	\$4,192	23,698	Slurry Seal - Type II
MARYS LANE	WEST ST.	FLORENCE AVE.	MARYS	10	350	24	8,400	R	AC/AC		87	87	93	\$2,893	14,488	Slurry Seal - Type II
MAY COURT	VALLEY VIEW DR.	CUL DE SAC	MAY	10	200	37	7,400	R	AC/AC		81	81	89	\$2,549	27,357	Slurry Seal - Type II
MCFARLANE AVENUE	WOODLAND	FIRCREST	MCFAR	40	283	28	7,924	C	AC/AC		82	83	90	\$4,842	26,489	Slurry Seal - Type II
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		82	83	90	\$1,574	26,489	Slurry Seal - Type II
MCFARLANE AVENUE	DOWD	LYNCH	MCFAR	70	638	24	15,312	C	AC/AC		80	80	88	\$9,357	25,288	Slurry Seal - Type II
MCKINLEY STREET	PETALUMA AVE	N. MAIN ST	MCKIN	10	440	36	15,840	R	AC	RD - Redevelopment Area	87	87	93	\$5,456	14,121	Slurry Seal - Type II
MEADOW COURT	DUFRANC	END	MEADCT	10	600	25	15,000	R	AC		78	78	86	\$5,167	23,276	Slurry Seal - Type II
MURPHY AVENUE	ZIMPER CREEK	VALENTINE	MUR	30	440	38	16,720	C	AC/AC		76	76	85	\$10,218	26,092	Slurry Seal - Type II
MURPHY AVENUE	VALENTINE	HUNTLEY	MUR	40	1,040	28	29,120	C	AC/AC		74	74	83	\$17,796	24,781	Slurry Seal - Type II
NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	NMAIN	10	150	37	5,550	C	AC	RD - Redevelopment Area	85	85	92	\$3,392	15,853	Slurry Seal - Type II
ORCHARD STREET	BROOKSIDE AVE	VALENTINE AVE	ORCHAR	10	244	27	6,588	R	AC		82	82	90	\$2,269	20,452	Slurry Seal - Type II
PALM AVENUE	SWAIN WOODS TERRACE	JEWELL AVENUE	PALM	40	840	26	21,840	R	AC		84	84	91	\$7,523	18,336	Slurry Seal - Type II
PARKSIDE COURT	RAGLE CT.	CUL DE SAC	PARKSD	10	210	26	5,460	R	AC		75	75	84	\$1,881	24,377	Slurry Seal - Type II
PITT AVENUE	HEALDSBURG	SNOW	PIT	10	250	32	8,000	C	AC/AC	RD - Redevelopment Area	78	78	86	\$4,889	24,096	Slurry Seal - Type II
PITT AVENUE	SNOW	KEATING	PIT	15	320	32	10,240	C	AC/AC		79	79	87	\$6,258	24,682	Slurry Seal - Type II
PITT AVENUE	KEATING	WILTON AVE	PIT	20	465	34	15,810	R	AC/AC		78	78	86	\$5,446	26,535	Slurry Seal - Type II
PLEASANT HILL AVENUE NORTH	VALENTINE	BODEGA	PLEN	20	1,480	36	53,280	C	AC/AC		83	84	91	\$32,560	26,052	Slurry Seal - Type II
RAGLE ROAD	BLOSSOM HILL (HOLLY CT)	BODEGA	RAG	40	250	38	9,500	C	AC/AC		86	86	93	\$5,806	10,849	Slurry Seal - Type II
RAGLE COURT	COVERT LANE	CUL DE SAC	RAGLEC	10	330	26	8,580	R	AC		78	78	86	\$2,955	23,276	Slurry Seal - Type II
RAGLE AVENUE SOUTH	BODEGA AVE.	END	RGLRDS	10	450	37	16,650	R	AC/AC		79	79	87	\$5,735	26,726	Slurry Seal - Type II
ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	ROBINS	10	245	24	5,880	R	AC		76	76	84	\$2,025	24,055	Slurry Seal - Type II
SHAUN COURT	JEWELL AVE.	CUL DE SAC	SHAUN	10	350	26	9,100	R	AC		74	74	83	\$3,134	24,552	Slurry Seal - Type II

** - Treatment from Project Selection

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SNOW STREET	WEST ST	PITT AV	SNOW	10	372	25	9,300	R	AC/AC	RD - Redevelopment Area	85	85	92	\$3,203	17,441	Slurry Seal - Type II
SOLL COURT	GRAVENSTEIN HWY N	CUL DE SAC	SOLLCO	10	320	31	9,920	R	AC	RD - Redevelopment Area	81	81	89	\$3,417	21,367	Slurry Seal - Type II
SPRINGDALE STREET	BROOKSIDE AVE	VALENTINE AVE	SPRING	05	300	27	8,100	R	AC		84	84	91	\$2,790	18,332	Slurry Seal - Type II
SWAIN AVENUE	CALDER AVE	PALM AVE	SWAIN	10	750	26	19,500	R	AC		82	82	90	\$6,717	20,457	Slurry Seal - Type II
SWAIN WOODS TERRACE	ACORN COURT	DEAD END	SWNWD	10	800	26	20,800	R	AC		81	81	89	\$7,164	21,373	Slurry Seal - Type II
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	VAL	20	715	34	24,310	C	AC/AC		83	84	91	\$14,856	25,042	Slurry Seal - Type II
VALENTINE AVENUE	215 W/O ZIMPHER	LDS CHURCH (AT COP)	VAL	30	1,433	36	51,588	C	AC/AC		79	79	87	\$31,526	23,793	Slurry Seal - Type II
VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	VAL	40	475	33	15,675	C	AC/AC		77	77	85	\$9,579	23,523	Slurry Seal - Type II
VILLAGE WAY	COOPER RD	CITY LIMITS	VILLAG	10	450	28	12,600	R	AC	RD - Redevelopment Area	74	74	83	\$4,340	33,361	Slurry Seal - Type II
VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	VISTA	10	150	37	5,550	R	AC/AC		78	78	86	\$1,912	26,400	Slurry Seal - Type II
VALLEY VIEW DRIVE	BODEGA AVE. WEST	MAY COURT	VLLYVW	10	935	37	34,595	R	AC/AC		74	74	83	\$11,916	24,946	Slurry Seal - Type II
VALLEY VIEW DRIVE	MAY COURT	CUL DE SAC	VLLYVW	20	1,050	37	38,850	R	AC/AC		80	80	88	\$13,382	27,066	Slurry Seal - Type II
WALKER AVENUE	S. MAIN	PETALUMA	WALKER	10	200	25	5,000	R	AC	RD - Redevelopment Area	83	83	90	\$1,722	19,485	Slurry Seal - Type II
WALNUT LANE	MCFARLANE AVE.	JEWELL AVE.	WALNUT	10	575	30	17,250	R	AC		76	76	84	\$5,942	24,049	Slurry Seal - Type II
WEST STREET	WILTON AVE.	SNOW ST.	WEST	10	850	30	25,500	R	AC/AC		78	78	86	\$8,783	23,824	Slurry Seal - Type II
WEST HILLS CIRCLE	BODEGA AVE	END	WESTHI	10	550	24	13,200	R	AC		81	81	89	\$4,547	21,367	Slurry Seal - Type II
WILTON AVENUE	N HIGH ST	FLORENCE AVE	WILTON	20	755	34	25,670	R	AC/AC		77	77	85	\$8,842	24,307	Slurry Seal - Type II
WOODLAND AVENUE	MCFARLANE AVE.	FIRST ST.	WOODLD	10	1,200	32	38,400	R	AC		81	81	89	\$13,227	21,358	Slurry Seal - Type II
Treatment Total												\$548,447				
FLORENCE AVENUE	HEALDSBURG	98' S/O HEALDSBURG	FLO	10	98	37	3,626	C	AC/AC		48	48	100	\$20,144	7,090	2.5" AC OL w/Fabric
HAYDEN AVENUE	LITCHFIELD	MC FARLANE	HAY	10	1,200	26	31,200	C	AC		46	46	100	\$173,333	7,325	2.5" AC OL w/Fabric
LITCHFIELD AVENUE	225' S/O PALM	FELLERS	LITCH	15	680	28	19,040	C	AC		43	43	100	\$105,778	7,420	2.5" AC OL w/Fabric
MURPHY AVENUE	BATELY COURT	ZIMPHER CREEK (COP)	MUR	20	177	38	6,726	C	AC		42	42	100	\$37,367	7,446	2.5" AC OL w/Fabric
PLEASANT HILL ROAD	1270' S/O BODEGA	CITY LIMITS	PLE	30	363	39	14,157	C	AC		47	47	100	\$78,650	7,289	2.5" AC OL w/Fabric
RAGLE ROAD	COVERT	350' S/O COVERT	RAG	10	350	35	12,250	C	AC		48	48	100	\$68,056	7,253	2.5" AC OL w/Fabric
VALENTINE AVENUE	MURPHY	SPRINGDALE	VAL	10	510	25	12,750	C	AC		41	41	100	\$70,833	7,473	2.5" AC OL w/Fabric

** - Treatment from Project Selection

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023

Scenario: (1) Unconstrained Needs

											Treatment Total			\$554,161		
FIRCREST AVENUE	173' WEST OF G. HWY. S.	384' WEST OF G. HWY. S.	FIR	20	212	22	4,664	C	AC/AC	RD - Redevelopment Area	67	67	100	\$22,802	5,891	2" AC OL
MCFARLANE AVENUE	HAYDEN	60 S/O WALNUT	MCFAR	10	360	30	10,800	C	AC		61	62	100	\$52,800	7,392	2" AC OL
MCFARLANE AVENUE	60' SOUTH OF WALNUT	410' SOUTH OF WALNUT	MCFAR	20	350	23	8,050	C	AC		68	68	100	\$39,356	6,781	2" AC OL
											Treatment Total			\$114,957		
BATELY COURT	MURPHY AVE.	END	BATELY	10	480	30	14,400	R	AC		45	45	100	\$60,800	7,755	1.75" AC OL
FELLERS LANE	LITCHFIELD	HWY 116	FELLER	10	1,235	32	39,520	R	AC	RD - Redevelopment Area	65	65	100	\$153,689	6,601	1.75" AC OL
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	FIRST	20	225	17	3,825	R	AC		42	42	100	\$16,150	7,895	1.75" AC OL
FLYNN STREET	LAGUNA PARK WAY	END	FLYNN	10	400	31	12,400	R	AC	RD - Redevelopment Area	46	46	100	\$52,356	7,707	1.75" AC OL
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	GOLDEN	10	650	32	20,800	R	AC		42	42	100	\$87,822	7,885	1.75" AC OL
HURLBUT AVENUE	HWY 116	CITY LIMITS	HRLBUT	10	650	28	18,200	R	AC		62	62	100	\$70,778	6,989	1.75" AC OL
JOHNSON STREET	SUNSET AVE.	EDDIE LN.	JOHNSN	20	500	36	18,000	R	AC	RD - Redevelopment Area	48	48	100	\$76,000	7,599	1.75" AC OL
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		41	41	100	\$35,669	7,912	1.75" AC OL
NORTH HIGH STREET	BODEGA AVE.	END	N HIGH	10	532	40	21,280	R	AC	RD - Redevelopment Area	47	47	100	\$89,849	7,654	1.75" AC OL
NORLEE STREET	COVERT LN.	CITY LIMITS	NORLEE	10	800	32	25,600	R	AC		43	43	100	\$108,089	7,844	1.75" AC OL
PATRICIA COURT	ZIMPHER DR.	CUL DE SAC	PATRI	10	400	32	12,800	R	AC/AC		48	48	100	\$54,044	7,479	1.75" AC OL
SPRINGDALE STREET	VALENTINE AVE	SOUTH END	SPRING	15	315	27	8,505	R	AC		44	44	100	\$35,910	7,803	1.75" AC OL
TERESA COURT	COVERT LN.	CUL DE SAC	TERESA	10	700	32	22,400	R	AC		45	45	100	\$94,578	7,756	1.75" AC OL
VIOLA COURT	ZIMPHER DR.	CUL DE SAC	VIOLA	10	420	32	13,440	R	AC/AC		44	44	100	\$56,747	7,734	1.75" AC OL
											Treatment Total			\$992,480		
BERRY LANE	N. MAIN ST.	END	BERRY	10	250	10	2,500	R	AC	RD - Redevelopment Area	21	21	100	\$12,500	6,910	2" AC OL w/Fabric
BROOKHAVEN COURT	VALENTINE AVE	END	BROOKH	10	479	32	15,328	R	AC		16	16	100	\$76,640	6,910	2" AC OL w/Fabric
BROWN STREET	DEPOT ST.	MCKINLEY ST.	BROWN	20	320	16	5,120	R	AC	RD - Redevelopment Area	2	2	100	\$25,600	6,910	2" AC OL w/Fabric
DANMAR DRIVE	HWY 116	CITY LIMIT	DANMAR	10	228	33	7,524	R	AC		10	10	100	\$37,620	6,910	2" AC OL w/Fabric
DEPOT STREET	PETALUMA AVE.	END	DEPOT	10	550	25	13,750	R	AC	RD - Redevelopment Area	6	6	100	\$68,750	6,910	2" AC OL w/Fabric
EASTSIDE AVENUE	PALM AVE	SOUTH AVE	EASTSD	10	250	25	6,250	R	AC		19	19	100	\$31,250	6,910	2" AC OL w/Fabric
ENOS AVENUE	LYNCH RD.	CITY LIMITS	ENOS	10	850	12	10,200	R	AC		19	19	100	\$51,000	6,910	2" AC OL w/Fabric

** - Treatment from Project Selection

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
EVAN AVENUE	MAYTUM AVE.	LITCHFIELD AVE.	EVAN	10	400	26	10,400	R	AC		17	17	100	\$52,000	6,910	2" AC OL w/Fabric
FANNEN AVENUE	PETALUMA AVE.	SOUTH MAIN ST.	FANNEN	10	215	26	5,590	R	AC/AC	RD - Redevelopment Area	3	3	100	\$27,950	6,910	2" AC OL w/Fabric
FORE WAY	ANALY AVE.	WALLACE ST.	FORE	10	640	12	7,680	R	AC	RD - Redevelopment Area	2	2	100	\$38,400	6,910	2" AC OL w/Fabric
HUTCHINS AVENUE	HWY 116	CITY LIMITS	HUTCH	10	175	23	4,025	R	AC	RD - Redevelopment Area	14	14	100	\$20,125	6,910	2" AC OL w/Fabric
JEAN DRIVE	100 S/O LYNCH RD	LYNCH RD	JEAN	10	100	23	2,300	R	AC		22	23	100	\$11,500	6,910	2" AC OL w/Fabric
LELAND STREET	ROBINSON RD.	JEWELL AVE.	LELAND	10	1,045	18	18,810	R	AC		19	19	100	\$94,050	6,910	2" AC OL w/Fabric
LIVE OAK AVENUE	HEALDSBURG AVE	75 N/O HEALDSBURG AVE	LIVOAK	05	75	32	2,400	R	AC	RD - Redevelopment Area	2	2	100	\$12,000	6,910	2" AC OL w/Fabric
LIVE OAK AVENUE	75 N/O HEALDSBURG AVE	END OF STREET	LIVOAK	15	500	27	13,500	R	AC	RD - Redevelopment Area	16	16	100	\$67,500	6,910	2" AC OL w/Fabric
LYDING LANE	CURB AND GUTTER	CITY LIMIT	LYDIG	15	330	30	9,900	R	AC	RD - Redevelopment Area	6	6	100	\$49,500	6,910	2" AC OL w/Fabric
MAYTUM AVENUE	EVAN AVE.	FIRCREST AVE.	MAYTUM	10	620	27	16,740	R	AC		13	13	100	\$83,700	6,910	2" AC OL w/Fabric
NELSON WAY	BODEGA AVE	WASHINGTON AVE	NELSON	10	650	26	16,900	R	AC		15	15	100	\$84,500	6,910	2" AC OL w/Fabric
PALM AVENUE	PETALUMA AVE	SOUTH MAIN STREET	PALM	20	240	26	6,120	R	AC/AC	RD - Redevelopment Area	5	5	100	\$30,600	6,910	2" AC OL w/Fabric
PALM AVENUE	SOUTH MAIN STREET	HIGH ST	PALM	30	420	28	11,760	R	AC/AC	RD - Redevelopment Area	8	8	100	\$58,800	6,910	2" AC OL w/Fabric
PINECREST AVENUE	HAYDEN AVE.	SOUTH AVE.	PINEC	10	400	25	10,000	R	AC/AC		25	25	100	\$50,000	6,910	2" AC OL w/Fabric
SOUTH AVENUE	EASTSIDE AVE.	WESTERN AVE.	SOUTH	10	224	25	5,600	R	AC		18	18	100	\$28,000	6,910	2" AC OL w/Fabric
SOUTH POINT AVENUE	HWY 116	END @ GATE	STHPT	10	250	31	7,750	R	AC		22	22	100	\$38,750	6,910	2" AC OL w/Fabric
STROUT STREET	WEST AVE.	PITT AVE.	STROUT	10	200	30	6,000	R	AC		1	1	100	\$30,000	6,910	2" AC OL w/Fabric
WASHINGTON AVENUE	MURPHY AVE	170 W/O MURPHY AVE (NARROW)	WASH	23	170	32	5,440	R	AC		5	5	100	\$27,200	6,910	2" AC OL w/Fabric
WASHINGTON AVENUE	170 W/O MURPHY AVE (NARROW)	315 W/O MURPHY AVE (WIDDEN)	WASH	25	145	32	4,640	R	AC		0	0	100	\$23,200	6,910	2" AC OL w/Fabric
WASHINGTON AVENUE	315 W/O MURPHY AVE (WIDDEN)	VIRGINIA AVE	WASH	30	604	32	19,328	R	AC		2	2	100	\$96,640	6,910	2" AC OL w/Fabric
WASHINGTON AVENUE	VIRGINIA AVE	GOLDEN RIDGE	WASH	40	700	16	11,200	R	AC		5	5	100	\$56,000	6,910	2" AC OL w/Fabric
WASHINGTON AVENUE	VALENTINE AVE	PLEASANT HILL AVE NORTH	WASH	50	1,115	32	35,680	R	AC		16	16	100	\$178,400	6,910	2" AC OL w/Fabric
WASHINGTON COURT	WASHINGTON AVE END		WASHCT	10	239	26	6,214	R	AC		9	9	100	\$31,070	6,910	2" AC OL w/Fabric

** - Treatment from Project Selection

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
WALLACE STREET	N. MAIN ST.	TAFT ST.	WLLACE	10	600	27	16,200	R	AC	RD - Redevelopment Area	24	25	100	\$81,000	6,910	2" AC OL w/Fabric
ZIMPHER DRIVE	COVERT LN.	VALENSTINE ST.	ZIMPHR	10	1,050	32	33,600	R	AC/AC		21	21	100	\$168,000	6,910	2" AC OL w/Fabric
											Treatment Total			\$1,742,245		
ABBOTT AVENUE	PETALUMA	END PAVED SECTION	ABBOTT	10	230	26	5,980	R	AC/AC	RD - Redevelopment Area	88	88	89	\$2	3,967,685	SEAL CRACKS
											Treatment Total			\$2		
BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	BOD	20	1,100	37	40,700	A	AC		22	22	100	\$655,722	3,395	RECONSTRUCT STRUCTURE (AC)
BODEGA AVENUE	290 W/O RAGLE AVE (SOUTH)	VALLEY VIEW	BOD	80	950	32	30,400	A	AC		19	19	100	\$489,778	3,395	RECONSTRUCT STRUCTURE (AC)
BODEGA AVENUE	VALLEY VIEW	CITY LIMITS	BOD	90	360	43	15,480	A	AC/AC		19	19	100	\$249,400	3,395	RECONSTRUCT STRUCTURE (AC)
BURNETT STREET	S. MAIN	HIGH	BUR	20	380	25	9,500	C	PCC	RD - Redevelopment Area	22	22	100	\$153,056	2,691	RECONSTRUCT STRUCTURE (AC)
CALDER AVENUE	S. MAIN	HIGH ST	CAL	10	420	34	14,280	C	PCC	RD - Redevelopment Area	15	15	100	\$230,067	2,691	RECONSTRUCT STRUCTURE (AC)
CALDER AVENUE	HIGH ST	PARQUET ST	CAL	15	390	34	13,260	C	PCC		16	16	100	\$213,633	2,691	RECONSTRUCT STRUCTURE (AC)
COVERT LANE	712 W/O HEALDSBURG (COP)	PLEASANT HILL	COV	20	350	50	17,500	C	AC/AC		15	15	100	\$281,944	2,691	RECONSTRUCT STRUCTURE (AC)
HIGH STREET	WILLOW	CALDER	HIG	30	324	28	9,072	C	PCC	RD - Redevelopment Area	15	15	100	\$146,160	2,691	RECONSTRUCT STRUCTURE (AC)
HIGH STREET	CALDER	MAPLE	HIG	40	720	24	17,280	C	PCC		19	19	100	\$278,400	2,691	RECONSTRUCT STRUCTURE (AC)
HIGH STREET	MAPLE	PALM	HIG	50	388	28	10,864	C	PCC		16	16	100	\$175,031	2,691	RECONSTRUCT STRUCTURE (AC)
JEWELL AVENUE	BODEGA AVE	WILLOW (AT COP)	JEWELL	20	560	37	20,720	C	AC/AC		19	19	100	\$333,822	2,691	RECONSTRUCT STRUCTURE (AC)
JEWELL AVENUE	WILLOW (AT COP)	CALDER (AT COP)	JEWELL	30	450	27	12,150	C	AC/AC		24	24	100	\$195,750	2,691	RECONSTRUCT STRUCTURE (AC)
PLEASANT HILL ROAD	270' S/O BODEGA	1270' S/O BODEGA	PLE	20	1,000	30	30,000	C	AC		23	23	100	\$483,333	2,691	RECONSTRUCT STRUCTURE (AC)
RAGLE ROAD	RAGLE PLACE	BLOSSOM HILL (HOLLY CT)	RAG	30	830	28	23,240	C	AC		17	17	100	\$374,422	2,691	RECONSTRUCT STRUCTURE (AC)
SOUTH HIGH STREET	PALM	HAYDEN	S HIGH	60	705	28	19,740	C	PCC		24	24	100	\$318,033	2,691	RECONSTRUCT STRUCTURE (AC)
WESTERN AVENUE	PALM AVE.	SOUTH AVE.	WESTRN	10	260	28	7,280	R	PCC		14	14	100	\$99,493	2,452	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Interest: 6.00%

Inflation: 3.00%

Printed: 1/17/2023

Scenario: (1) Unconstrained Needs

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
WILLOW STREET	S. MAIN ST.	HIGH ST.	WILLOW	10	380	28	10,640	R	PCC	RD - Redevelopment Area	23	23	100	\$145,413	2,452	RECONSTRUCT STRUCTURE (AC)	
WILTON AVENUE	MAIN ST	N HIGH ST	WILTON	10	395	20	7,900	R	PCC	RD - Redevelopment Area	20	20	100	\$107,967	2,452	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total		\$4,931,426				
Year 2023 Area Total							2,516,831	Year 2023 Total		\$9,243,355							

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
ANTHONY STREET	SPRINGDALE ST	END	ANTHON	10	400	28	12,000	R	AC/AC		70	69	78	\$15,793	6,775	Micro Surfacing	
CALDER AVENUE	PARQUET (AT COP)	SWAIN	CAL	20	521	26	13,546	C	AC		72	69	78	\$17,828	7,057	Micro Surfacing	
CALDER AVENUE	SWAIN	JEWELL	CAL	30	200	37	7,400	C	AC		72	69	78	\$9,739	7,057	Micro Surfacing	
JEWELL AVENUE	SHAUN	BELLE VIEW	JEWELL	70	880	39	34,320	C	AC		72	69	78	\$45,169	7,057	Micro Surfacing	
MCFARLANE AVENUE	410' SOUTH OF WALNUT	WOODLAND	MCFAR	30	210	31	6,510	C	AC		72	69	78	\$8,568	7,057	Micro Surfacing	
											Treatment Total		\$97,097				
ABBOTT AVENUE	PETALUMA	END PAVED SECTION	ABBOTT	10	230	26	5,980	R	AC/AC	RD - Redevelopment Area	88	88	94	\$2,122	17,771	Slurry Seal - Type II	
BARNES AVENUE	ABBOTT	SEBASTOPOL AVE.	BARNES	10	375	20	7,500	R	AC/AC	RD - Redevelopment Area	92	90	95	\$2,661	9,585	Slurry Seal - Type II	
WILLOW STREET	HIGH ST.	JEWELL AVE.	WILLOW	20	875	40	35,000	R	AC	RD - Redevelopment Area	91	90	95	\$12,417	20,274	Slurry Seal - Type II	
											Treatment Total		\$17,200				
MCFARLANE AVENUE	BELLE VIEW	DOWD	MCFAR	60	255	35	8,925	C	AC		50	46	100	\$51,071	7,106	2.5" AC OL w/Fabric	
PLEASANT HILL AVENUE NORTH	COVERT	VALENTINE	PLEN	10	1,103	36	39,708	C	AC		50	46	100	\$227,218	7,106	2.5" AC OL w/Fabric	
											Treatment Total		\$278,289				
LAUREL COURT	WOODLAND AVE.	CUL DE SAC	LAUREL	10	250	26	6,500	R	AC		50	48	100	\$28,268	7,347	1.75" AC OL	
PARQUET STREET	CALDER AVE.	CUL DE SAC	PARQUE	10	850	27	22,950	R	AC		50	48	100	\$99,807	7,348	1.75" AC OL	
ROBINSON ROAD	LELAND (COP)	CITY LIMITS	ROBINS	20	900	27	24,300	R	AC/AC		52	50	100	\$105,678	7,271	1.75" AC OL	
											Treatment Total		\$233,753				

** - Treatment from Project Selection

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
CORLINE COURT	HWY 116	CUL DE SAC	CORLIN	10	650	32	20,800	R	AC		25	22	100	\$107,120	6,709	2" AC OL w/Fabric	
MORRIS STREET	SEBASTOPOL	LAGUNA PARK WAY	MORRIS	10	875	40	35,000	R	AC	RD - Redevelopment Area	26	24	100	\$180,250	6,709	2" AC OL w/Fabric	
VINE AVENUE	PALM AVE.	CALDER AVE.	VINE	10	1,050	28	29,400	R	AC/AC		27	24	100	\$151,410	6,709	2" AC OL w/Fabric	
											Treatment Total			\$438,780			
HANSEN LANE	250 N/O MICHAEL PLACE	COVERT LN	HANSEN	20	700	32	22,400	R	AC		78	77	79	\$174	286,943	SEAL CRACKS	
											Treatment Total			\$174			
BODEGA AVENUE	1100' W/O FLORENCE (7606 MAIL)	270' W/O NELSON (COP)	BOD	30	1,335	41	54,735	A	AC/AC		27	23	100	\$908,297	3,297	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total			\$908,297			
Year 2024 Area Total									386,974		Year 2024 Total			\$1,973,590			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
BRIAN COURT	HILL DR.	CUL DE SAC	BRIAN	10	115	32	3,680	R	AC		73	70	79	\$4,989	6,347	Micro Surfacing	
GIUSTI COURT	JEWELL AVE	CUL DE SAC	GIUSTI	10	225	26	5,850	R	AC		72	69	78	\$7,930	6,338	Micro Surfacing	
HANSEN COURT	HANSEN LN.	END	HNSNCT	10	315	26	8,190	R	AC		72	69	78	\$11,102	6,339	Micro Surfacing	
JEWELL AVENUE	HAYDEN	SHAUN	JEWELL	60	600	37	22,200	C	AC		73	67	77	\$30,094	6,717	Micro Surfacing	
JEWELL AVENUE	BELLE VIEW	50ft S/O DOWD	JEWELL	80	300	40	12,000	C	AC		75	70	79	\$16,267	6,916	Micro Surfacing	
LYNCH ROAD	204 W/O JEAN (COP)	CITY LIMIT	LYN	60	424	26	11,024	C	AC		75	70	79	\$14,944	6,916	Micro Surfacing	
MAPLE AVENUE	VINE ST	175 FT W/O S. MAIN	MAPLE	15	475	28	13,300	R	AC/AC		71	69	78	\$18,029	7,982	Micro Surfacing	
NEVA STREET	HUNTLEY ST.	END	NEVA	10	650	30	19,500	R	AC		73	70	79	\$26,434	6,347	Micro Surfacing	
RAGLE PLACE	RAGLE RD.	END / PRIVATE RD.	RAGLEP	10	280	32	8,960	R	AC		72	69	78	\$12,146	6,339	Micro Surfacing	
VALLEY VIEW COURT	VALLEY VIEW DR.	CUL DE SAC	VLYVWC	10	345	26	8,970	R	AC		72	69	78	\$12,160	6,339	Micro Surfacing	
											Treatment Total			\$154,096			
CLEVELAND AVENUE	HEALDSBURG AVE.	END	CLVLND	10	650	25	16,250	R	AC	RD - Redevelopment Area	94	89	95	\$5,938	10,149	Slurry Seal - Type II	
HANSEN LANE	MICHAEL PLACE	250 N/O MICHAEL PLACE	HANSEN	15	215	32	6,880	R	AC		94	89	95	\$2,514	10,145	Slurry Seal - Type II	

** - Treatment from Project Selection

											Treatment Total		\$8,452			
LITCHFIELD AVENUE	NARROWING	FIRCREST	LITCH	30	1,240	28	34,720	C	AC		56	49	100	\$204,636	6,804	2.5" AC OL w/Fabric
											Treatment Total		\$204,636			
BRITAIN AVENUE	MURPHY AVE.	JESSSE ST.	BRTIAN	10	325	27	8,775	R	AC/AC		53	49	100	\$39,306	7,098	1.75" AC OL
EDDIE LANE	N MAIN ST	CITY LIMIT	EDDIE	10	570	16	9,120	R	AC		53	49	100	\$40,852	7,128	1.75" AC OL
EILEEN DRIVE	PLEASANT HILL AVE.	PLEASANT HILL AVE.	EILEEN	10	1,150	32	36,800	R	AC		53	49	100	\$164,840	7,128	1.75" AC OL
HARRISON STREET	HEALDSBURG AVE.	END	HARRSN	10	600	24	14,400	R	AC	RD - Redevelopment Area	53	49	100	\$64,503	7,063	1.75" AC OL
											Treatment Total		\$309,501			
HAWTHORNE COURT	MEADOWLARK DR.	CUL DE SAC	HAWTHRN	10	150	26	3,900	R	AC		30	24	100	\$20,688	6,513	2" AC OL w/Fabric
JOHNSON STREET	LAGUNA PARK WAY	SUNSET AVE.	JOHNSN	10	967	20	19,340	R	AC	RD - Redevelopment Area	31	25	100	\$102,589	6,513	2" AC OL w/Fabric
LILLIAN WAY	FIRCREST AVE	END	LILLIANWAY	10	335	29	9,715	R	AC		31	25	100	\$51,533	6,513	2" AC OL w/Fabric
MORRIS STREET	LAGUNA PARK WAY	EDDIE LANE	MORRIS	20	1,200	40	48,000	R	AC	RD - Redevelopment Area	29	23	100	\$254,616	6,513	2" AC OL w/Fabric
PALM AVENUE	HIGH ST	SWAIN WOODS TERRACE	PALM	35	885	28	24,780	R	AC/AC		29	24	100	\$131,446	6,513	2" AC OL w/Fabric
SWARTZ AVENUE	GOLDEN RIDGE AVE	VIRGINIA AVE	SWARTZ	10	700	24	16,800	R	AC		30	24	100	\$89,116	6,513	2" AC OL w/Fabric
											Treatment Total		\$649,987			
KATHLEEN COURT	MICHAEL PLACE	CUL DE SAC	KATHLE	10	130	32	4,160	R	AC		94	89	90	\$14	205,120	SEAL CRACKS
MICHAEL PLACE	VALENTINE AVE.	HANSEN LN. WEST	MICHAEL	10	590	32	18,880	R	AC		94	89	90	\$61	205,120	SEAL CRACKS
											Treatment Total		\$75			
BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	BOD	40	1,110	34	37,740	A	AC/AC		30	22	100	\$645,063	3,201	RECONSTRUCT STRUCTURE (AC)
BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	BOD	60	290	42	12,180	A	AC/AC		31	23	100	\$208,184	3,201	RECONSTRUCT STRUCTURE (AC)
NORTH MAIN STREET	ANALY	HEALDSBURG	NMAIN	30	615	55	33,825	C	AC	RD - Redevelopment Area	34	23	100	\$578,146	2,536	RECONSTRUCT STRUCTURE (AC)
RAGLE ROAD	350' S/O COVERT (UTILITY POLE)	RAGLE PLACE	RAG	20	1,250	29	36,250	C	AC		31	21	100	\$619,595	2,536	RECONSTRUCT STRUCTURE (AC)
											Treatment Total		\$2,050,988			
Year 2025 Area Total									506,189		Year 2025 Total		\$3,377,735			

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	BOD	50	175	30	5,250	A	AC/AC		57	49	100	\$31,871	9,136	2.5" AC OL w/Fabric
LYNCH ROAD	170' W/O G. HWY. S.	250' W/O G. HWY. S.	LYN	20	80	20	1,600	C	AC		57	46	100	\$9,713	6,700	2.5" AC OL w/Fabric
WASHINGTON AVENUE	BODEGA AVE	HUNTLEY ST	WASH	10	940	38	35,720	C	AC/AC		57	50	100	\$216,846	6,383	2.5" AC OL w/Fabric
Treatment Total													\$258,430			
DUTTON AVENUE	BODEGA AVE.	HUNTLEY ST.	DUTTON	10	750	32	24,000	R	AC		56	50	100	\$110,730	6,863	1.75" AC OL
FRANKEL LANE	RAGLE RD.	CUL DE SAC	FRANKE	10	835	27	22,545	R	AC		55	49	100	\$104,017	6,924	1.75" AC OL
STEFENONI COURT	ROBINSON RD.	CUL DE SAC	STEFON	10	400	26	10,400	R	AC		56	50	100	\$47,983	6,863	1.75" AC OL
WALKER AVENUE	PETALUMA	ELEANOR	WALKER	20	300	25	7,500	R	AC	RD - Redevelopment Area	54	48	100	\$34,603	6,915	1.75" AC OL
WEEKS WAY	PETALUMA AVE.	MCKINLEY ST.	WEEKS	10	400	58	23,200	R	AC	RD - Redevelopment Area	55	49	100	\$107,039	6,865	1.75" AC OL
Treatment Total													\$404,371			
PALM AVENUE	DEAD END	PETALUMA AVE	PALM	10	500	32	16,000	R	AC	RD - Redevelopment Area	32	23	100	\$87,418	6,323	2" AC OL w/Fabric
SUNSET AVENUE	TAFT ST.	JOHNSON ST.	SUNSET	10	700	26	18,200	R	AC	RD - Redevelopment Area	33	24	100	\$99,438	6,323	2" AC OL w/Fabric
Treatment Total													\$186,856			
ACORN COURT	SWAINWOOD TERRACE	END	ACORN	10	145	26	3,770	R	AC		81	84	85	\$20	263,695	SEAL CRACKS
BAYBERRY COURT	WOODLAND AVE.	CUL DE SAC	BAYBRY	10	235	26	6,110	R	AC		74	78	80	\$47	269,179	SEAL CRACKS
BEATTIE LANE	LYNCH RD.	ROADS END / CUL DE SAC	BEATIE	10	690	32	22,080	R	AC		78	81	83	\$140	270,696	SEAL CRACKS
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	BELLVW	10	765	34	26,010	R	AC/AC		77	82	84	\$146	353,009	SEAL CRACKS
BLOSSOMWOOD AVENUE	ACORN COURT	PALM AVENUE	BLSMWD	10	700	26	18,200	R	AC		83	85	86	\$89	254,273	SEAL CRACKS
BONNARDEL AVENUE	ANALY AVE.	WALLACE ST.	BNRDEL	10	625	34	21,250	C	AC/AC	RD - Redevelopment Area	79	84	85	\$89	670,911	SEAL CRACKS
BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	BOD	20	1,100	37	40,700	A	AC		22	87	88	\$172	384,451	SEAL CRACKS
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	BOD	70	1,180	44	51,920	A	AC/AC		80	85	86	\$189	1,010,643	SEAL CRACKS
BODEGA AVENUE	290 W/O RAGLE AVE (SOUTH)	VALLEY VIEW	BOD	80	950	32	30,400	A	AC		19	87	88	\$129	384,451	SEAL CRACKS
BODEGA AVENUE	VALLEY VIEW	CITY LIMITS	BOD	90	360	43	15,480	A	AC/AC		19	87	88	\$66	384,451	SEAL CRACKS

** - Treatment from Project Selection

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BROOKSIDE AVENUE	MURPHY AVE	END	BROOKS	10	715	26	18,590	R	AC/AC		79	83	84	\$96	309,306	SEAL CRACKS
BROWN STREET	SEBASTOPOL AVE.	DEPOT ST.	BROWN	10	100	32	3,200	R	AC	RD - Redevelopment Area	77	81	82	\$21	271,082	SEAL CRACKS
BRITAIN AVENUE	JESSE ST.	NEVA ST.	BRTIAN	20	340	27	9,180	R	AC/AC		66	72	74	\$90	276,521	SEAL CRACKS
BURNETT STREET	PETALUMA	S. MAIN	BUR	10	310	32	9,920	C	AC/AC	RD - Redevelopment Area	75	80	82	\$68	461,442	SEAL CRACKS
COVERT LANE	PLEASANT HILL	RAGLE RD.	COV	30	1,380	34	46,920	C	AC/AC		82	87	88	\$76	1,476,605	SEAL CRACKS
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	DOWD	10	700	32	22,400	R	AC		68	73	75	\$219	250,827	SEAL CRACKS
DU FRANC AVENUE	HEALDSBURG AVE.	500 FT N/O HLDSBRG AVE	DUFRNC	10	500	24	12,000	R	AC	RD - Redevelopment Area	84	86	87	\$56	250,932	SEAL CRACKS
DU FRANC AVENUE	500 FT N/O HLDSBRG AVE	END	DUFRNC	15	600	28	16,800	R	AC		80	83	84	\$96	267,595	SEAL CRACKS
EDMAN WAY	N. HIGH ST.	BODEGA AVE.	EDMAN	10	485	18	8,730	R	AC/AC		73	78	80	\$68	284,714	SEAL CRACKS
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	FANNEN	20	300	25	7,500	R	AC	RD - Redevelopment Area	67	72	74	\$76	249,565	SEAL CRACKS
FIRCREST AVENUE	GRAVENSTEIN HWY. S.	173' W/O G. HWY. S. (NARROW)	FIR	10	195	38	7,410	C	AC/AC	RD - Redevelopment Area	79	84	86	\$30	705,063	SEAL CRACKS
FIRCREST AVENUE	173' WEST OF G. HWY. S.	384' WEST OF G. HWY. S.	FIR	20	212	22	4,664	C	AC/AC	RD - Redevelopment Area	67	87	88	\$10	636,513	SEAL CRACKS
FIRCREST AVENUE	384' W/O G. HWY. S. (NARROW)	LILLIAN	FIR	30	630	27	17,010	C	AC/AC		68	73	75	\$163	365,618	SEAL CRACKS
FIRCREST AVENUE	MAYTUM	MCFARLANE	FIR	40	655	23	15,065	C	AC/AC		80	85	86	\$51	793,379	SEAL CRACKS
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	FIRST	10	2,195	17	37,315	R	AC/AC		80	85	86	\$126	503,652	SEAL CRACKS
FLORENCE AVENUE	HEALDSBURG	98' S/O HEALDSBURG	FLO	10	98	37	3,626	C	AC/AC		48	87	88	\$7	636,513	SEAL CRACKS
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	FLO	20	515	26	13,390	C	AC/AC		75	80	82	\$92	461,209	SEAL CRACKS
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	GROSS	10	140	37	5,180	R	AC/AC		81	86	87	\$15	525,246	SEAL CRACKS
GWENDOLYN PLACE	LITCHFIELD AV	END	GWEN	10	316	32	10,112	R	AC		82	87	88	\$42	366,307	SEAL CRACKS
HAYDEN AVENUE	LITCHFIELD	MC FARLANE	HAY	10	1,200	26	31,200	C	AC		46	87	88	\$64	636,513	SEAL CRACKS
HAYDEN AVENUE	MCFARLANE	JEWELL	HAY	20	565	32	18,080	C	AC		78	80	81	\$127	327,164	SEAL CRACKS
HIGH STREET	BODEGA	BURNETT	HIG	10	215	28	6,020	C	AC/AC	RD - Redevelopment Area	78	83	84	\$30	591,806	SEAL CRACKS
HIGH STREET	BURNETT	WILLOW	HIG	20	465	26	12,090	C	AC/AC	RD - Redevelopment Area	79	84	85	\$50	671,746	SEAL CRACKS

** - Treatment from Project Selection

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
HILL DRIVE	THERESA CT.	NORLEE ST.	HILL	10	785	33	25,905	R	AC		82	84	86	\$133	261,245	SEAL CRACKS
HOLLY COURT	RAGLE RD.	CUL DE SAC	HOLLY	10	275	27	7,425	R	AC		65	70	73	\$79	240,569	SEAL CRACKS
HUNTLEY STREET	WASHINGTON AVE.	FLORENCE AVE.	HUNTLY	10	1,140	31	35,340	R	AC		77	81	82	\$236	271,070	SEAL CRACKS
JESSIE STREET	HUNTLEY ST.	END	JESSE	10	835	27	22,545	R	AC		79	82	84	\$136	269,133	SEAL CRACKS
JEWELL AVENUE	LELAND	HAYDEN	JEWELL	50	1,100	32	35,200	C	AC		69	71	73	\$370	250,987	SEAL CRACKS
LAGUNA PARK WAY	MCKINLEY ST.	JOHNSON ST.	LAGUPK	10	500	36	18,000	C	AC	RD - Redevelopment Area	69	71	73	\$189	251,073	SEAL CRACKS
LITCHFIELD AVENUE	225' S/O PALM	FELLERS	LITCH	15	680	28	19,040	C	AC		43	87	88	\$39	636,513	SEAL CRACKS
LORRAINE COURT	VALENTINE AVE.	CUL DE SAC	LORAIN	10	450	26	11,700	R	AC		78	81	83	\$74	270,686	SEAL CRACKS
LYDING LANE	HEALDSBURG AVE	CURB AND GUTTER	LYDIG	05	275	27	7,425	R	AC	RD - Redevelopment Area	90	88	89	\$28	225,823	SEAL CRACKS
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	LYN	10	170	25	4,250	C	AC	RD - Redevelopment Area	77	79	81	\$32	317,010	SEAL CRACKS
LYNCH ROAD	BEATTIE	MCFARLANE	LYN	30	270	22	5,940	C	AC/AC		80	85	86	\$20	793,379	SEAL CRACKS
LYNCH ROAD	MCFARLANE	JEAN	LYN	40	210	36	7,560	C	AC/AC		79	84	85	\$32	670,636	SEAL CRACKS
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	LYN	50	245	28	6,860	C	AC/AC		76	81	83	\$42	513,134	SEAL CRACKS
MARYS LANE	WEST ST.	FLORENCE AVE.	MARYS	10	350	24	8,400	R	AC/AC		87	88	88	\$10	764,837	SEAL CRACKS
MAY COURT	VALLEY VIEW DR.	CUL DE SAC	MAY	10	200	37	7,400	R	AC/AC		81	86	87	\$22	525,246	SEAL CRACKS
MCFARLANE AVENUE	HAYDEN	60 S/O WALNUT	MCFAR	10	360	30	10,800	C	AC		61	87	88	\$22	636,513	SEAL CRACKS
MCFARLANE AVENUE	60' SOUTH OF WALNUT	410' SOUTH OF WALNUT	MCFAR	20	350	23	8,050	C	AC		68	87	88	\$17	636,513	SEAL CRACKS
MCFARLANE AVENUE	WOODLAND	FIRCREST	MCFAR	40	283	28	7,924	C	AC/AC		82	87	88	\$13	1,474,616	SEAL CRACKS
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		82	87	88	\$4	1,474,616	SEAL CRACKS
MCFARLANE AVENUE	DOWD	LYNCH	MCFAR	70	638	24	15,312	C	AC/AC		80	85	86	\$52	793,379	SEAL CRACKS
MCKINLEY STREET	PETALUMA AVE	N. MAIN ST	MCKIN	10	440	36	15,840	R	AC	RD - Redevelopment Area	87	87	88	\$65	233,386	SEAL CRACKS
MEADOW COURT	DUFRANC	END	MEADCT	10	600	25	15,000	R	AC		78	81	83	\$95	270,688	SEAL CRACKS
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		66	71	74	\$144	380,004	SEAL CRACKS
MURPHY AVENUE	BATELY COURT	ZIMPER CREEK (COP)	MUR	20	177	38	6,726	C	AC		42	87	88	\$14	636,513	SEAL CRACKS
MURPHY AVENUE	ZIMPER CREEK	VALENTINE	MUR	30	440	38	16,720	C	AC/AC		76	82	83	\$97	598,525	SEAL CRACKS
MURPHY AVENUE	VALENTINE	HUNTLEY	MUR	40	1,040	28	29,120	C	AC/AC		74	80	81	\$204	515,209	SEAL CRACKS
NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	NMAIN	10	150	37	5,550	C	AC	RD - Redevelopment Area	85	86	87	\$25	358,789	SEAL CRACKS
ORCHARD STREET	BROOKSIDE AVE	VALENTINE AVE	ORCHAR	10	244	27	6,588	R	AC		82	84	86	\$34	261,249	SEAL CRACKS

** - Treatment from Project Selection

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
PALM AVENUE	SWAIN WOODS TERRACE	JEWELL AVENUE PALM		40	840	26	21,840	R	AC		84	86	87	\$102	250,937	SEAL CRACKS
PARKSIDE COURT	RAGLE CT.	CUL DE SAC	PARKSD	10	210	26	5,460	R	AC		75	79	81	\$40	270,191	SEAL CRACKS
PITT AVENUE	HEALDSBURG	SNOW	PIT	10	250	32	8,000	C	AC/AC	RD - Redevelopment Area	78	83	84	\$39	591,232	SEAL CRACKS
PITT AVENUE	SNOW	KEATING	PIT	15	320	32	10,240	C	AC/AC		79	84	85	\$43	670,922	SEAL CRACKS
PITT AVENUE	KEATING	WILTON AVE	PIT	20	465	34	15,810	R	AC/AC		78	83	84	\$82	347,078	SEAL CRACKS
PLEASANT HILL ROAD	1270' S/O BODEGA CITY LIMITS		PLE	30	363	39	14,157	C	AC		47	87	88	\$29	636,513	SEAL CRACKS
PLEASANT HILL AVENUE NORTH	VALENTINE	BODEGA	PLEN	20	1,480	36	53,280	C	AC/AC		83	88	89	\$45	2,584,584	SEAL CRACKS
RAGLE ROAD	COVERT	350' S/O COVERT	RAG	10	350	35	12,250	C	AC		48	87	88	\$25	636,513	SEAL CRACKS
RAGLE ROAD	BLOSSOM HILL (HOLLY CT)	BODEGA	RAG	40	250	38	9,500	C	AC/AC		86	86	87	\$27	520,027	SEAL CRACKS
RAGLE COURT	COVERT LANE	CUL DE SAC	RAGLEC	10	330	26	8,580	R	AC		78	81	83	\$54	270,688	SEAL CRACKS
RAGLE AVENUE SOUTH	BODEGA AVE.	END	RGLRDS	10	450	37	16,650	R	AC/AC		79	84	85	\$75	379,345	SEAL CRACKS
ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	ROBINS	10	245	24	5,880	R	AC		76	80	82	\$41	271,598	SEAL CRACKS
SHAUN COURT	JEWELL AVE.	CUL DE SAC	SHAUN	10	350	26	9,100	R	AC		74	78	80	\$70	269,189	SEAL CRACKS
SNOW STREET	WEST ST	PITT AV	SNOW	10	372	25	9,300	R	AC/AC	RD - Redevelopment Area	85	87	88	\$19	512,027	SEAL CRACKS
SOLL COURT	GRAVENSTEIN HWY N	CUL DE SAC	SOLLCO	10	320	31	9,920	R	AC	RD - Redevelopment Area	81	84	85	\$54	263,676	SEAL CRACKS
SPRINGDALE STREET	BROOKSIDE AVE	VALENTINE AVE	SPRING	05	300	27	8,100	R	AC		84	86	87	\$38	250,926	SEAL CRACKS
SWAIN AVENUE	CALDER AVE	PALM AVE	SWAIN	10	750	26	19,500	R	AC		82	84	86	\$100	261,260	SEAL CRACKS
SWAIN WOODS TERRACE	ACORN COURT	DEAD END	SWNWD	10	800	26	20,800	R	AC		81	84	85	\$113	263,695	SEAL CRACKS
VALENTINE AVENUE	MURPHY	SPRINGDALE	VAL	10	510	25	12,750	C	AC		41	87	88	\$26	636,513	SEAL CRACKS
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	VAL	20	715	34	24,310	C	AC/AC		83	88	89	\$24	2,123,720	SEAL CRACKS
VALENTINE AVENUE	215 W/O ZIMPHER	LDS CHURCH (AT COP)	VAL	30	1,433	36	51,588	C	AC/AC		79	84	85	\$222	633,462	SEAL CRACKS
VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	VAL	40	475	33	15,675	C	AC/AC		77	82	84	\$88	534,862	SEAL CRACKS
VILLAGE WAY	COOPER RD	CITY LIMITS	VILLAG	10	450	28	12,600	R	AC	RD - Redevelopment Area	74	80	82	\$87	389,633	SEAL CRACKS
VISTA COURT	VALLEY VIEW DR.	CUL DE SAC	VISTA	10	150	37	5,550	R	AC/AC		78	83	84	\$29	344,232	SEAL CRACKS
VALLEY VIEW DRIVE	BODEGA AVE. WEST	MAY COURT	VLLYVW	10	935	37	34,595	R	AC/AC		74	78	80	\$264	271,131	SEAL CRACKS
VALLEY VIEW DRIVE	MAY COURT	CUL DE SAC	VLLYVW	20	1,050	37	38,850	R	AC/AC		80	85	86	\$146	434,731	SEAL CRACKS

** - Treatment from Project Selection

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
WALKER AVENUE	S. MAIN	PETALUMA	WALKER	10	200	25	5,000	R	AC	RD - Redevelopment Area	83	85	86	\$24	254,664	SEAL CRACKS
WALNUT LANE	MCFARLANE AVE.	JEWELL AVE.	WALNUT	10	575	30	17,250	R	AC		76	80	82	\$121	271,715	SEAL CRACKS
WEST STREET	WILTON AVE.	SNOW ST.	WEST	10	850	30	25,500	R	AC/AC		78	82	83	\$145	298,857	SEAL CRACKS
WEST HILLS CIRCLE	BODEGA AVE	END	WESTHI	10	550	24	13,200	R	AC		81	84	85	\$72	263,676	SEAL CRACKS
WESTERN AVENUE	PALM AVE.	SOUTH AVE.	WESTRN	10	260	28	7,280	R	PCC		14	88	89	\$27	218,803	SEAL CRACKS
WILLOW STREET	S. MAIN ST.	HIGH ST.	WILLOW	10	380	28	10,640	R	PCC	RD - Redevelopment Area	23	88	89	\$39	218,803	SEAL CRACKS
WILTON AVENUE	MAIN ST	N HIGH ST	WILTON	10	395	20	7,900	R	PCC	RD - Redevelopment Area	20	88	89	\$29	218,803	SEAL CRACKS
WILTON AVENUE	N HIGH ST	FLORENCE AVE	WILTON	20	755	34	25,670	R	AC/AC		77	81	83	\$158	291,869	SEAL CRACKS
WOODLAND AVENUE	MCFARLANE AVE.	FIRST ST.	WOODLD	10	1,200	32	38,400	R	AC		81	84	85	\$208	263,646	SEAL CRACKS
Treatment Total													\$7,695			
JEWELL AVENUE	CALDER (AT COP)	LELAND	JEWELL	40	250	33	8,250	C	AC		39	24	100	\$145,242	2,462	RECONSTRUCT STRUCTURE (AC)
LITCHFIELD AVENUE	S. MAIN	225' S/O PALM	LITCH	10	225	29	6,525	C	AC		38	23	100	\$114,873	2,462	RECONSTRUCT STRUCTURE (AC)
MCKINLEY STREET	PETALUMA AVE	390' E OF PETALUMA AVE	MCKIN	20	390	36	14,040	C	AC		38	23	100	\$247,175	2,462	RECONSTRUCT STRUCTURE (AC)
NORTH MAIN STREET	END CURB & GUTTER	ANALY	NMAIN	20	810	37	29,970	C	AC	RD - Redevelopment Area	36	20	100	\$527,623	2,462	RECONSTRUCT STRUCTURE (AC)
PLEASANT HILL ROAD	BODEGA	500' S/O BODEGA	PLE	10	500	39	19,500	C	AC/AC		33	22	100	\$343,298	2,462	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$1,378,211			
Year 2026 Area Total									1,797,973	Year 2026 Total		\$2,235,563				

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
COOPER ROAD	HWY 116	CITY LIMITS	COOPER	10	250	24	6,000	R	AC	RD - Redevelopment Area	56	48	100	\$28,513	6,738	1.75" AC OL
ELLIS COURT	HEALDSBURG	END OF CITY MAINTAINED STREET	ELLIS	10	580	30	17,400	R	AC/AC	RD - Redevelopment Area	58	50	100	\$82,687	6,604	1.75" AC OL
MAPLE AVENUE	175 FT W/O S. MAIN	S. MAIN ST.	MAPLE	10	175	26	4,550	R	AC/AC		57	50	100	\$21,622	6,541	1.75" AC OL

** - Treatment from Project Selection

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
TAFT STREET	SUNSET AVE.	WALLACE ST.	TAFT	10	450	30	13,500	R	AC	RD - Redevelopment Area	57	50	100	\$64,154	6,630	1.75" AC OL	
											Treatment Total		\$196,977				
VIRGINIA AVENUE	BODEGA AVE	WASHINGTON AVE	VIRGIN	10	680	32	21,760	R	AC		35	23	100	\$122,455	6,139	2" AC OL w/Fabric	
											Treatment Total		\$122,455				
ANTHONY STREET	SPRINGDALE ST	END	ANTHON	10	400	28	12,000	R	AC/AC		70	74	76	\$115	261,038	SEAL CRACKS	
BARNES AVENUE	ABBOTT	SEBASTOPOL AVE.	BARNES	10	375	20	7,500	R	AC/AC	RD - Redevelopment Area	92	88	89	\$3	2,102,133	SEAL CRACKS	
BATELY COURT	MURPHY AVE.	END	BATELY	10	480	30	14,400	R	AC		45	87	88	\$22	619,292	SEAL CRACKS	
BERRY LANE	N. MAIN ST.	END	BERRY	10	250	10	2,500	R	AC	RD - Redevelopment Area	21	87	88	\$4	619,292	SEAL CRACKS	
BODEGA AVENUE	1100' W/O FLORENCE (7606 MAIL)	270' W/O NELSON (COP)	BOD	30	1,335	41	54,735	A	AC/AC		27	87	88	\$239	373,254	SEAL CRACKS	
BROOKHAVEN COURT	VALENTINE AVE	END	BROOKH	10	479	32	15,328	R	AC		16	87	88	\$23	619,292	SEAL CRACKS	
BROWN STREET	DEPOT ST.	MCKINLEY ST.	BROWN	20	320	16	5,120	R	AC	RD - Redevelopment Area	2	87	88	\$8	619,292	SEAL CRACKS	
BURNETT STREET	S. MAIN	HIGH	BUR	20	380	25	9,500	C	PCC	RD - Redevelopment Area	22	89	90	\$33	335,130	SEAL CRACKS	
CALDER AVENUE	S. MAIN	HIGH ST	CAL	10	420	34	14,280	C	PCC	RD - Redevelopment Area	15	89	90	\$49	335,130	SEAL CRACKS	
CALDER AVENUE	HIGH ST	PARQUET ST	CAL	15	390	34	13,260	C	PCC		16	89	90	\$46	335,130	SEAL CRACKS	
CALDER AVENUE	PARQUET (AT COP)	SWAIN	CAL	20	521	26	13,546	C	AC		72	71	74	\$145	246,770	SEAL CRACKS	
CALDER AVENUE	SWAIN	JEWELL	CAL	30	200	37	7,400	C	AC		72	71	74	\$79	246,770	SEAL CRACKS	
COVERT LANE	712 W/O HEALDSBURG (COP)	PLEASANT HILL	COV	20	350	50	17,500	C	AC/AC		15	89	90	\$60	335,130	SEAL CRACKS	
DANMAR DRIVE	HWY 116	CITY LIMIT	DANMAR	10	228	33	7,524	R	AC		10	87	88	\$12	619,292	SEAL CRACKS	
DEPOT STREET	PETALUMA AVE.	END	DEPOT	10	550	25	13,750	R	AC	RD - Redevelopment Area	6	87	88	\$21	619,292	SEAL CRACKS	
EASTSIDE AVENUE	PALM AVE	SOUTH AVE	EASTSD	10	250	25	6,250	R	AC		19	87	88	\$10	619,292	SEAL CRACKS	
ENOS AVENUE	LYNCH RD.	CITY LIMITS	ENOS	10	850	12	10,200	R	AC		19	87	88	\$16	619,292	SEAL CRACKS	
EVAN AVENUE	MAYTUM AVE.	LITCHFIELD AVE.	EVAN	10	400	26	10,400	R	AC		17	87	88	\$16	619,292	SEAL CRACKS	

** - Treatment from Project Selection

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
FANNEN AVENUE	PETALUMA AVE.	SOUTH MAIN ST.	FANNEN	10	215	26	5,590	R	AC/AC	RD - Redevelopment Area	3	87	88	\$9	619,292	SEAL CRACKS
FELLERS LANE	LITCHFIELD	HWY 116	FELLER	10	1,235	32	39,520	R	AC	RD - Redevelopment Area	65	87	88	\$60	619,292	SEAL CRACKS
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	FIRST	20	225	17	3,825	R	AC		42	87	88	\$6	619,292	SEAL CRACKS
FLYNN STREET	LAGUNA PARK WAY	END	FLYNN	10	400	31	12,400	R	AC	RD - Redevelopment Area	46	87	88	\$19	619,292	SEAL CRACKS
FORE WAY	ANALY AVE.	WALLACE ST.	FORE	10	640	12	7,680	R	AC	RD - Redevelopment Area	2	87	88	\$12	619,292	SEAL CRACKS
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	GOLDEN	10	650	32	20,800	R	AC		42	87	88	\$32	619,292	SEAL CRACKS
HANSEN LANE	250 N/O MICHAEL PLACE	COVERT LN	HANSEN	20	700	32	22,400	R	AC		78	74	76	\$214	252,343	SEAL CRACKS
HIGH STREET	WILLOW	CALDER	HIG	30	324	28	9,072	C	PCC	RD - Redevelopment Area	15	89	90	\$31	335,130	SEAL CRACKS
HIGH STREET	CALDER	MAPLE	HIG	40	720	24	17,280	C	PCC		19	89	90	\$59	335,130	SEAL CRACKS
HIGH STREET	MAPLE	PALM	HIG	50	388	28	10,864	C	PCC		16	89	90	\$37	335,130	SEAL CRACKS
HURLBUT AVENUE	HWY 116	CITY LIMITS	HRLBUT	10	650	28	18,200	R	AC		62	87	88	\$28	619,292	SEAL CRACKS
HUTCHINS AVENUE	HWY 116	CITY LIMITS	HUTCH	10	175	23	4,025	R	AC	RD - Redevelopment Area	14	87	88	\$6	619,292	SEAL CRACKS
JEAN DRIVE	100 S/O LYNCH RD	LYNCH RD	JEAN	10	100	23	2,300	R	AC		22	87	88	\$4	619,292	SEAL CRACKS
JEWELL AVENUE	BODEGA AVE	WILLOW (AT COP)	JEWELL	20	560	37	20,720	C	AC/AC		19	89	90	\$71	335,130	SEAL CRACKS
JEWELL AVENUE	WILLOW (AT COP)	CALDER (AT COP)	JEWELL	30	450	27	12,150	C	AC/AC		24	89	90	\$42	335,130	SEAL CRACKS
JEWELL AVENUE	SHAUN	BELLE VIEW	JEWELL	70	880	39	34,320	C	AC		72	71	74	\$367	246,770	SEAL CRACKS
JOHNSON STREET	SUNSET AVE.	EDDIE LN.	JOHNSN	20	500	36	18,000	R	AC	RD - Redevelopment Area	48	87	88	\$28	619,292	SEAL CRACKS
KEATING AVENUE	PITT	NORTH MAIN	KEAT	10	535	37	19,795	C	AC		88	89	90	\$69	455,191	SEAL CRACKS
LELAND STREET	ROBINSON RD.	JEWELL AVE.	LELAND	10	1,045	18	18,810	R	AC		19	87	88	\$29	619,292	SEAL CRACKS
LIVE OAK AVENUE	HEALDSBURG AVE	75 N/O HEALDSBURG AVE	LIVOAK	05	75	32	2,400	R	AC	RD - Redevelopment Area	2	87	88	\$4	619,292	SEAL CRACKS
LIVE OAK AVENUE	75 N/O HEALDSBURG AVE	END OF STREET	LIVOAK	15	500	27	13,500	R	AC	RD - Redevelopment Area	16	87	88	\$21	619,292	SEAL CRACKS
LYDING LANE	CURB AND GUTTER	CITY LIMIT	LYDIG	15	330	30	9,900	R	AC	RD - Redevelopment Area	6	87	88	\$15	619,292	SEAL CRACKS

** - Treatment from Project Selection

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MAYTUM AVENUE	EVAN AVE.	FIRCREST AVE.	MAYTUM	10	620	27	16,740	R	AC		13	87	88	\$26	619,292	SEAL CRACKS
MCFARLANE AVENUE	410' SOUTH OF WALNUT	WOODLAND	MCFAR	30	210	31	6,510	C	AC		72	71	74	\$70	246,770	SEAL CRACKS
MCFARLANE AVENUE	BELLE VIEW	DOWD	MCFAR	60	255	35	8,925	C	AC		50	87	88	\$19	617,974	SEAL CRACKS
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		41	87	88	\$13	619,292	SEAL CRACKS
NORTH HIGH STREET	BODEGA AVE.	END	N HIGH	10	532	40	21,280	R	AC	RD - Redevelopment Area	47	87	88	\$33	619,292	SEAL CRACKS
NELSON WAY	BODEGA AVE	WASHINGTON AVE	NELSON	10	650	26	16,900	R	AC		15	87	88	\$26	619,292	SEAL CRACKS
NORLEE STREET	COVERT LN.	CITY LIMITS	NORLEE	10	800	32	25,600	R	AC		43	87	88	\$39	619,292	SEAL CRACKS
PALM AVENUE	PETALUMA AVE	SOUTH MAIN STREET	PALM	20	240	26	6,120	R	AC/AC	RD - Redevelopment Area	5	87	88	\$9	619,292	SEAL CRACKS
PALM AVENUE	SOUTH MAIN STREET	HIGH ST	PALM	30	420	28	11,760	R	AC/AC	RD - Redevelopment Area	8	87	88	\$18	619,292	SEAL CRACKS
PATRICIA COURT	ZIMPER DR.	CUL DE SAC	PATRI	10	400	32	12,800	R	AC/AC		48	87	88	\$20	619,292	SEAL CRACKS
PINECREST AVENUE	HAYDEN AVE.	SOUTH AVE.	PINEC	10	400	25	10,000	R	AC/AC		25	87	88	\$15	619,292	SEAL CRACKS
PLEASANT HILL ROAD	270' S/O BODEGA	1270' S/O BODEGA	PLE	20	1,000	30	30,000	C	AC		23	89	90	\$103	335,130	SEAL CRACKS
PLEASANT HILL AVENUE NORTH	COVERT	VALENTINE	PLEN	10	1,103	36	39,708	C	AC		50	87	88	\$84	617,974	SEAL CRACKS
RAGLE ROAD	RAGLE PLACE	BLOSSOM HILL (HOLLY CT)	RAG	30	830	28	23,240	C	AC		17	89	90	\$80	335,130	SEAL CRACKS
SOUTH HIGH STREET	PALM	HAYDEN	S HIGH	60	705	28	19,740	C	PCC		24	89	90	\$68	335,130	SEAL CRACKS
SOUTH AVENUE	EASTSIDE AVE.	WESTERN AVE.	SOUTH	10	224	25	5,600	R	AC		18	87	88	\$9	619,292	SEAL CRACKS
SPRINGDALE STREET	VALENTINE AVE	SOUTH END	SPRING	15	315	27	8,505	R	AC		44	87	88	\$13	619,292	SEAL CRACKS
SOUTH POINT AVENUE	HWY 116	END @ GATE	STHPT	10	250	31	7,750	R	AC		22	87	88	\$12	619,292	SEAL CRACKS
STROUT STREET	WEST AVE.	PITT AVE.	STROUT	10	200	30	6,000	R	AC		1	87	88	\$9	619,292	SEAL CRACKS
TERESA COURT	COVERT LN.	CUL DE SAC	TERESA	10	700	32	22,400	R	AC		45	87	88	\$34	619,292	SEAL CRACKS
VIOLA COURT	ZIMPER DR.	CUL DE SAC	VIOLA	10	420	32	13,440	R	AC/AC		44	87	88	\$21	619,292	SEAL CRACKS
WASHINGTON AVENUE	MURPHY AVE	170 W/O MURPHY AVE (NARROW)	WASH	23	170	32	5,440	R	AC		5	87	88	\$8	619,292	SEAL CRACKS
WASHINGTON AVENUE	170 W/O MURPHY AVE (NARROW)	315 W/O MURPHY AVE (WIDDEN)	WASH	25	145	32	4,640	R	AC		0	87	88	\$7	619,292	SEAL CRACKS
WASHINGTON AVENUE	315 W/O MURPHY AVE (WIDDEN)	VIRGINIA AVE	WASH	30	604	32	19,328	R	AC		2	87	88	\$30	619,292	SEAL CRACKS
WASHINGTON AVENUE	VIRGINIA AVE	GOLDEN RIDGE	WASH	40	700	16	11,200	R	AC		5	87	88	\$17	619,292	SEAL CRACKS
WASHINGTON AVENUE	VALENTINE AVE	PLEASANT HILL AVE NORTH	WASH	50	1,115	32	35,680	R	AC		16	87	88	\$55	619,292	SEAL CRACKS

** - Treatment from Project Selection

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
WASHINGTON COURT	WASHINGTON AVE END		WASHCT	10	239	26	6,214	R	AC		9	87	88	\$10	619,292	SEAL CRACKS		
WALLACE STREET	N. MAIN ST.	TAFT ST.	WLLACE	10	600	27	16,200	R	AC	RD - Redevelopment Area	24	87	88	\$25	619,292	SEAL CRACKS		
ZIMPHER DRIVE	COVERT LN.	VALENSTINE ST.	ZIMPHR	10	1,050	32	33,600	R	AC/AC		21	87	88	\$51	619,292	SEAL CRACKS		
												Treatment Total		\$2,984				
BODEGA AVENUE	MAIN	FLORENCE	BOD	10	1,015	41	41,615	A	AC/AC		38	23	100	\$754,613	3,017	RECONSTRUCT STRUCTURE (AC)		
COVERT LANE	HEALDSBURG	712 W/O HEALDSBURG (COP)	COV	10	712	60	42,720	C	AC/AC		37	23	100	\$774,650	2,391	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$1,529,263				
Year 2027 Area Total							1,160,057					Year 2027 Total		\$1,851,679				
Grand Total Section Area:							6,368,024					Grand Total		\$18,681,921				

Appendix G

Maps

Map – Current PCI

Scenario Maps – PCI Condition after Treatments (all Scenarios)

Scenario Maps – Section Selected for Treatment (all Scenarios)



Current PCI Condition

Printed: 1/17/2023

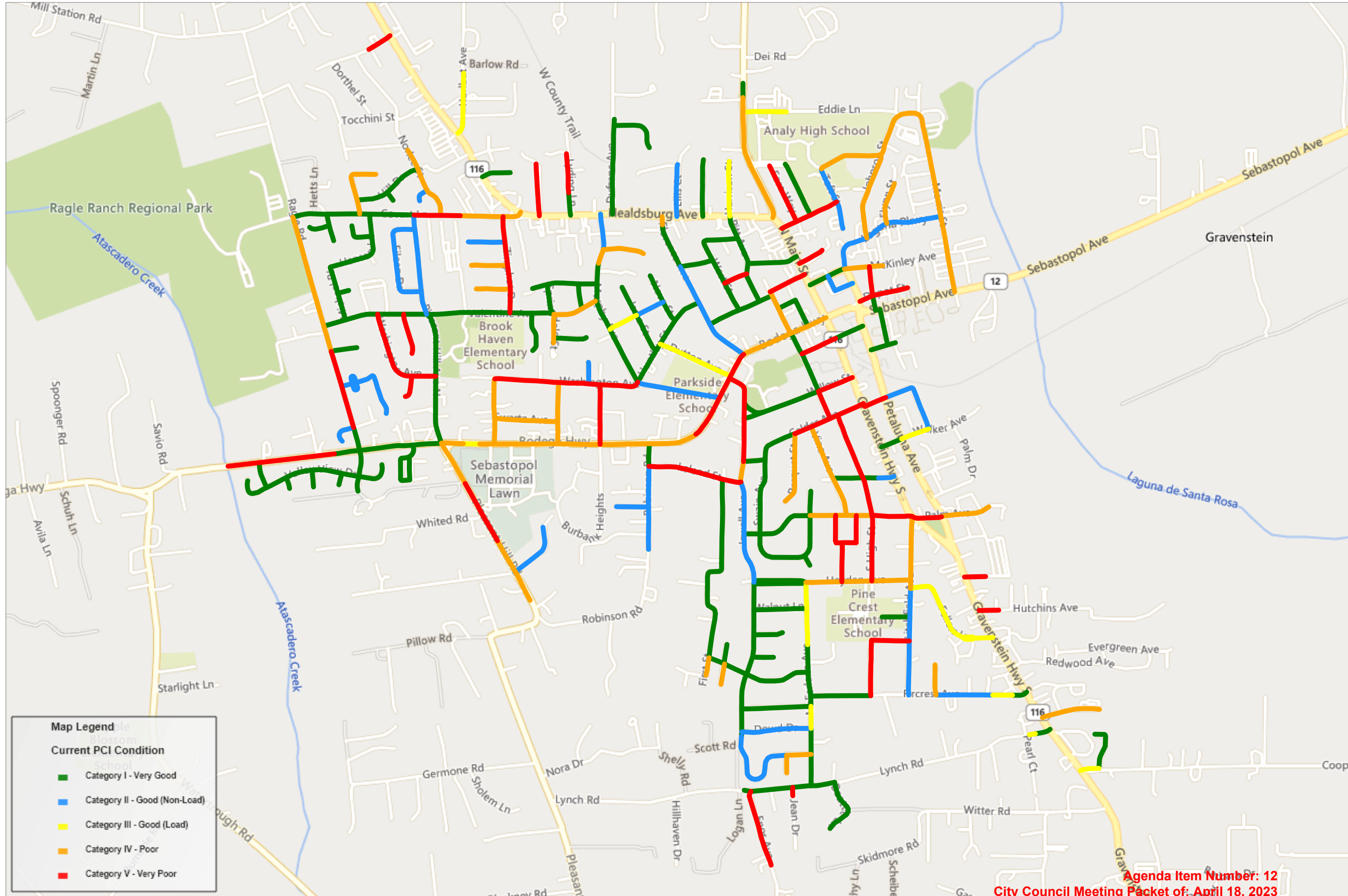
Feature Legend

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

Map Legend

Current PCI Condition

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





Scenario PCI Condition

(1) Unconstrained Needs - 2027 Project Period - Total Rehab for 2027: \$964,094 - Printed: 1/17/2023

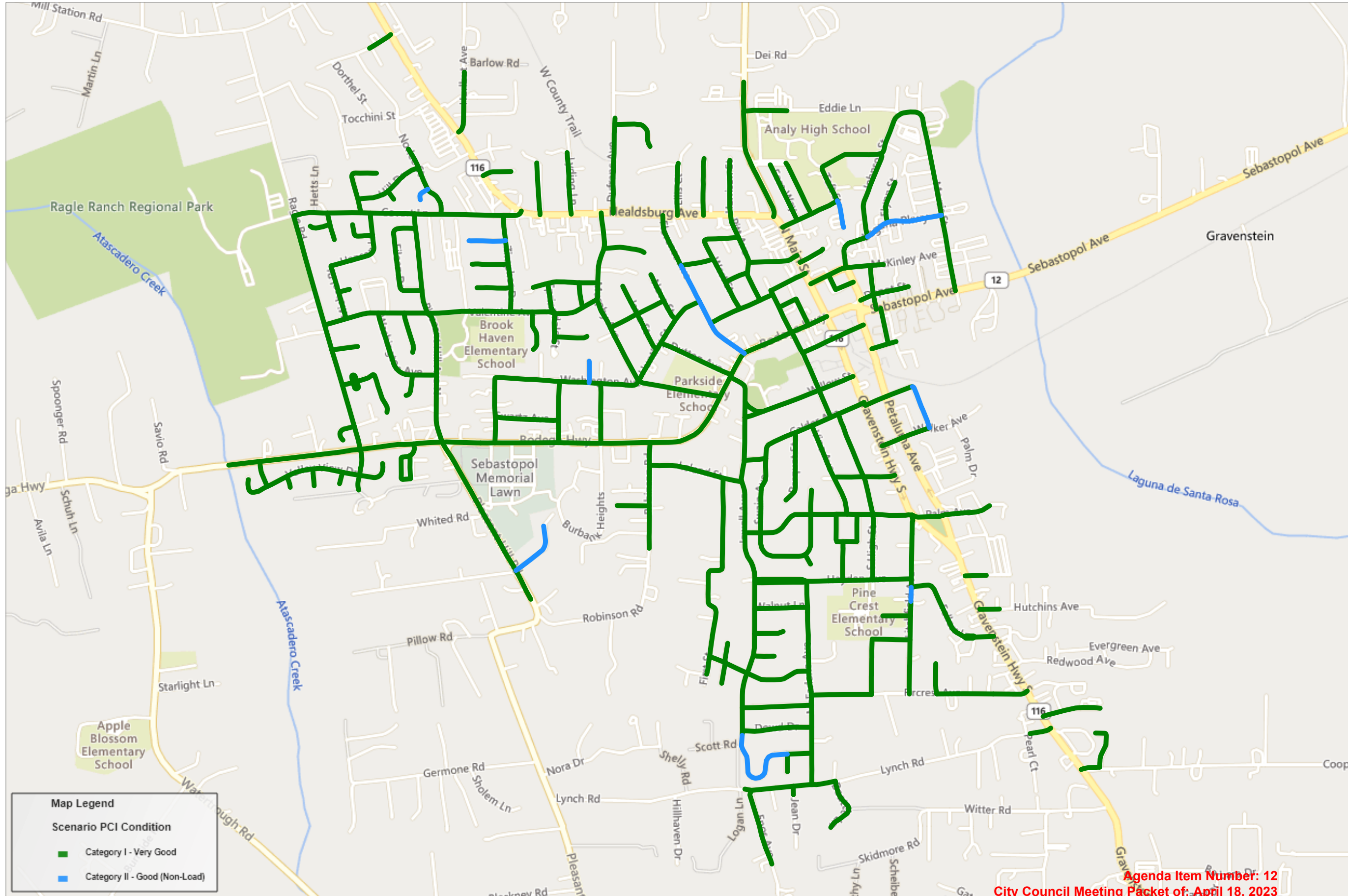
Feature Legend

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

Map Legend

Scenario PCI Condition

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





Scenario PCI Condition

(2) Current Funding (\$200k/Yr) - 2027 Project Period - Printed: 3/21/2023

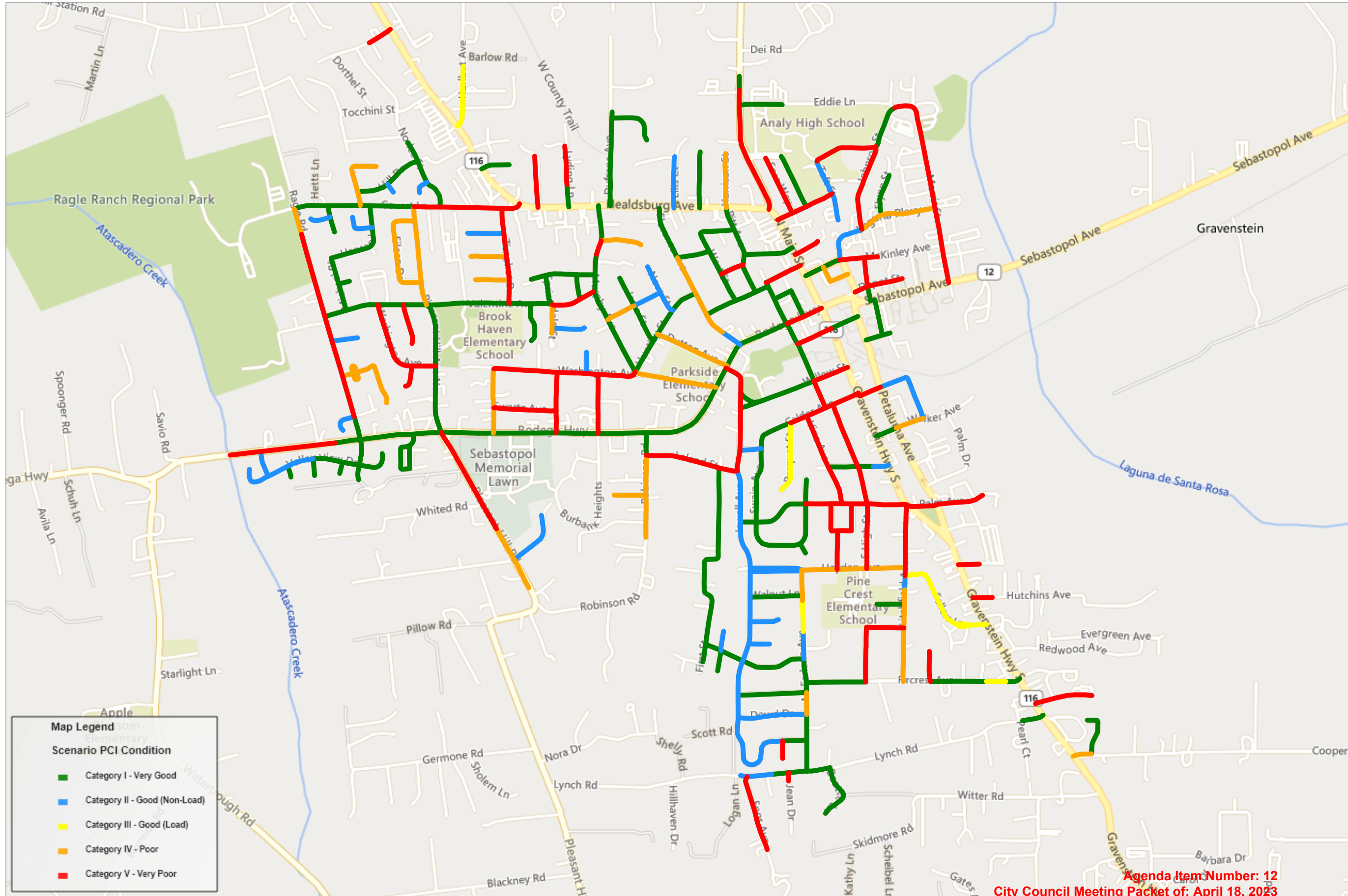
Feature Legend

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

Map Legend

Scenario PCI Condition

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





Scenario PCI Condition

(3) Maintain Current PCI (55) - 2027 Project Period - Printed: 3/21/2023

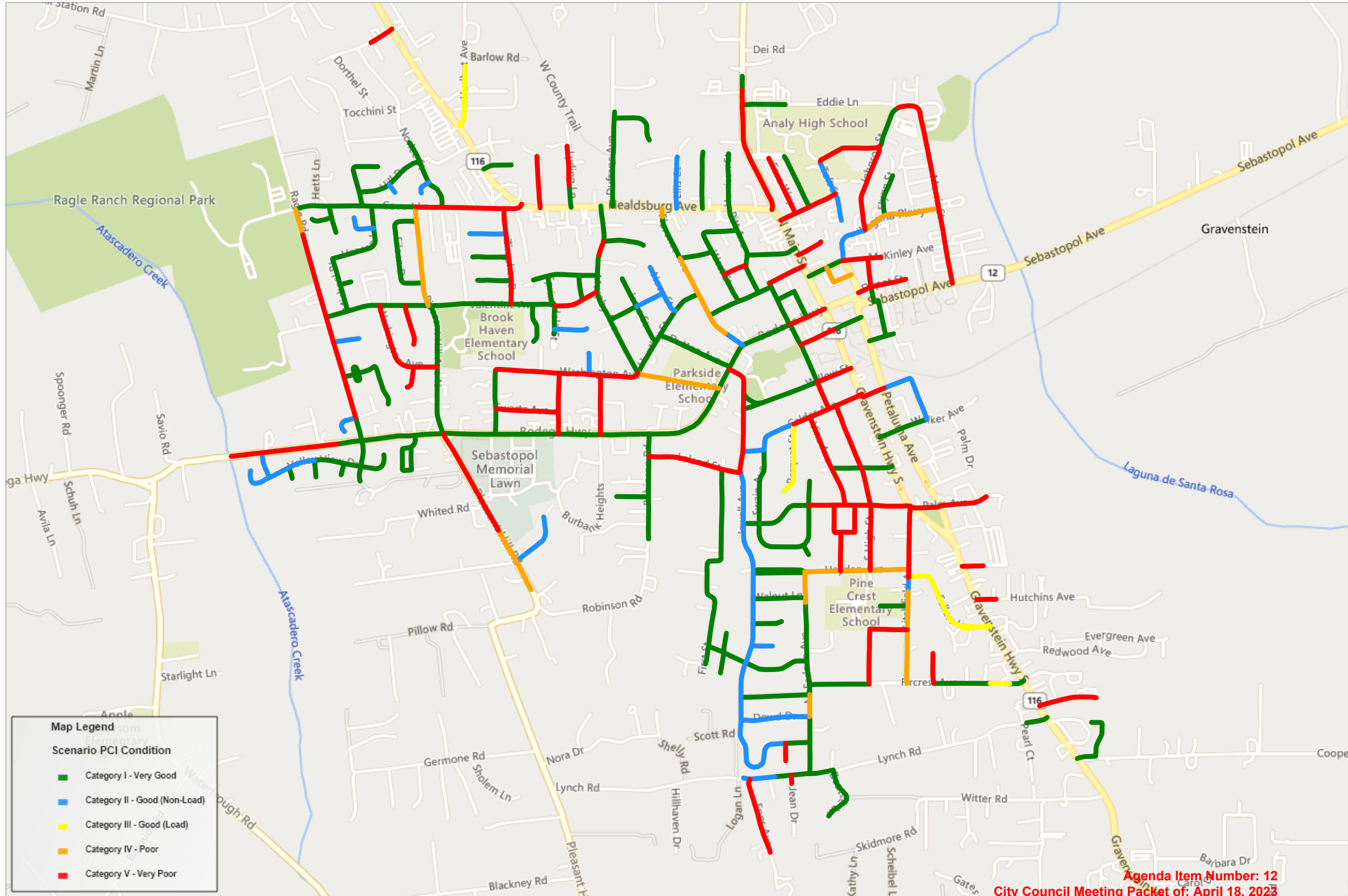
Feature Legend

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

Map Legend

Scenario PCI Condition

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





Scenario PCI Condition

(4) Increase PCI 5 points (to 60) - 2027 Project Period - Printed: 3/21/2023

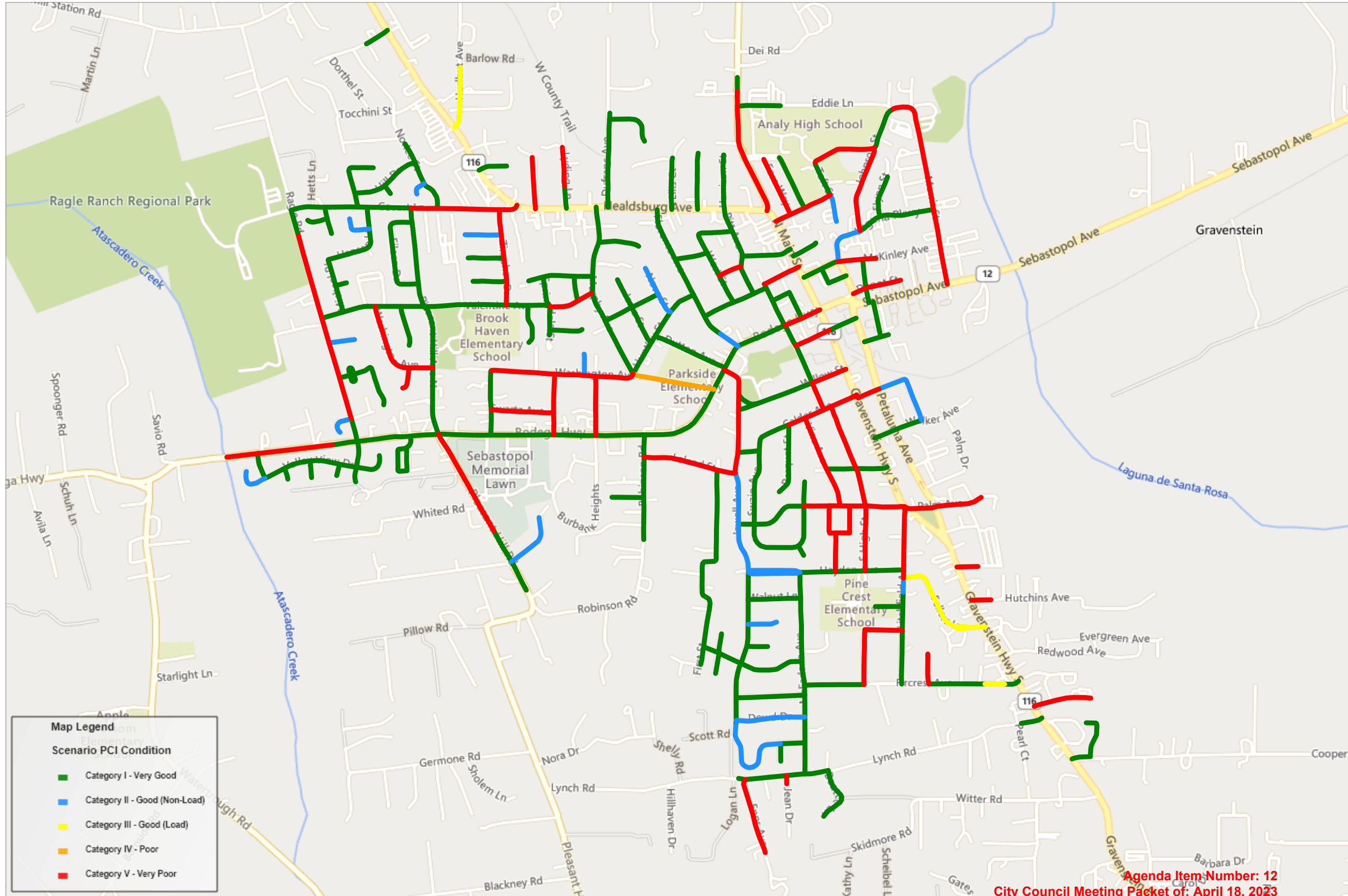
Feature Legend

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

Map Legend

Scenario PCI Condition

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





Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 1/17/2023

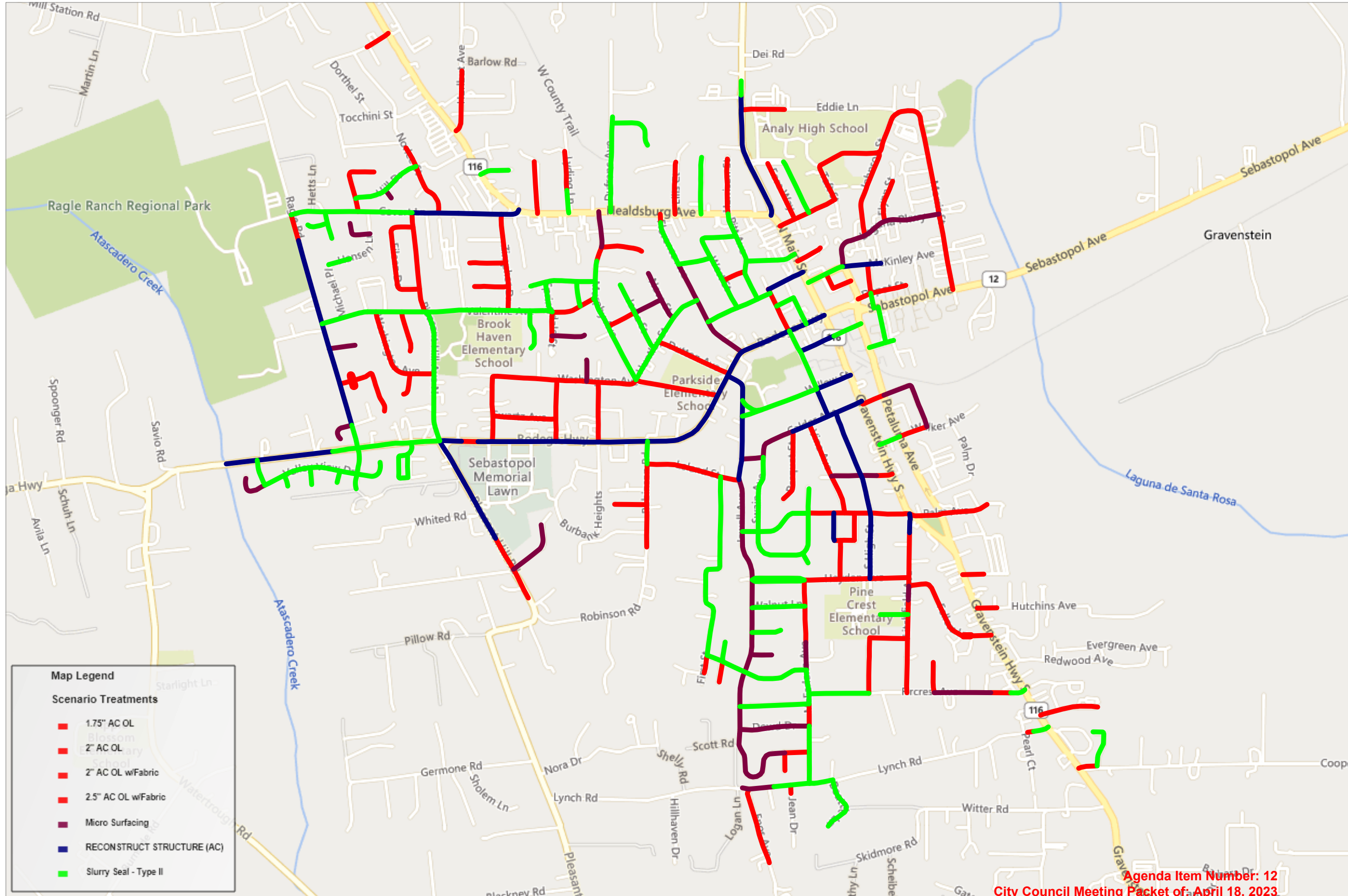
Feature Legend

- 1.75" AC OL
- 2" AC OL
- 2" AC OL w/Fabric
- 2.5" AC OL w/Fabric
- Micro Surfacing
- RECONSTRUCT STRUCTURE (AC)
- Slurry Seal - Type II

Map Legend

Scenario Treatments

- 1.75" AC OL
- 2" AC OL
- 2" AC OL w/Fabric
- 2.5" AC OL w/Fabric
- Micro Surfacing
- RECONSTRUCT STRUCTURE (AC)
- Slurry Seal - Type II





Scenario Treatments

(2) Current Funding (\$200k/Yr) - All Project Periods - Printed: 3/21/2023

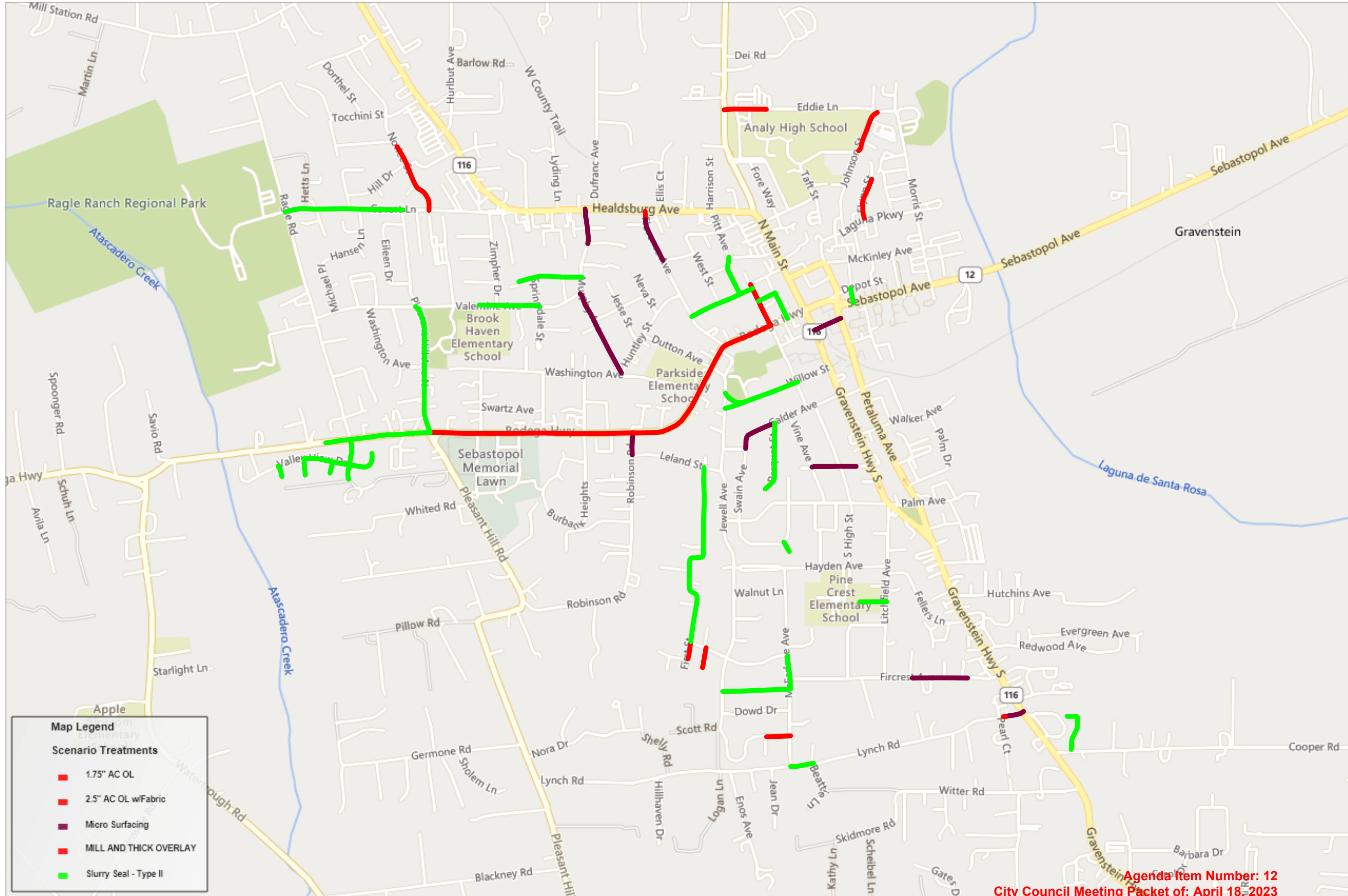
Feature Legend

- █ 1.75" AC OL
- █ 2.5" AC OL w/Fabric
- █ Micro Surfacing
- █ MILL AND THICK OVERLAY
- █ Slurry Seal - Type II

Map Legend

Scenario Treatments

- █ 1.75" AC OL
- █ 2.5" AC OL w/Fabric
- █ Micro Surfacing
- █ MILL AND THICK OVERLAY
- █ Slurry Seal - Type II





Scenario Treatments

(3) Maintain Current PCI (55) - All Project Periods - Printed: 3/21/2023

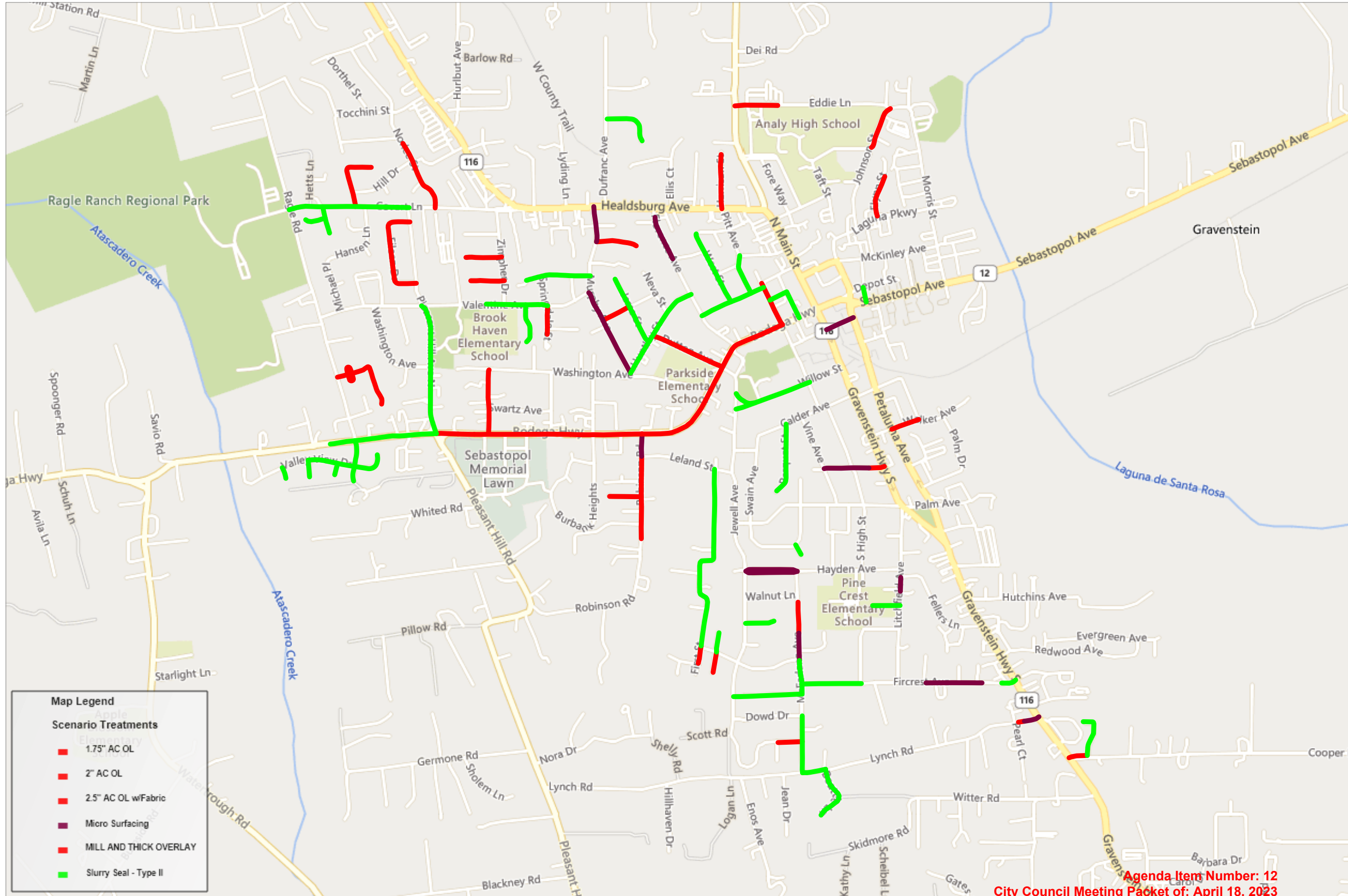
Feature Legend

- █ 1.75" AC OL
- █ 2" AC OL
- █ 2.5" AC OL w/Fabric
- █ Micro Surfacing
- █ MILL AND THICK OVERLAY
- █ Slurry Seal - Type II

Map Legend

Scenario Treatments

- █ 1.75" AC OL
- █ 2" AC OL
- █ 2.5" AC OL w/Fabric
- █ Micro Surfacing
- █ MILL AND THICK OVERLAY
- █ Slurry Seal - Type II





Scenario Treatments

(4) Increase PCI 5 points (to 60) - All Project Periods - Printed: 3/21/2023

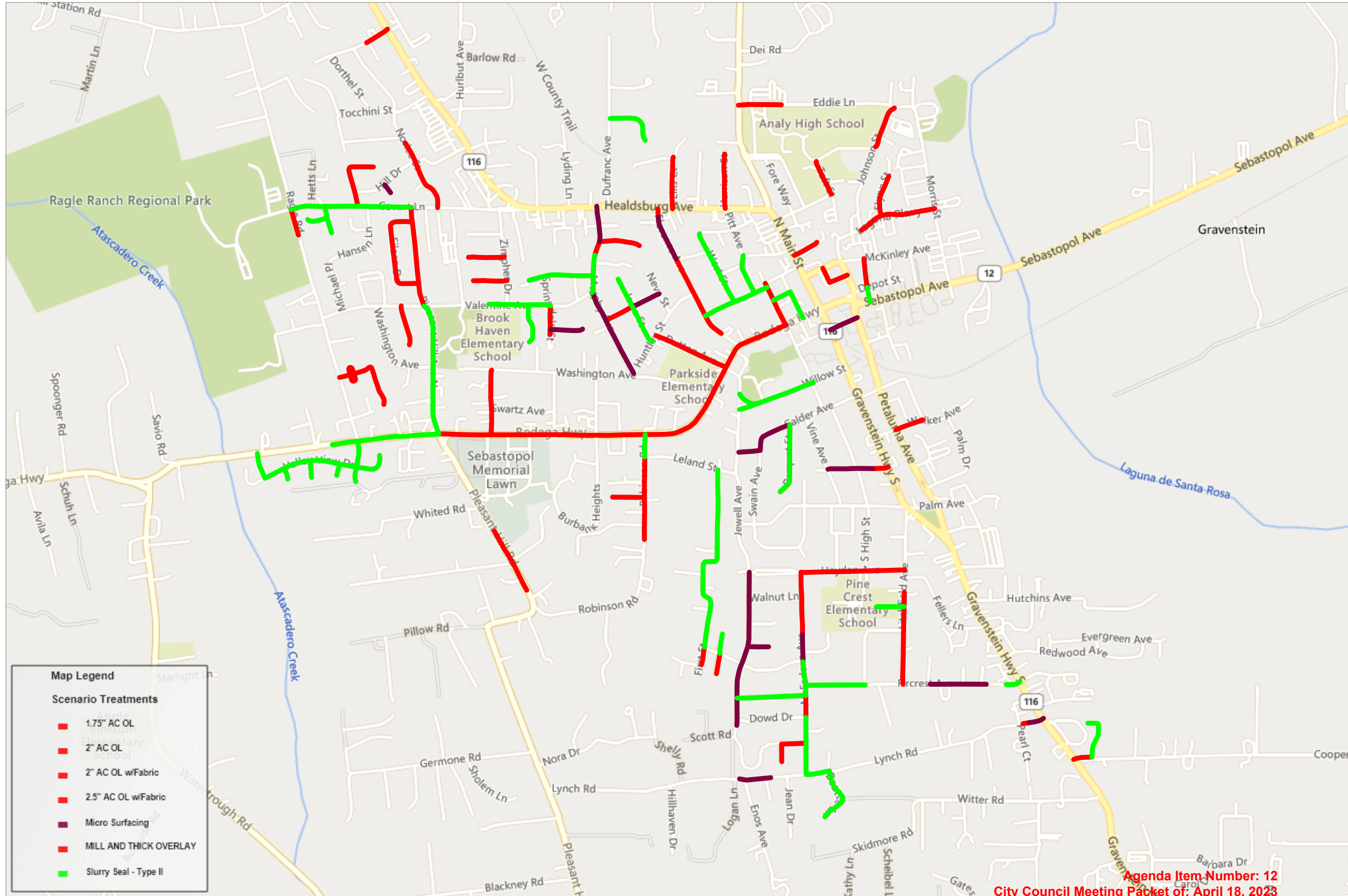
Feature Legend

- 1.75" AC OL
- 2" AC OL
- 2" AC OL w/Fabric
- 2.5" AC OL w/Fabric
- Micro Surfacing
- MILL AND THICK OVERLAY
- Slurry Seal - Type II

Map Legend

Scenario Treatments

- 1.75" AC OL
- 2" AC OL
- 2" AC OL w/Fabric
- 2.5" AC OL w/Fabric
- Micro Surfacing
- MILL AND THICK OVERLAY
- Slurry Seal - Type II



April 18, 2023

Sui Tan
Regional Streets & Roads Program
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Pavement Management Program Certification Letter

The City of Sebastopol certifies that it has a Pavement Management System (PMS), and the project meets the criteria described in Section 23.2 of the Local Assistance Guidelines. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP and to be eligible for regional discretionary funds.

The City of Sebastopol spends on average, over the last five years, [\$ enter dollar amount] per year on preventive maintenance¹.

The system was developed by the Metropolitan Transportation Commission, updated by Capitol Asset & Pavement Services, and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City of Sebastopol jurisdiction.

Centerline miles:	23.77
Total lane miles (or equivalent units):	47.47
The last update of the inventory was completed on:	7/15/2022.
- Identification of sections of pavement needing rehabilitation.

Total lane miles (or equivalent units)	<u>20.53</u>
Estimated cost to rehabilitate deficient sections:	<u>\$18,096,893</u>
(Unconstrained Needs)	
- A procedure to identify rehabilitation strategies that are cost-effective is attached.

You may direct any questions regarding the system to consultant city engineer Mario Landeros, GHD at (707) 236-1542.

Sincerely,

Larry McLaughlin
City Manager

¹ Preventive maintenance is considered to be any treatment that extends pavement life more than five years and is applied to roads with a PCI of 70 or above. Common examples of preventative maintenance include slurry seals, chip seals, cape seals, etc.