CITY OF SEBASTOPOL CITY COUNCIL
AGENDA ITEM REPORT FOR MEETING OF: September 15, 2026

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To:	Honorable Mayor and City Councilmembers
From:	Oriana Hart, Public Works Director
Department:	Public Works
Subject:	Citywide Pavement Management and Multi-Year Paving Strategy

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RECOMMENDATIONS:
That the City Council approve the proposed multi-year paving strategy and direct staff to proceed with the FY 2026-27 reconstruction of Eastside Avenue and South Avenue, begin design and project preparation for the FY 2027-28 overlay projects on Palm Avenue, Maytum Avenue, and Wallace Street, and continue the PMP-based slurry seal program, subject to available funding and final project development.

PROCESS OF AGENDA ITEM:
1. Presentation of Agenda item by the Requestor or Responsible Department
2. Questions and Discussion from Councilmembers
3. Public Comment Period
4. Presentation Received

EXECUTIVE SUMMARY:
The purpose of this item is to present the City Council a pavement prioritization recommendation incorporating the City's existing Pavement Management Plan (PMP) with a ranking system for prioritizing streets in very poor condition for repair. The City's PMP provides a comprehensive, data-driven approach for evaluating pavement conditions and identifying the most cost effective treatments for maintaining the City's roadway network. It is an important tool for ensuring that pavement dollars are invested strategically and that streets are preserved before they deteriorate to the point where substantially more expensive rehabilitation or reconstruction is required. At the same time, the City has a number of streets that are already in very poor condition and were not candidates for the Digouts and Repairs project. Some of these streets do not rise to the top of a traditional PMP because reconstruction is significantly more expensive than preservation treatments on streets that are still in better condition.

Staff has therefore developed a prioritization approach that uses the PMP data but also considers factors important to Sebastopol, including existing pavement condition, traffic, transportation and bicycle networks, proximity to schools, and coordination with underground infrastructure needs.

BACKGROUND:
The City maintains approximately 23.8 centerline miles of paved streets. The City's current PMP was prepared through the Metropolitan Transportation Commission's Pavement Technical Assistance Program. The Citywide pavement inspection was completed in October 2024, and the resulting analysis established an average network Pavement Condition Index (PCI) of 55, which falls within the "Fair" condition category. PCI is a numerical measure from 0 to 100 used to describe pavement condition. Higher numbers indicate better pavement conditions. A newly constructed roadway would generally have a PCI near 100, while a roadway that has failed and requires major reconstruction would have a substantially lower PCI.

The City's network is currently divided among several pavement condition categories:
- Approximately 41 percent of the network is in Good condition;
- Approximately 19 percent is in Fair condition;
- Approximately 22 percent is in Poor condition; and
- Approximately 19 percent is in Very Poor condition.

This means that approximately 40 percent of the City's pavement network is already in Poor or Very Poor condition.

The PMP identifies a significant funding gap between the City's available pavement funding and the amount necessary to address the City's overall pavement needs. The PMP estimates approximately $20.8 million in maintenance and rehabilitation needs over the period evaluated, while the City's planned funding is substantially less. The PMP therefore demonstrates a fundamental challenge facing the City: there is not enough funding to address every roadway that needs work, and the City must make choices about which streets to repair and when.

DISCUSSION:
The City's Pavement Management Plan is based on the principle that it is generally more cost-effective to preserve a roadway while it is still in relatively good condition than to allow it to deteriorate to the point where major rehabilitation or reconstruction is required. Streets in Good condition may be candidates for relatively low-cost treatments such as slurry seals, crack sealing, and other preventive maintenance. As pavement condition declines, treatments become more extensive and expensive. Streets in Fair condition may require microsurfacing or an asphalt overlay, while streets in Poor or Very Poor condition may require more substantial rehabilitation or reconstruction.

The PMP generally favors treating streets before they become the City's worst streets. This approach is important to managing the pavement network as a whole because allowing streets that are currently in relatively good or fair condition to deteriorate can ultimately result in significantly higher costs to the City. At the same time, the City's pavement needs substantially exceed available funding, requiring the City to prioritize investments among competing needs.

For the current paving discussion, staff used the Pavement Management Plan (PMP) as the foundation for a supplemental prioritization analysis. The analysis evaluates each street based on pavement condition, proposed treatment, estimated treatment cost, cost-effectiveness, Safe Routes to School and Active Transportation considerations, major roadway function, bicycle network connections, number of parcels served, and sewer priorities. Pavement condition remains the primary consideration, with staff evaluating the existing PCI, anticipated treatment, and estimated cost for each street. The supplemental analysis was intended to provide a systematic, data driven approach for determining which of the City’s very poor condition streets should be prioritized for reconstruction in the coming years. This approach allows the City to make these decisions consistently and equitably, considering both the condition of each street and the broader benefits to residents and the transportation network.

The supplemental analysis also recognizes that PCI alone does not capture the full community value of a roadway. Safe Routes to School and Active Transportation considerations identify streets that provide important connections for students, pedestrians, and bicyclists. Major roadway function and bicycle network connections recognize streets that serve broader transportation needs. Sewer and water priorities are included to help coordinate pavement improvements with underground infrastructure work and avoid making a significant pavement investment on a street that may soon require excavation for sewer and water improvements.

These factors are incorporated into a multiplier that provides additional priority to streets with greater community or infrastructure considerations. The resulting PCI Equity Score allows staff to maintain pavement condition as the primary consideration while also recognizing factors that are not captured by PCI alone. A lower PCI Equity Score represents a higher overall priority for reconstruction among the City’s poor-condition streets.Applying this methodology provides a more complete picture of the City’s paving needs than relying on PCI alone. Based on the current analysis, Eastside Avenue and South Avenue are identified as the highest priorities for major reconstruction. Both streets have very low PCI ratings and have reached a condition where reconstruction is warranted.

The next tier of projects identified through the analysis includes Palm Avenue, Maytum Avenue, and Wallace Street, which are proposed for asphalt overlay in FY 2027-28. These streets have poor pavement conditions however initial assessments indicate that they likely have the pavement structural section in take and are likely candidates for overlay rather than reconstruction. If approved, staff will work with our pavement engineers to complete a full geotechnical analysis as part of the design.

At the same time, the City would continue implementing the preservation strategy recommended through the PMP through a broader slurry seal program, focusing on the streets identified for preservation in the City's current Pavement Management Plan. Staff proposes considering the following streets for PMP-based preservation work: Hermosa Court, Dowd Drive, Fannen Avenue, Giusti Court, Shaun Court, Murphy Avenue, Florence Avenue, Lynch Road, Jewell Avenue, Pitt Avenue, Burnett Street, Hayden Avenue, High Street, Fircrest Avenue, Acorn Court, Covert Lane, and Pleasant Hill Avenue North.

Table 1 – Proposed Multi-Year Paving Program

Fiscal Year	Work	Construction	Design	Construction Management	Estimated Total
FY 2026-27	Eastside Ave – Reconstruction	$263,000	$26,000	$26,000	$315,000
FY 2026-27	South Ave – Reconstruction	$235,000	$24,000	$24,000	$282,000
FY 2026-27	Design – FY 2027-28 Projects	—	$100,000	—	$100,000
FY 2026-27 Total		**$498,000**	**$150,000**	**$50,000**	**$697,000**
FY 2027-28	Palm Ave – Overlay	$104,000	—	$10,000	$114,000
FY 2027-28	Maytum Ave – Overlay	$285,000	—	$28,000	$313,000
FY 2027-28	Wallace St – Overlay	$275,000	—	$28,000	$303,000
FY 2027-28	PMP Slurry Seal Program	$335,000	—	$34,000	$369,000
FY 2027-28 Total		**$999,000**	**—**	**$100,000**	**$1,099,000**

**Note Digouts and Repairs (CIP 0520-22.09) was completed in August. Strout St Reconstruction Part of (CIP 0521-25.05) will be completed in Spring. Total Approved Pavement Project CIP Budget for CY26/27 $1.4 Mil*

Table 2 – Adopted FY26/27 CIP Budget

Funding Source	Amount
FY 2026-27 Citywide Pavement Improvements CIP – Project 26.01	$612,800
FY 2025-26 Citywide Pavement Improvements CIP – Project 25.05	$100,000
Total Available for Proposed Citywide Paving	**$712,800**

Table 3 – Preliminary FY27/28 Citywide Pavement Improvement Project Funding

Funding Source	Amount
Measure U (100)	$600,000
Go Sonoma	$150,000
SB1	$150,000
Gas Tax	$200,000
Total FY27/28 Pavement Funding	**$1,100,000**

This approach allows the City to address the most deteriorated streets in the initial year while continuing to invest in the preservation of streets that are not yet in need of major reconstruction. By approving the multi-year strategy now, staff can begin the design and pre-bid work for the FY 2027-28 projects concurrently with the FY 2026-27 projects.

This will allow the City to move efficiently toward bidding and awarding the next paving program at the beginning of the fiscal year. Paving projects are typically constructed between March and October, when temperatures are generally above 50°F and weather conditions are typically drier. Because paving projects can require approximately four to six months for design, preparation, and bidding, initiating the process during the summer allows the City to complete construction during the following paving season rather than waiting an additional year. Staff therefore proposes completing the design and pre-bid work during the current fiscal year, positioning the proposed FY 2027-28 paving projects for construction beginning July 1, 2027, following approval of the FY 2027-28 Capital Improvement Program (CIP) and budget.

STAFF ANALYSIS:

Staff agrees with the fundamental premise of the PMP: it is more cost effective to preserve a street before it deteriorates than to reconstruct it after it fails. The City should continue to invest in preservation treatments and should not allow currently serviceable streets to deteriorate unnecessarily.

However, the City's current pavement network also includes streets that have already reached a condition where significant rehabilitation or reconstruction is necessary. Staff does not believe it is appropriate to continue deferring those streets indefinitely, simply because preservation of other streets may produce a greater increase in the City's overall PCI. The supplemental analysis provides a way to consider those streets using more than PCI alone. It incorporates roadway condition, anticipated treatment, cost effectiveness, traffic, transportation and bicycle network considerations, proximity to community-serving facilities, and coordination with sewer infrastructure.

The result is a more locally focused approach that still relies heavily on the City's existing PMP data. Staff's recommendation is therefore to address the City's most significant pavement deficiencies first and then transition toward a greater emphasis on preservation projects identified through the PMP. This approach also provides flexibility. The City can continue to evaluate the next group of projects as pavement and geotechnical information becomes available rather than committing today to a fixed list of projects several years into the future.

The 2027 citywide PCI assessment will provide a natural opportunity to reassess the entire street network and incorporate additional local priorities into the City's next comprehensive pavement management planning process. The City is slated to receive funding from MTC in 2027 for a new pavement condition assessment and development of an updated Pavement Management Plan (PMP). The resulting PMP is anticipated to be available in 2028 and will provide updated recommendations to guide future paving projects beyond the current planning period.

CITY COUNCIL GOALS/PRIORITIES/AND OR GENERAL PLAN CONSISTENCY:

This agenda item represents the City Council goals/priorities as follows:

- Goal 3 – Infrastructure. Maintaining high quality infrastructure, facilities and services includes repairing/ replacing outdated city facilities, improving streets, stormwater and wastewater infrastructure.

This agenda item represents the City Council General Plan Consistency (if applicable):

- Circulation CIR 1-11: Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalk, and paths.

PUBLIC COMMENT:

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

COMMUNITY OUTREACH:

This item has been noticed in accordance with the Ralph M. Brown Act and was available for public viewing and review at least 72 hours prior to the scheduled meeting date. As of the writing of this staff report, the City has not received any public comment on this item. However, if staff receives 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 this item.

FISCAL IMPACT:
The City's current Pavement Management Plan identifies approximately $20.8 million in pavement maintenance and rehabilitation needs over the period evaluated by the PMP. The City's planned pavement funding is substantially less than this amount, requiring the City to prioritize which streets are addressed and when. For FY 2026-27, the adopted CIP includes $612,800 for the Citywide Pavement Repairs and Repaving Program, funded through Measure U. This funding is intended to support pavement treatments and improvements throughout the City.

RESTATED RECOMMENDATION:
That the City Council approve the proposed multi-year paving strategy and direct staff to proceed with the FY 2026-27 reconstruction of Eastside Avenue and South Avenue, begin design and project preparation for the FY 2027-28 overlay projects on Palm Avenue, Maytum Avenue, and Wallace Street, and continue the PMP-based slurry seal program, subject to available funding and final project development.

CITY COUNCIL OPTION(S):

1. Option 1 – Approve the proposed multi-year paving strategy: Direct staff to proceed with the proposed approach of prioritizing the City's most deteriorated streets for major rehabilitation or reconstruction in the first year, including Eastside Avenue and South Avenue, and transitioning in the second year toward pavement preservation and rehabilitation projects identified through the City's Pavement Management Plan.

2. Option 2 – Approve the strategy with modifications: Provide direction to staff regarding changes to the proposed prioritization criteria, funding levels, or individual streets to be included in the first- and second-year paving programs, and direct staff to return with a revised multi-year paving strategy.

3. Option 3 – Follow the current Pavement Management Plan priorities: Direct staff to implement the treatment priorities identified in the City's current Pavement Management Plan, focusing available funding on the most cost-effective combination of pavement preservation, rehabilitation, and reconstruction (Attachment 3)

4. Option 4 – Defer the decision: Direct staff to complete additional pavement, geotechnical, and infrastructure analysis and return to Council with a revised multi-year paving strategy.

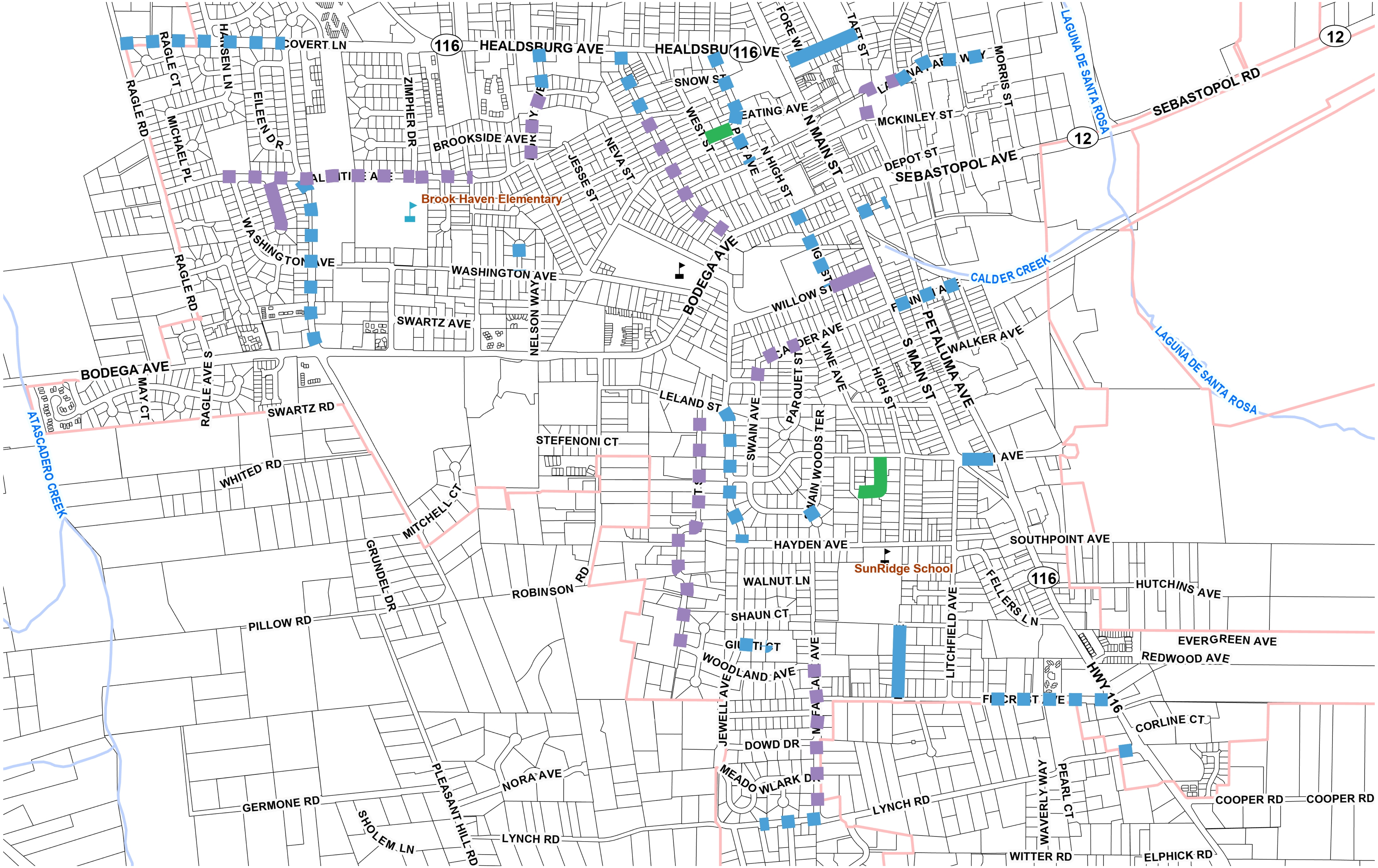
ATTACHMENT(S):
1 – Multi Year Paving Priority Map & List
2 – Paving Priority Presentation
3 - PMP Map & List

APPROVALS:

Department Head Approval:	Approval Date: 9/2/26
CEQA Determination (Planning):	Approval Date:
Administrative Services (Financial)	Approval Date:
Costs authorized in City Approved Budget:	☑ Yes ☐ No ☐ N/A
Account Code (If applicable)	Funds
City Attorney Approval:	Approval Date:
City Manager Approval:	Approval Date:

Attachment 1

Citywide Pavement Improvement Project - 3yr Plan



0.3 0 0.15 0.3 Miles

NAD_1983_StatePlane_California_II_FIPS_0402_Feet

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Agenda Item Number 8

Legend

- City Limits
- Rail Road
- Lake
- River and Creek
  - Subsurface
  - Surface or Unknown
- Major (4801-9600)
- Private (4801-9600)
- Public Schools
  - Adult
  - High
  - Alternative
  - Middle
  - Elementary
- Parcels

1: 9,600

Notes

CITYWIDE PAVEMENT IMPROVEMENT PROJECT
RANKINGS AND PROPOSED STREETS

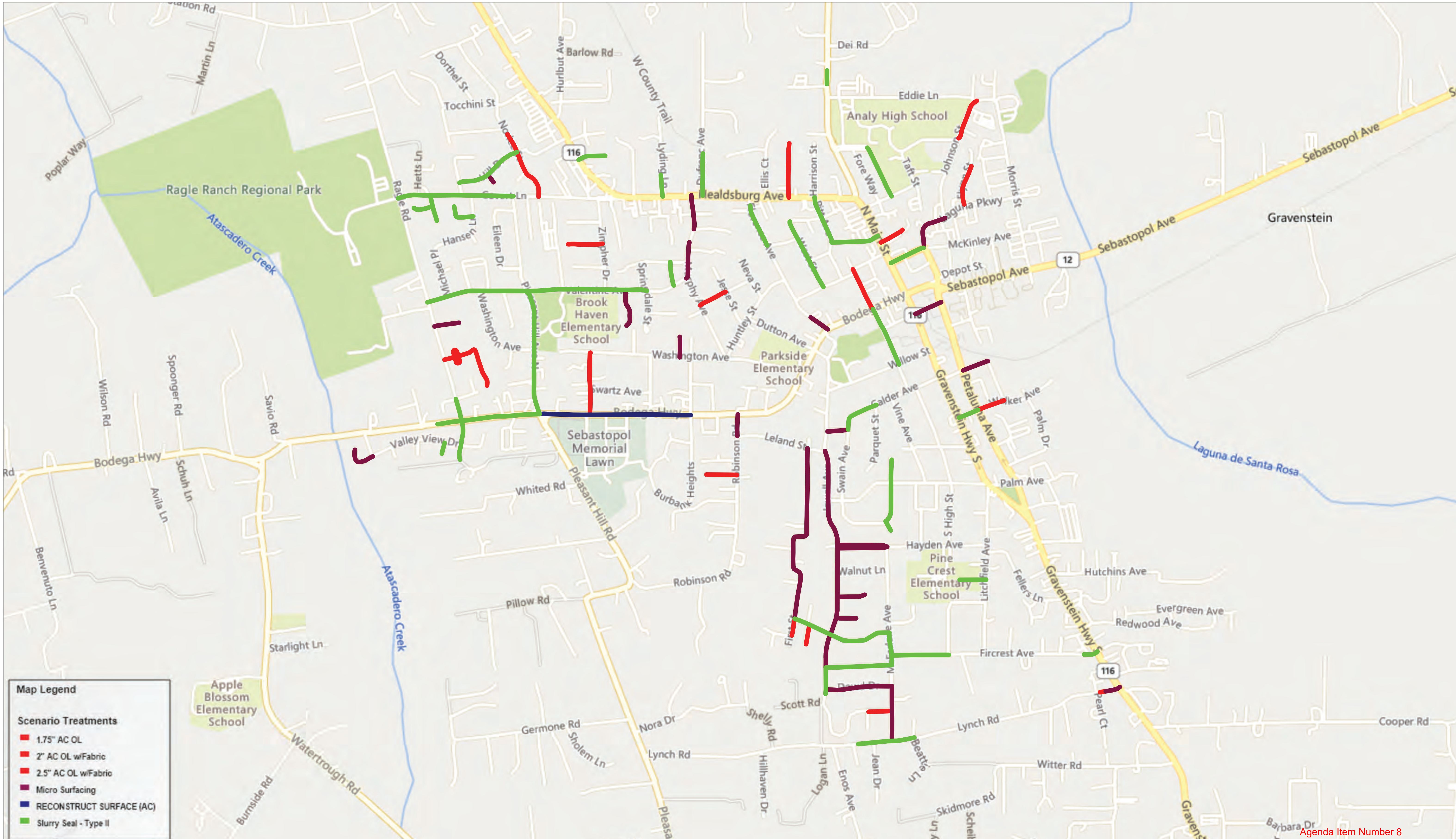
Street	PCI	Code	Treatment	Area (SF)	FY	Cost ($)	School	Major Rd	Bike	Sewer Priority	Equity Mult.	PCI Equ Rank	Worst-PCI-First Rank	PCI Equity Score
SOUTH AVENUE	5	RC	Reconstruct	5600	FY27	$ 235,200.00	100	50	0	0	1.26	1	2.0	3.98
EASTSIDE AVENUE	6	RC	Reconstruct	6250	FY27	$ 262,500.00	100	50	0	0	1.26	2	3.0	4.76
MAYTUM AVENUE	9	Ol	Overlay	16700	FY28	$ 283,900.00	100	50	0	100	1.28	3	4.0	7.02
PALM AVENUE	9	OL	Overlay	6100	FY28	$ 103,700.00	50	100	0	100	1.21	4	5.0	7.44
WALLACE STREET	12	OL	Overlay	16000	FY28	$ 272,000.00	0	50	100	0	1.18	6	8.0	10.21
MURPHY AVENUE	65	SL	Slurry Seal	14630	FY28	$ 14,630.00	0	50	100	100	1.16	107	114.0	56.03
COVERT LANE	79	SL	Slurry Seal	46920	FY28	$ 46,920.00	100	50	100	0	1.35	114	176.0	58.52
PLEASANT HILL AVENUE NORTH -	83	SL	Slurry Seal	53280	FY28	$ 53,280.00	100	50	100	100	1.36	124	203.0	61.03
JEWELL AVENUE	71	SL	Slurry Seal	31200	FY28	$ 31,200.00	0	50	100	0	1.15	126	131.0	61.74
LYNCH ROAD	71	SL	Slurry Seal	4250	FY28	$ 4,250.00	0	50	100	0	1.15	126	132.0	61.74
HERMOSA CT	62	SL	Slurry Seal	6890	FY28	$ 6,890.00	0	0	0	0	1.00	128	107.0	62.00
BURNETT STREET	74	SL	Slurry Seal	9920	FY28	$ 9,920.00	0	50	100	0	1.15	137	145.0	64.35
HAYDEN AVENUE	74	SL	Slurry Seal	18080	FY28	$ 18,080.00	0	50	100	0	1.15	137	146.0	64.35
DOWD DRIVE	65	SL	Slurry Seal	22400	FY28	$ 22,400.00	0	0	0	0	1.00	139	115.0	65.00
HIGH STREET	75	SL	Slurry Seal	6020	FY28	$ 6,020.00	0	50	100	0	1.15	140	152.0	65.22
HIGH STREET	75	SL	Slurry Seal	12090	FY28	$ 12,090.00	0	50	100	0	1.15	140	153.0	65.22
LYNCH ROAD	75	SL	Slurry Seal	6860	FY28	$ 6,860.00	0	50	100	0	1.15	140	154.0	65.22
LYNCH ROAD	75	SL	Slurry Seal	6860	FY28	$ 6,860.00	0	50	100	0	1.15	140	155.0	65.22
FLORENCE AVENUE	69	SL	Slurry Seal	7000	FY28	$ 7,000.00	0	50	0	0	1.05	146	127.0	65.71
FANNEN AVENUE	67	SL	Slurry Seal	7500	FY28	$ 7,500.00	0	0	0	0	1.00	150	121.0	67.00
ACORN COURT	81	SL	Slurry Seal	3770	FY28	$ 3,770.00	100	0	0	0	1.20	152	189.0	67.50
GIUSTI COURT	68	SL	Slurry Seal	5850	FY28	$ 5,850.00	0	0	0	0	1.00	155	125.0	68.00
SHAUN COURT	71	SL	Slurry Seal	9100	FY28	$ 9,100.00	0	0	0	0	1.00	162	133.0	71.00
FIRCREST AVENUE	78	SL	Slurry Seal	15065	FY28	$ 15,065.00	0	50	0	0	1.05	176	168.0	74.29
PITT AVENUE	78	SL	Slurry Seal	10240	FY28	$ 10,240.00	0	50	0	0	1.05	176	169.0	74.29
FIRCREST AVENUE	79	SL	Slurry Seal	7410	FY28	$ 7,410.00	0	50	0	0	1.05	181	177.0	75.24
PITT AVENUE	78	SL	Slurry Seal	15810	FY28	$ 15,810.00	0	0	0	0	1.00	188	170.0	78.00
WILLOW STREET	9	RC	Reconstruct	10640	FY29	$ 446,880.00	0	50	100	100	1.18	5	6.0	7.64
BROOKHAVEN COURT	14	OL	Overlay	15328	FY29	$ 260,576.00	100	50	0	0	1.28	7	10.0	10.92
MCFARLANE AVENUE	72	SL	Slurry Seal	15312	FY29	$ 15,312.00	100	50	100	0	1.35	100	135.0	53.33
MURPHY AVENUE	73	SL	Slurry Seal	16720	FY29	$ 16,720.00	100	50	0	0	1.25	113	141.0	58.40
VALENTINE AVENUE	80	SL	Slurry Seal	51588	FY29	$ 51,588.00	100	50	100	0	1.35	118	181.0	59.26
MCFARLANE AVENUE	82	SL	Slurry Seal	7924	FY29	$ 7,924.00	100	50	100	100	1.36	120	194.0	60.29
VALENTINE AVENUE	82	SL	Slurry Seal	24310	FY29	$ 24,310.00	100	50	100	100	1.36	120	195.0	60.29
NORTH MAIN STREET	87	SL	Slurry Seal	5550	FY29	$ 5,550.00	100	100	100	0	1.40	129	212.0	62.14
LAGUNA PARK WAY	73	SL	Slurry Seal	18000	FY29	$ 18,000.00	0	50	100	0	1.15	133	142.0	63.48
CALDER AVENUE	74	SL	Slurry Seal	7400	FY29	$ 7,400.00	0	50	0	0	1.05	160	147.0	70.48
FLORENCE AVENUE	74	SL	Slurry Seal	13390	FY29	$ 13,390.00	0	50	0	0	1.05	160	148.0	70.48
LYNCH ROAD	82	SL	Slurry Seal	7560	FY29	$ 7,560.00	0	50	100	0	1.15	163	196.0	71.30
FIRST STREET	72	SL	Slurry Seal	37315	FY29	$ 37,315.00	0	0	0	0	1.00	164	136.0	72.00

City of Sebastopol
(707) 823-2151

Scenario Treatments

(2) Current Funding - All Project Periods - Printed: 2/11/2025

Attachment 3



Scenarios - Sections Selected for Treatment

Agenda Item Number 8

Attachment 3

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	$2,576,000	0%	**2027**	$500,000	35%	**2029**	$500,000	35%
2026	$100,000	35%	**2028**	$500,000	35%			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	DOWD	10	700	32	22,400	R	AC		65	65	75	$28,622	7,986	Micro Surfacing
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	FANNEN	20	300	25	7,500	R	AC	RD - Redevelopment Area	67	67	76	$9,583	7,238	Micro Surfacing
FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	FLO	40	250	28	7,000	C	AC		69	69	79	$8,944	8,282	Micro Surfacing
GIUSTI COURT	JEWELL AVE	CUL DE SAC	GIUSTI	10	225	26	5,850	R	AC		68	68	77	$7,475	7,476	Micro Surfacing
HERMOSA COURT	WASHINGTON AVE	END	HERMOS	10	265	26	6,890	R	AC		62	62	72	$8,804	7,676	Micro Surfacing
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		65	66	75	$18,694	9,549	Micro Surfacing
											Treatment Total			$82,123		
HIGH STREET	BODEGA	BURNETT	HIG	10	215	28	6,020	C	AC/AC	RD - Redevelopment Area	75	75	83	$4,682	18,553	Slurry Seal - Type II
											Treatment Total			$4,682		
FIRST STREET	WOODLAND AVE. (COP)	MACKEY CT.	FIRST	20	225	17	3,825	R	AC		42	42	100	$16,150	7,854	1.75" AC OL
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	GOLDEN	10	650	32	20,800	R	AC		42	42	100	$87,822	7,848	1.75" AC OL
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		41	41	100	$35,669	7,903	1.75" AC OL
NORLEE STREET	COVERT LN.	CITY LIMITS	NORLEE	10	800	32	25,600	R	AC		42	42	100	$108,089	7,849	1.75" AC OL
											Treatment Total			$247,730		
**BODEGA AVENUE	NELSON WAY	270' W/O NELSON (COP)	BOD	30C	267	41	10,947	A	AC/AC		20	20	100	$370,897	1,615	RECONSTRUCT SURFACE (AC)
**BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	BOD	40	1,110	34	37,740	A	AC/AC		33	33	100	$1,278,589	1,601	RECONSTRUCT SURFACE (AC)
**BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	BOD	50	175	30	5,250	A	AC/AC		51	51	100	$177,841	1,430	RECONSTRUCT SURFACE (AC)
**BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	BOD	60	290	42	12,180	A	AC/AC		38	38	100	$412,672	1,575	RECONSTRUCT SURFACE (AC)
											Treatment Total			$2,239,999		
						Year 2025 Area Total	**195,080**				**Year 2025 Total**			**$2,574,534**		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
JEWELL AVENUE	SHAUN	BELLE VIEW	JEWELL	70	880	39	34,320	C	AC		71	69	78	$45,169	8,429	Micro Surfacing
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	LYN	10	170	25	4,250	C	AC	RD - Redevelopment Area	71	69	78	$5,593	7,841	Micro Surfacing
SHAUN COURT	JEWELL AVE.	CUL DE SAC	SHAUN	10	350	26	9,100	R	AC		71	69	78	$11,977	7,120	Micro Surfacing
											Treatment Total			$62,739		
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	77	85	$5,936	18,028	Slurry Seal - Type II
FIRCREST AVENUE	MAYTUM	MCFARLANE	FIR	40	655	23	15,065	C	AC/AC		78	76	85	$12,069	19,657	Slurry Seal - Type II
HIGH STREET	BURNETT	WILLOW	HIG	20	465	26	12,090	C	AC/AC	RD - Redevelopment Area	75	73	82	$9,685	17,742	Slurry Seal - Type II
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	LYN	50	245	28	6,860	C	AC/AC		75	73	82	$5,496	17,420	Slurry Seal - Type II
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		83	81	89	$2,064	16,456	Slurry Seal - Type II
											Treatment Total			$35,250		
BODEGA AVENUE	ROBINSON RD	NELSON WAY	BOD	30B	560	41	22,960	A	AC/AC		90	88	89	$22	1,671,529	SEAL CRACKS
											Treatment Total			$22		

Year 2026 Area Total **114,631** **Year 2026 Total** **$98,011**

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BRIAN COURT	HILL DR.	CUL DE SAC	BRIAN	10	115	32	3,680	R	AC		72	69	78	$4,989	7,118	Micro Surfacing
CALDER AVENUE	SWAIN	JEWELL	CAL	30	200	37	7,400	C	AC		73	69	78	$10,031	7,906	Micro Surfacing
FIRST STREET	LELAND ST.	WOODLAND AVE. (COP)	FIRST	10	2,195	17	37,315	R	AC/AC		72	69	78	$50,584	7,473	Micro Surfacing
JEWELL AVENUE	LELAND	HAYDEN	JEWELL	50	1,100	32	35,200	C	AC		72	68	77	$47,717	7,918	Micro Surfacing
LAGUNA PARK WAY	MCKINLEY ST.	JOHNSON ST.	LAGUPK	10	500	36	18,000	C	AC	RD - Redevelopment Area	72	68	77	$24,401	7,950	Micro Surfacing
MCFARLANE AVENUE	DOWD	LYNCH	MCFAR	70	638	24	15,312	C	AC/AC		72	68	78	$20,757	9,011	Micro Surfacing
MURPHY AVENUE	ZIMPHER CREEK	VALENTINE	MUR	30	440	38	16,720	C	AC/AC		73	69	79	$22,666	9,307	Micro Surfacing
											Treatment Total			$181,144		
BODEGA AVENUE	PLEASANT HILL	290 W/O RAGLE AVE (SOUTH)	BOD	70	1,180	44	51,920	A	AC/AC		77	73	82	$42,842	20,768	Slurry Seal - Type II

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Agenda Item Number 8

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FLORENCE AVENUE	98' S/O HEALDSBURG	MARYS LANE	FLO	20	515	26	13,390	C	AC/AC		74	71	80	$11,049	16,492	Slurry Seal - Type II
LYNCH ROAD	MCFARLANE	JEAN	LYN	40	210	36	7,560	C	AC/AC		82	79	87	$6,238	16,766	Slurry Seal - Type II
MCFARLANE AVENUE	WOODLAND	FIRCREST	MCFAR	40	283	28	7,924	C	AC/AC		82	79	87	$6,538	16,716	Slurry Seal - Type II
NORTH MAIN STREET	N. CITY LIMITS	END CURB & GUTTER	NMAIN	10	150	37	5,550	C	AC	RD - Redevelopment Area	87	84	91	$4,580	16,215	Slurry Seal - Type II
PLEASANT HILL AVENUE NORTH	VALENTINE	BODEGA	PLEN	20	1,480	36	53,280	C	AC/AC		83	80	88	$43,964	17,643	Slurry Seal - Type II
VALENTINE AVENUE	SPRINGDALE	215 W/O ZIMPHER	VAL	20	715	34	24,310	C	AC/AC		82	79	87	$20,059	16,328	Slurry Seal - Type II
VALENTINE AVENUE	215 W/O ZIMPHER	LDS CHURCH (AT COP)	VAL	30	1,433	36	51,588	C	AC/AC		80	77	85	$42,568	17,152	Slurry Seal - Type II
											Treatment Total			$177,837		
JOHNSON STREET	SUNSET AVE.	EDDIE LN.	JOHNSN	20	500	36	18,000	R	AC	RD - Redevelopment Area	49	45	100	$80,628	7,327	1.75" AC OL
VIOLA COURT	ZIMPHER DR.	CUL DE SAC	VIOLA	10	420	32	13,440	R	AC/AC		45	41	100	$60,203	7,402	1.75" AC OL
											Treatment Total			$140,831		
BODEGA AVENUE	HIGH ST	FLORENCE	BOD	10B	593	41	24,313	A	AC/AC		93	88	89	$16	2,244,096	SEAL CRACKS
BODEGA AVENUE	FLORENCE	1100' W/O FLORENCE (7606 MAIL)	BOD	20	1,100	37	40,700	A	AC/AC		93	88	89	$27	2,244,096	SEAL CRACKS
											Treatment Total			$43		

Year 2027 Area Total 445,602 **Year 2027 Total $499,855**

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BURNETT STREET	PETALUMA	S. MAIN	BUR	10	310	32	9,920	C	AC/AC	RD - Redevelopment Area	74	69	78	$13,851	8,777	Micro Surfacing
HAYDEN AVENUE	MCFARLANE	JEWELL	HAY	20	565	32	18,080	C	AC		74	68	77	$25,244	7,808	Micro Surfacing
JEWELL AVENUE	HAYDEN	SHAUN	JEWELL	60	600	37	22,200	C	AC		75	68	77	$30,997	7,488	Micro Surfacing
RAGLE PLACE	RAGLE RD.	END / PRIVATE RD.	RAGLEP	10	280	32	8,960	R	AC		73	69	78	$12,511	7,470	Micro Surfacing
ROBINSON ROAD	BODEGA AVE.	LELAND (COP)	ROBINS	10	245	24	5,880	R	AC		72	67	76	$8,210	6,573	Micro Surfacing
VALLEY VIEW COURT	VALLEY VIEW DR.	CUL DE SAC	VLYVWC	10	345	26	8,970	R	AC		74	70	79	$12,524	7,280	Micro Surfacing
											Treatment Total			$103,337		

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment
ACORN COURT	SWAINWOOD TERRACE	END	ACORN	10	145	26	3,770	R	AC		81	78	86	$3,204	13,565	Slurry Seal - Type II
BONNARDEL AVENUE	ANALY AVE.	WALLACE ST.	BNRDEL	10	625	34	21,250	C	AC/AC	RD - Redevelopment Area	76	71	80	$18,060	14,766	Slurry Seal - Type II
CALDER AVENUE	PARQUET (AT COP)	SWAIN	CAL	20	521	26	13,546	C	AC		76	70	79	$11,513	12,997	Slurry Seal - Type II
COVERT LANE	PLEASANT HILL	RAGLE RD.	COV	30	1,380	34	46,920	C	AC/AC		79	74	83	$39,877	15,477	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	82	79	87	$10,199	13,398	Slurry Seal - Type II
GROSS COURT	VALLEY VIEW DR.	END CUL DE SAC	GROSS	10	140	37	5,180	R	AC/AC		82	79	87	$4,402	12,900	Slurry Seal - Type II
JEWELL AVENUE	BELLE VIEW	50ft S/O DOWD	JEWELL	80	300	40	12,000	C	AC		81	75	84	$10,199	14,828	Slurry Seal - Type II
KEATING AVENUE	PITT	NORTH MAIN	KEAT	10	535	37	19,795	C	AC		90	85	92	$16,824	14,581	Slurry Seal - Type II
LYNCH ROAD	BEATTIE	MCFARLANE	LYN	30	270	22	5,940	C	AC/AC		78	73	82	$5,048	15,699	Slurry Seal - Type II
ORCHARD STREET	BROOKSIDE AVE	VALENTINE AVE	ORCHAR	10	244	27	6,588	R	AC		78	74	83	$5,599	13,057	Slurry Seal - Type II
PITT AVENUE	HEALDSBURG	SNOW	PIT	10	250	32	8,000	C	AC/AC	RD - Redevelopment Area	77	72	81	$6,799	14,995	Slurry Seal - Type II
PITT AVENUE	SNOW	KEATING	PIT	15	320	32	10,240	C	AC/AC		78	73	82	$8,703	15,335	Slurry Seal - Type II
RAGLE ROAD	BLOSSOM HILL (HOLLY CT)	BODEGA	RAG	40	250	38	9,500	C	AC/AC		84	80	88	$8,074	16,058	Slurry Seal - Type II
VALENTINE AVENUE	150 W/O WASHINGTON	RAGLE	VAL	40	475	33	15,675	C	AC/AC		79	74	83	$13,322	15,714	Slurry Seal - Type II
WEST STREET	WILTON AVE.	SNOW ST.	WEST	10	850	30	25,500	R	AC/AC		80	77	85	$21,672	13,038	Slurry Seal - Type II
											Treatment Total			$183,497		
LYNCH ROAD	170' W/O G. HWY. S.	250' W/O G. HWY. S.	LYN	20	80	20	1,600	C	AC		54	43	100	$9,713	6,781	2.5" AC OL w/Fabric
											Treatment Total			$9,713		
FRANKEL LANE	RAGLE RD.	CUL DE SAC	FRANKE	10	835	27	22,545	R	AC		49	42	100	$104,017	7,217	1.75" AC OL
NORTH HIGH STREET	BODEGA AVE.	END	N HIGH	10	532	40	21,280	R	AC	RD - Redevelopment Area	50	43	100	$98,180	7,177	1.75" AC OL
											Treatment Total			$202,197		
BODEGA AVENUE	NELSON WAY	270' W/O NELSON (COP)	BOD	30C	267	41	10,947	A	AC/AC		20	87	88	$46	384,451	SEAL CRACKS
BODEGA AVENUE	270' W/O NELSON (COP)	ROAD NARROWS	BOD	40	1,110	34	37,740	A	AC/AC		33	87	88	$160	384,451	SEAL CRACKS
BODEGA AVENUE	ROAD NARROWS	260' E/O PLEASANT HILL	BOD	50	175	30	5,250	A	AC/AC		51	87	88	$22	384,451	SEAL CRACKS

Scenarios Criteria:

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment
BODEGA AVENUE	260' E/O PLEASANT HILL	PLEASANT HILL	BOD	60	290	42	12,180	A	AC/AC		38	87	88	$52	384,451	SEAL CRACKS
DOWD DRIVE	MACFARLANE AVE.	JEWELL AVE.	DOWD	10	700	32	22,400	R	AC		65	71	73	$234	299,717	SEAL CRACKS
FANNEN AVENUE	ELEANOR AVE.	PETALUMA	FANNEN	20	300	25	7,500	R	AC	RD - Redevelopment Area	67	72	74	$76	269,872	SEAL CRACKS
FLORENCE AVENUE	1000 S/O MARYS LANE	BODEGA	FLO	40	250	28	7,000	C	AC		69	72	75	$69	301,547	SEAL CRACKS
GIUSTI COURT	JEWELL AVE	CUL DE SAC	GIUSTI	10	225	26	5,850	R	AC		68	73	75	$57	284,720	SEAL CRACKS
HIGH STREET	BODEGA	BURNETT	HIG	10	215	28	6,020	C	AC/AC	RD - Redevelopment Area	75	80	81	$42	484,844	SEAL CRACKS
MURPHY AVENUE	HEALDSBURG	BATELY COURT	MUR	10	385	38	14,630	C	AC/AC		65	71	73	$146	370,456	SEAL CRACKS
											Treatment Total			$903		

Year 2028 Area Total **464,856** **Year 2028 Total** **$499,647**

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	PCI After	Cost	Rating	Treatment
LORRAINE COURT	VALENTINE AVE.	CUL DE SAC	LORAIN	10	450	26	11,700	R	AC		75	69	79	$16,826	7,197	Micro Surfacing
											Treatment Total			$16,826		
BELLE VIEW AVENUE	MACFARLANE AVE.	JEWELL AVE.	BELLVW	10	765	34	26,010	R	AC/AC		78	73	81	$22,769	11,109	Slurry Seal - Type II
GWENDOLYN PLACE	LITCHFIELD AV	END	GWEN	10	316	32	10,112	R	AC		82	77	85	$8,852	11,413	Slurry Seal - Type II
HILL DRIVE	THERESA CT.	NORLEE ST.	HILL	10	785	33	25,905	R	AC		82	77	85	$22,677	12,433	Slurry Seal - Type II
HANSEN COURT	HANSEN LN.	END	HNSNCT	10	315	26	8,190	R	AC		78	73	81	$7,169	11,638	Slurry Seal - Type II
LYDING LANE	HEALDSBURG AVE	CURB AND GUTTER	LYDIG	05	275	27	7,425	R	AC	RD - Redevelopment Area	86	81	89	$6,500	11,246	Slurry Seal - Type II
MCKINLEY STREET	PETALUMA AVE	N. MAIN ST	MCKIN	10	440	36	15,840	R	AC	RD - Redevelopment Area	84	79	87	$13,866	11,910	Slurry Seal - Type II
PARKSIDE COURT	RAGLE CT.	CUL DE SAC	PARKSD	10	210	26	5,460	R	AC		79	74	83	$4,780	12,229	Slurry Seal - Type II
RAGLE COURT	COVERT LANE	CUL DE SAC	RAGLEC	10	330	26	8,580	R	AC		79	74	82	$7,511	11,835	Slurry Seal - Type II
RAGLE AVENUE SOUTH	BODEGA AVE.	END	RGLRDS	10	450	37	16,650	R	AC/AC		80	76	84	$14,575	12,381	Slurry Seal - Type II
SOLL COURT	GRAVENSTEIN HWY N	CUL DE SAC	SOLLCO	10	320	31	9,920	R	AC	RD - Redevelopment Area	78	73	81	$8,684	11,547	Slurry Seal - Type II
SWAIN WOODS TERRACE	ACORN COURT	DEAD END	SWNWD	10	800	26	20,800	R	AC		77	71	80	$18,208	11,557	Slurry Seal - Type II

Scenarios - Sections Selected for Treatment

Agenda Item Number 8

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
WALKER AVENUE	S. MAIN	PETALUMA	WALKER	10	200	25	5,000	R	AC	RD - Redevelopment Area	80	75	83	$4,377	11,429	Slurry Seal - Type II
WOODLAND AVENUE	MCFARLANE AVE.	FIRST ST.	WOODLD	10	1,200	32	38,400	R	AC		82	77	85	$33,615	12,134	Slurry Seal - Type II
											Treatment Total			$173,584		
BRITTAIN AVENUE	MURPHY AVE.	JESSSE ST.	BRTIAN	10	325	27	8,775	R	AC/AC		49	40	100	$41,700	7,032	1.75" AC OL
CLEVELAND AVENUE	HEALDSBURG AVE.	END	CLVLND	10	650	25	16,250	R	AC	RD - Redevelopment Area	52	44	100	$77,222	6,932	1.75" AC OL
FLYNN STREET	LAGUNA PARK WAY	END	FLYNN	10	400	31	12,400	R	AC	RD - Redevelopment Area	50	41	100	$58,927	7,025	1.75" AC OL
LAUREL COURT	WOODLAND AVE.	CUL DE SAC	LAUREL	10	250	26	6,500	R	AC		49	40	100	$30,889	7,046	1.75" AC OL
STEFENONI COURT	ROBINSON RD.	CUL DE SAC	STEFON	10	400	26	10,400	R	AC		52	43	100	$49,422	6,961	1.75" AC OL
WALKER AVENUE	PETALUMA	ELEANOR	WALKER	20	300	25	7,500	R	AC	RD - Redevelopment Area	54	45	100	$35,641	6,869	1.75" AC OL
											Treatment Total			$293,802		
BERRY LANE	N. MAIN ST.	END	BERRY	10	250	10	2,500	R	AC	RD - Redevelopment Area	24	11	100	$14,069	6,139	2" AC OL w/Fabric
											Treatment Total			$14,069		
BODEGA AVENUE	ROBINSON RD	NELSON WAY	BOD	30B	560	41	22,960	A	AC/AC		90	83	85	$111	592,084	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	82	84	$43	522,837	SEAL CRACKS
FIRCREST AVENUE	MAYTUM	MCFARLANE	FIR	40	655	23	15,065	C	AC/AC		78	82	83	$91	568,646	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
GOLDEN RIDGE AVENUE	BODEGA AVE	WASHINGTON AVE	GOLDEN	10	650	32	20,800	R	AC		42	87	88	$32	619,292	SEAL CRACKS
HIGH STREET	BURNETT	WILLOW	HIG	20	465	26	12,090	C	AC/AC	RD - Redevelopment Area	75	78	80	$96	449,065	SEAL CRACKS
JEWELL AVENUE	SHAUN	BELLE VIEW	JEWELL	70	880	39	34,320	C	AC		71	73	75	$345	313,024	SEAL CRACKS
LYNCH ROAD	GRAVENSTEIN HWY. S.	170' W/O G. HWY. S.	LYN	10	170	25	4,250	C	AC	RD - Redevelopment Area	71	72	74	$44	283,663	SEAL CRACKS
LYNCH ROAD	JEAN	204 W/O JEAN (COP)	LYN	50	245	28	6,860	C	AC/AC		75	78	80	$55	440,164	SEAL CRACKS
MCFARLANE AVENUE	FIRCREST	BELLE VIEW	MCFAR	50	112	23	2,576	C	AC/AC		83	85	86	$9	673,527	SEAL CRACKS
MEADOWLARK AVENUE	MCFARLANE AVE	HAWTHORNE CT	MEADAV	10	264	32	8,448	R	AC		41	87	88	$13	619,292	SEAL CRACKS

Scenarios Criteria:

City of Sebastopol
(707) 823-2151

Scenarios - Sections Selected for Treatment

Interest: 6.00% **Inflation: 3.00%** Printed: 1/20/2025

Scenario: (2) Current Funding

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
NORLEE STREET	COVERT LN.	CITY LIMITS	NORLEE	10	800	32	25,600	R	AC		42	87	88	$39	619,292	SEAL CRACKS
SHAUN COURT	JEWELL AVE.	CUL DE SAC	SHAUN	10	350	26	9,100	R	AC		71	74	77	$87	275,853	SEAL CRACKS
											Treatment Total			$969		

Year 2029 Area Total	**447,621**	**Year 2029 Total**	**$499,249**
Grand Total Section Area:	**1,667,790**	**Grand Total**	**$4,171,296**

Scenarios Criteria: