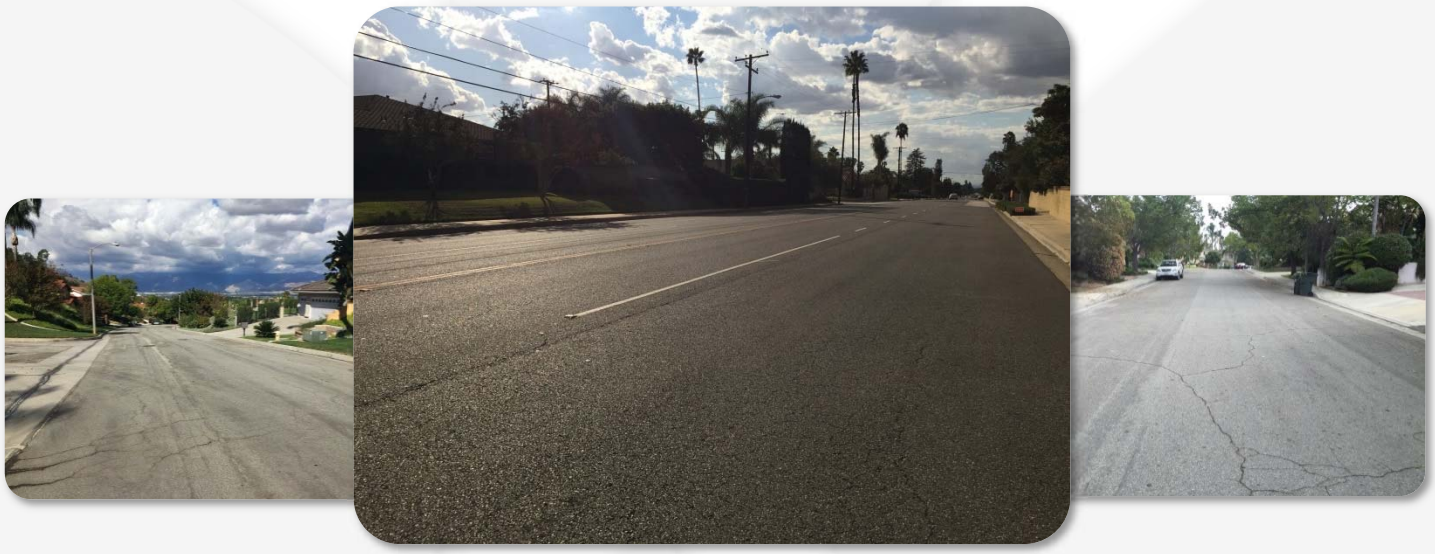

Pavement Management System Implementation

Final Report

October 2019

NCE

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City of Mendota

Pavement Management System Implementation

Final Report

Submitted to:

City of Mendota
Public Works Department
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October 2019

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Executive Summary

NCE was selected by the Fresno Council of Governments (Fresno COG) to implement a pavement management system for the City of Mendota (City). This project included eight other cities (Coalinga, Fowler, Firebaugh, Huron, Kingsburg, Orange Cove, San Joaquin, and Selma) as well. The purpose of this project is to help inform and educate policy makers on the conditions of the street network.

The City is responsible for the maintenance and repair of approximately 27.10 centerline miles of streets. The network's Pavement Condition Index (PCI) is 43. The City utilizes the StreetSaver® pavement management software and collects pavement distresses in compliance with ASTM D6433-16[1].

The following budget scenarios were performed as part of this implementation. The scenarios analyze the impact of different funding levels on pavement condition over a period of ten years.

Scenario 1: City's Existing Budget ($1.25 million per year) – The City's anticipated funding for paving projects is approximately $1.25 million per year. At this funding level, the network PCI is expected to increase to 51 over the next ten years and deferred maintenance will decrease from 21.9 million to $19.1 million.

Scenario 2: Annual Funding of $1.75 million ($1.75 million per year) – If the City has an annual funding of $1.75 million, the network PCI will increase from 43 to 60 by 2028. Deferred maintenance will decrease from $21.9 million to $13.4 million.

Scenario 3: Improve PCI to Statewide Average PCI 65 ($2.0 million per year) – At approximately $2.0 million per year, the network PCI will increase to 65 and the deferred maintenance will decrease to $10.7 million by 2028.

NCE recommends that the City increase the budget to at least $2.0 million per year in order to improve the pavement network condition to Statewide Average PCI 65.

[1] ASTM. "ASTM D6433-16." Standard Practice for Roads and Parking Lots Pavement Condition Index Inspections.

Background

With the passage of Senate Bill 1 (SB 1), Fresno COG allocated funds to develop the Multi-jurisdictional PMS for nine cities within the region that currently do not have such a program in place. By assisting these cities with the creation of a PMS, the Region will have the resources available to them to prioritize roadway improvements and better manage their roadway repair and maintenance.

To achieve this goal, Fresno COG selected NCE to implement a pavement management system for nine cities, including the City of Mendota. The other eight cities are Coalinga, Fowler, Firebaugh, Huron, Kingsburg, Orange Cove, San Joaquin and Selma.

Broadly, a "… *pavement management system (PMS) is designed to provide objective information and useful data for analysis so that … managers can make more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network*."[2] In other words, a PMS is designed to assist cities with answering questions such as:

- What comprises the City's street network and what are the conditions of the streets?
- How will the condition of the City-maintained streets respond over time to maintenance and rehabilitation (M&R) treatments proposed under the existing funding levels?
- What M&R strategies exist to improve the current street conditions?
- What is the backlog of M&R work that should be done in order to achieve the City's pavement condition goal?
- What are the future M&R needs?
- What are the street repair priorities?
- How much funding is needed in order to improve current pavement conditions?

In order to answer the questions above, Fresno COG selected a PMS software program called StreetSaver®, which was developed by the Metropolitan Transportation Commission (MTC) and is widely used by Californian cities and counties.

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

Study Objectives

The goal of this project is to implement the StreetSaver PMS and populate it with current pavement conditions and to perform funding analyses with respect to the City's M&R program.

The objectives of this study were to:

- Establish an inventory of the street network
- Perform pavement condition inspections of the entire street network and determine the PCI of each street section as well as the average network PCI.
- Develop appropriate M&R strategies.
- Perform budgetary analyses and determine the M&R funding needs.
- Present a strategy for the most cost-effective program.

Finally, this report links the recommended repair program costs to the City's current and projected budget alternatives to improve the overall network condition. It also assesses the adequacy of existing revenues to meet the recommended maintenance needs.

Scope of Work

First, NCE performed pavement condition inspections of the City-maintained streets and alleys in December 2018. Pavement distress data were collected and entered into StreetSaver to calculate the PCI. The condition inspections did not address non-pavement issues such as traffic, safety, street hazards, geometric issues, drainage issues, or immediate maintenance needs. As part of this task, a Quality Control Plan was developed and implemented and a copy is included in Appendix A.

Upon completion of the data collection activities, NCE reviewed and discussed M&R strategies with City staff. This included selecting appropriate and effective treatments such as surface seals, overlays or reconstructions, as well as determining unit costs. The unit costs represent the overall project cost which incorporated material costs along with any related construction, engineering and design costs and were based on recent bid summaries from the City as well as surrounding agencies. Once appropriate M&R alternatives were defined, they were entered into the StreetSaver® database for budgetary analyses.

NCE next performed a budget needs analysis using a period of ten years with an annual inflation rate of 3 percent. This identified M&R recommendations for each street section and determined the total M&R requirements over the analysis period under various funding levels.

Pavement Network and Current Condition

The City is responsible for the repair and maintenance of approximately 27.1 centerline miles of streets, of which 1.0 mile are arterials, 7.0 miles are collectors, 17.4 miles are residentials and 1.7 miles are alleys. Streets, or pavements, are one of the City's most valuable assets with an estimated replacement value is of $39.3 million. This does not include the value of other non-pavement street components, such as curb and gutters, sidewalks, or drainage. Additionally, there are approximately 3.6 centerline miles of gravel roads within the City limit, but they are not included in the analysis.

The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a failed street will have a PCI of 25 or less. The pavement condition is primarily affected by climate, traffic loads and volumes, subgrade failure, construction materials and age. Some of the distresses manifested by pavement as it ages or fails are:

Asphalt Concrete (AC) Pavements:

- Alligator (Fatigue) Cracking*
- Bleeding
- Block Cracking
- Bumps and Sags
- Corrugation
- Depression
- Edge Cracking
- Longitudinal/Transverse Cracking
- Joint reflection cracking
- Patching and Utility Cut Patching
- Potholes
- Rutting*
- Shoving*
- Slippage Cracking*
- Raveling
- Weathering

*Indicates load-related distress

Table 1 and Figure 1 on the next page illustrate the definitions of the pavement condition categories. Streets in "Fair" condition include streets with both non-load related (e.g., weathering or raveling) and load related (e.g., alligator cracking) distresses. Because the causes of these distresses are markedly different, the treatments used to address these conditions are also different, as are the costs of these treatments. Generally, streets with load-related distress are more expensive to repair. The two categories of distress are identified by II (non-load related) and III (load related). StreetSaver® assigns the appropriate treatments and costs to streets identified within each category.

Table 1: Pavement Condition Categories

Condition Category		PCI	Pavement Description
(I)	Good	70-100	Pavements which have minimal surface distress which may include some hairline longitudinal/transverse cracks and/or weathering. The pavement structure is sound and minor oxidation may occur.
(II)	Fair, Non-Loaded	50-69	Pavements which have a significant level of distress that are predominantly non-load related such as longitudinal/transverse cracks, bleeding, block cracking, weathering and raveling, etc. The pavement structure is sound and some oxidation has occurred.
(III)	Fair, Load-Related	50-69	Pavements which have a significant level of distress that are predominantly load related such as alligator cracking and minor rutting, etc. The pavement structure is becoming deficient (minimal base failure).
(IV)	Poor	25-49	The pavement has moderate to severe surface distresses. Extensive weathering or raveling, block cracking, and load-related distresses such as alligator cracking, rutting, and potholes may occur.
(V)	Very Poor	0-24	The pavement has severe weather-related distress as well as large quantities of load-related distresses. The pavement is nearing the end of its service life.

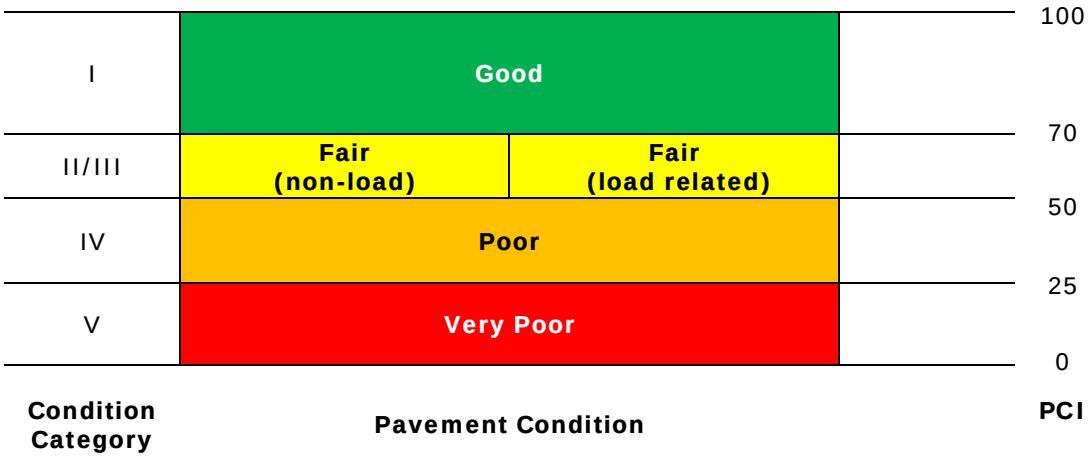

Figure 1: Pavement Condition Categories

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

PCI = 90 (Good)

PCI = 68 (Fair)

PCI = 40 (Poor)

PCI = 12 (Very Poor)

Figure 2: Examples of Streets with Different PCIs

Based on our inspections, the City's average weighted (by area) PCI[3] is 43 which is considered to be in "Poor" condition. However, the average PCI does not completely describe the street network. Table 2 summarizes the City's street network and the PCI by functional classification which provides an insight into the condition of each functional class.

[3] The weighted average PCI is a result of multiplying the area of each street section by the PCI of that section, totaling all sections together and then dividing by the total of the network area or functional classification.

Table 2. Pavement Network and Condition Summary

Functional Class	Centerline Miles	Lane Miles	Pavement Area (sq ft)	% Pavement Area	Average Weighted PCI
Arterial	1.02	3.35	298,970	5.1%	75
Collector	6.94	14.19	1,670,653	28.6%	36
Residential	17.44	35.31	3,700,685	63.4%	42
Other (Alleys)	1.69	3.38	167,536	2.9%	32
Total	**27.10**	**56.23**	**5,837,844**	**100.0%**	**43**
Gravel Streets	3.6	7.2	336,119	N/A	N/A

Table 3 summarizes the network condition by condition category. Approximately, one-third (34.2 percent) of the City's streets are in "Good" condition, 6.1 percent are in "Fair", and more than half (59.7 percent) of the network are in either "Poor" or "Very Poor" condition.

Table 3. Pavement Condition Breakdown by Functional Class and Condition Category

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Others (%)	Network (%)
Good (I)	70-100	2.9	8.9	21.9	0.5	34.2
Fair (II/III)	50-69	1.7	2.0	2.1	0.2	6.1
Poor (IV)	25-49	0.5	3.5	11.2	0.5	15.8
Very Poor (V)	0-24	0.0	14.5	27.9	1.6	43.9
Total (%)		**5.1**	**28.9**	**63.1**	**2.9**	**100.0**

The City's average PCI of 43 is in the bottom half when compared to surrounding agencies. The 2018 statewide average PCI is 65 (see Figure 3).

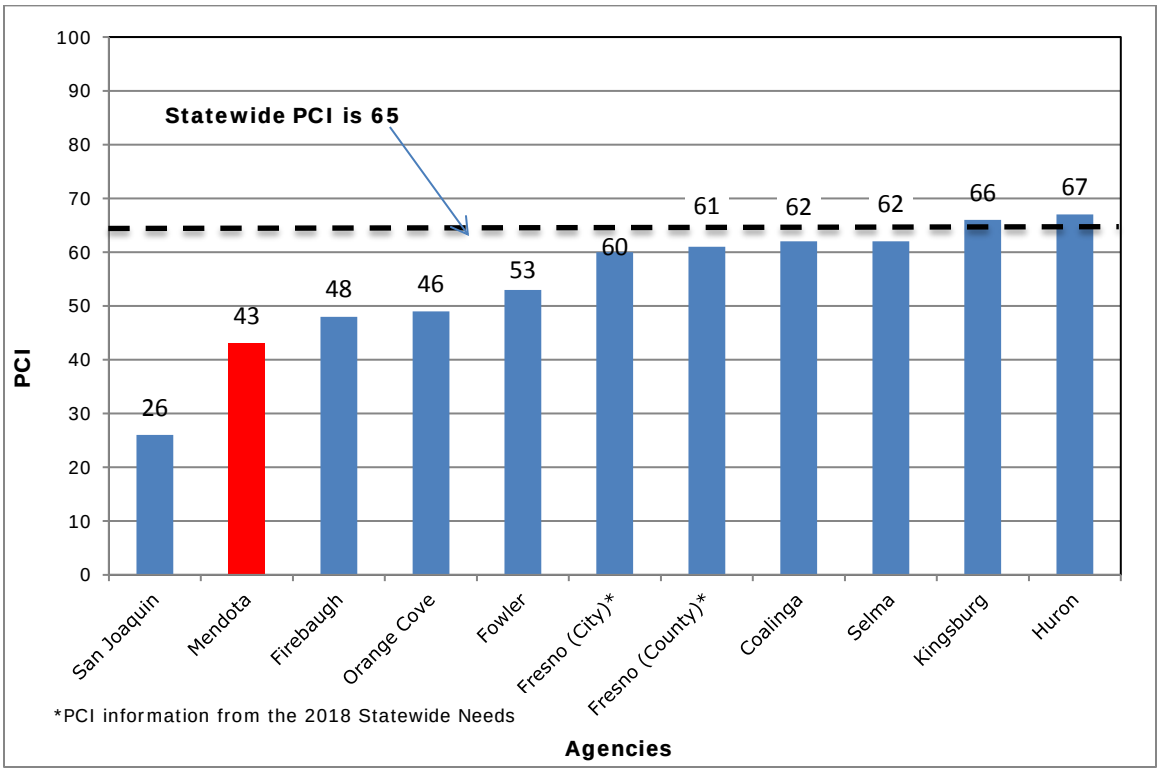

Figure 3: Mendota PCI Comparison with Other Agencies

Maintenance and Rehabilitation Strategies

Preventive maintenance treatments such as crack seals and slurry seals are suitable for pavements in the "Good" condition and should be applied every seven years if the pavement condition is appropriate. As the pavement condition deteriorates, hot mix asphalt (HMA) overlays, and reconstruction should be performed. These are considered "rehabilitation or reconstruction". Localized base repairs are commonly used as preparatory work prior to applying overlays. A detailed M&R decision tree can be found in Appendix C.

History has shown that it costs less to maintain streets in good condition than to repair ones that have failed. By letting pavements deteriorate, streets that once cost $7.75 per square yard (SY) to slurry seal may, in a few years, cost as much as $59.75/SY to reconstruct. With rising material costs, the timeliness of repairs becomes more critical.

Figure 4 on the next page illustrates that pavement maintenance follows the old colloquial saying of "pay now or pay more later". The pavement deterioration curve shown by the blue line illustrates how pavement deteriorates over time.

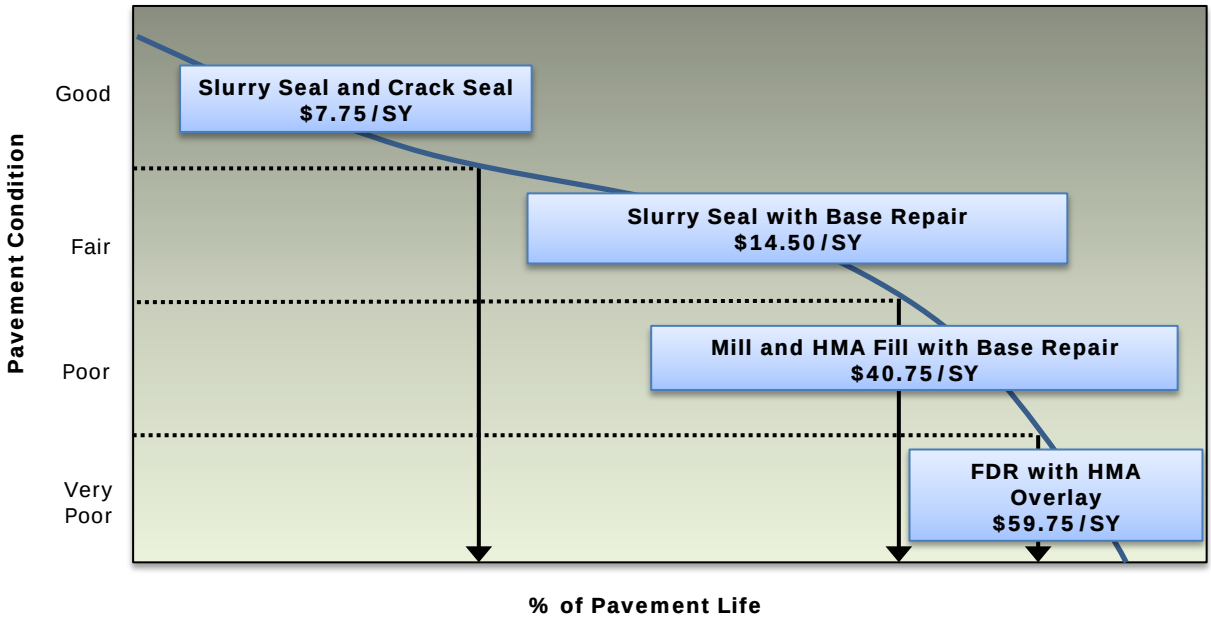

Figure 4: Costs of Maintaining Pavements over Time

Budget Needs

Once the pavement condition and the appropriate maintenance strategy has been determined, it is possible to determine the funding needed for maintenance of the City's streets. Simplistically, the StreetSaver® program seeks to answer the following questions:

If funding is not a constraint, how much money is needed to bring streets to a state of good repair?

Therefore, based on the principle that it costs less to maintain streets in good condition, rather than focusing on fixing those in poor condition, StreetSaver® develops a funding strategy that will improve the overall condition of the streets and then maintain it at that level. The condition and functional classification of each street determines the appropriate treatment and cost from the decision tree.

For example, H Street between Fourth Street and Second Street has a PCI of 41, and the appropriate treatment is a mill and fill with localized base repairs. The area of the pavement section is then multiplied by the unit cost to determine the total treatment cost. Additional surface seals over the next ten years may also be applied to preserve the pavement condition, if necessary.

Using this process, the entire street network for the City was evaluated and summed. The resulting maintenance needs is approximately $24.3 million over the next ten years using an annual inflation rate of three percent. If the City follows this funding strategy recommended, the average PCI will jump to 94 and maintain at 80s for next six years. If, however, no funding is allocated to street pavement maintenance, the streets will deteriorate, and the network PCI will drop to 28 by the end of 2028. The results of the budget needs analysis are summarized in Table 4.

Table 4. Results of Budget Needs 2019 – 2028

Year	Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Budget Needs ($M)	N/A	21.9	0.1	0.0	0.0	0.1	0.8	0.2	0.3	0.7	0.1	24.3
Treated PCI	43	94	89	87	85	83	82	81	79	78	77	N/A
Untreated PCI	43	43	40	38	36	34	33	32	31	29	28	N/A

In this analysis, the total funding needed is “front-loaded;” i.e., it is less expensive to repair the streets in the first year than in subsequent years due to the effect of deferring maintenance and inflation. Although very few agencies can afford this “front-loaded” approach, it highlights the next treatments each street section needs and becomes a reference point for other funding scenarios.

The deferred maintenance in 2019 is $21.9 million. Deferred maintenance consists of pavement maintenance, preservation, and rehabilitation activities that are needed, but cannot be performed due to lack of funding. It is also referred to as the unfunded backlog. Shrinking budgets have forced many cities and counties to defer much-needed pavement maintenance activities. Deferring these activities results in an increased frequency of citizen complaints about the condition of the pavement network and a higher cost to repair these streets.

The prediction models in StreetSaver® may result in a more conservative performance due to the impacts of newer and more cost-effective technologies are not included at this time. For example, if improved materials are utilized, e.g., asphalt-binder with rubber or polymers, the actual performance of these treatments may be under-stated by the models. However, if the City assesses the pavement conditions regularly, the prediction of future conditions will continue to improve.

Budget Scenarios

Having determined the ten-year maintenance needs of the City's street network, the next step in developing a cost-effective M&R strategy is to conduct "what-if" analyses. Using the StreetSaver® budget scenario module, the impacts of the City's budget can be evaluated. This module seeks to answer the following questions:

If funding is constrained, what is the most cost-effective way to spend the funds? What are the consequences on the PCI and deferred maintenance? Which streets will be prioritized for repairs and when will they be repaired?

The program determines the effects of the different funding scenarios on PCI and deferred maintenance. By examining the effects on these performance measures, the advantages and disadvantages of different funding levels and maintenance strategies become clear.

The following scenarios were performed:

Scenario 1: City's Existing Budget ($1.25 million per year) – The City's anticipated funding for paving projects is approximately $1.25 million annually. At this funding level, the network PCI is expected to increase from 43 to 51 over the next ten years and deferred maintenance will decrease from $21.9 million to $19.1 million.

Scenario 2: Annual Funding of $1.75 million ($1.75 million per year) – If the City has an annual funding of $1.75 million instead of $1.25 million, the network PCI will increase from 43 to 60. Deferred maintenance will decrease from $21.9 million to $13.4 million.

Scenario 3: Improve PCI to Statewide Average PCI 65 ($2.0 million per year) – At approximately $2 million per year, the network PCI will increase to 65 and deferred maintenance will decrease from $21.9 million to $10.7 million by 2028.

Summaries of the results of each scenario are provided beginning on the next page. Note that "Rehabilitation" includes overlays and reconstruction, while "Preventive Maintenance" includes all surface seals. Detailed results are presented in Appendices D and E.

Scenario 1: City's Existing Budget ($1.25 million per year)

This scenario shows the impact of the City's anticipated paving budget of $1.25 million per year over the next ten years. The overall pavement condition will improve to an average PCI of 51. Furthermore, the deferred maintenance will be reduced by around $3 million over the next ten years. At the end of the analysis period, more than half of the pavement network (56.8 percent) will be in "Good" condition, while 35.8 percent of the street network will be in "Very Poor" condition. Table 5 and Figure 5 summarize the results from Scenario 1.

Table 5. Summary of Results for Scenario 1

Year	Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Budget ($M)	N/A	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	12.50
Rehabilitation ($M)	N/A	1.24	1.21	1.25	1.22	1.25	1.23	1.25	1.21	1.21	1.21	12.28
Preventive Maintenance ($M)	N/A	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.06
Deferred Maintenance ($M)	21.85	20.75	20.87	20.59	19.97	19.75	20.32	19.97	19.64	19.56	19.05	N/A
Treated PCI	43	46	46	46	46	47	48	49	50	50	51	N/A

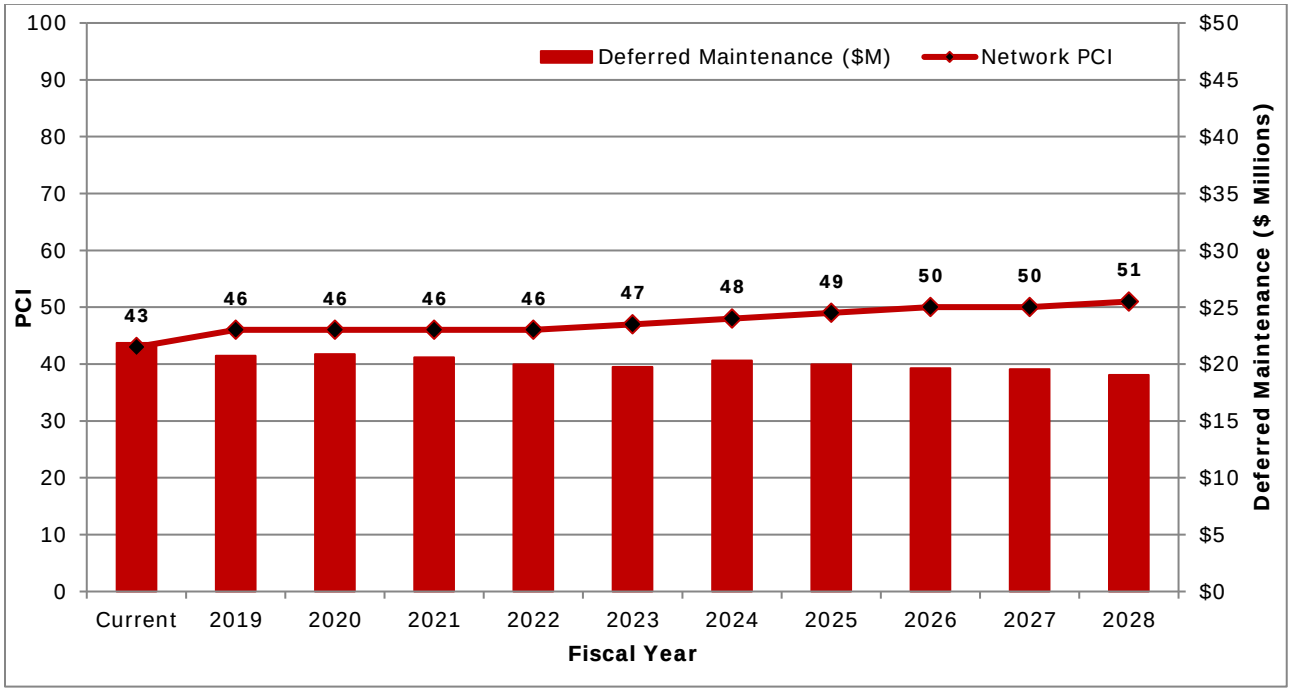

Figure 5: PCI vs. Deferred Maintenance for Scenario 1

Scenario 2: Annual Funding of $1.75 million ($1.75 million per year)

Scenario 2 shows that the City will need approximately $1.75 million per year to improve the network PCI to 60, which is just a point below from Fresno County's average PCI 61. The deferred maintenance will decrease from $21.9 million to $13.4 million over ten years. Approximately two-third of the streets (68.8 percent) will be in the "Good" condition and the amount of "Very Poor" condition streets will decrease to 26.1 percent. Table 6 and Figure 6 summarize the results from Scenario 2.

Table 6. Summary of Results for Scenario 2

Year	Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Budget ($M)	N/A	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	1.75	17.50
Rehabilitation ($M)	N/A	1.74	1.72	1.75	1.74	1.74	1.75	1.74	1.67	1.74	1.73	17.31
Preventive Maintenance ($M)	N/A	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.03
Deferred Maintenance ($M)	21.9	20.25	19.85	19.03	17.87	17.10	17.08	16.14	15.32	14.58	13.40	N/A
Treated PCI	43	47	48	49	51	52	54	55	57	58	60	N/A

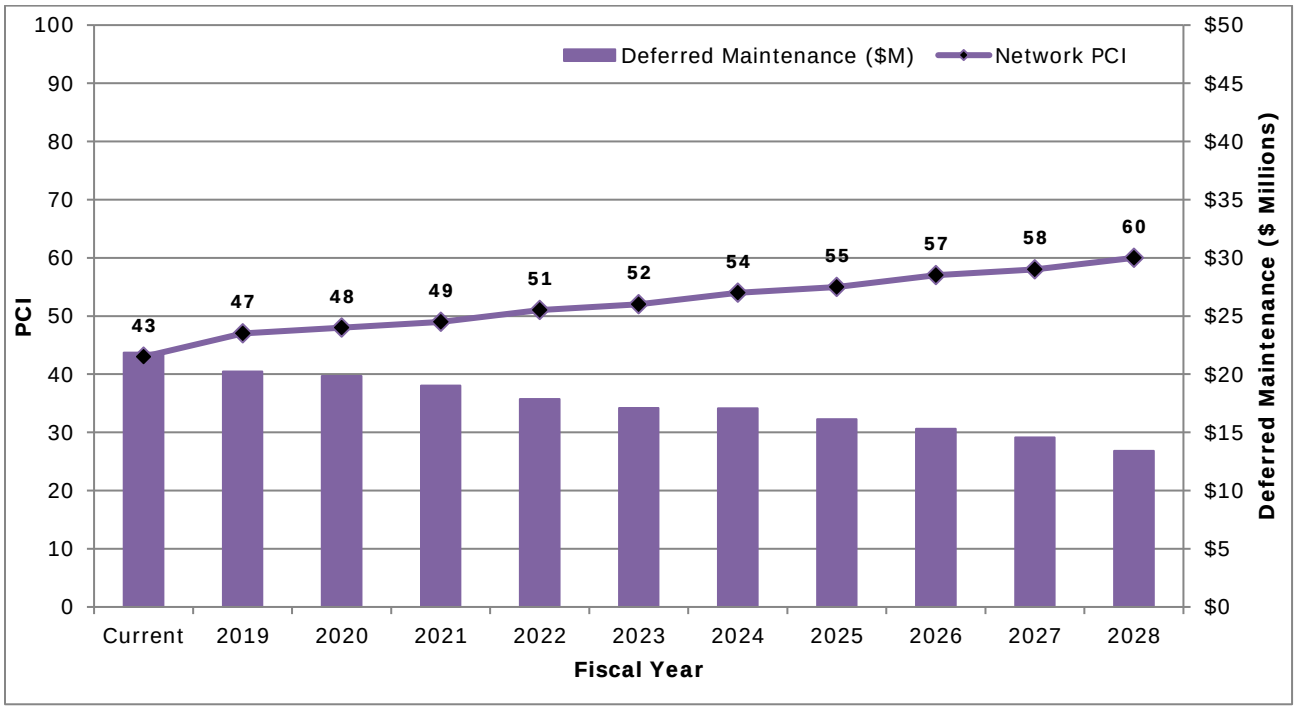

Figure 6: PCI vs. Deferred Maintenance for Scenario 2

Scenario 3: Improve PCI to Statewide Average PCI of 65 ($2 million per year)

To improve the PCI to 65, an average of $2 million will be needed. The deferred maintenance will decrease to $10.7 million in 2028. Moreover, nearly, three-quarter of the pavement network, 74.1 percent will be in "Good" condition, with 5.1 percent in "Fair" and the remainder (20.9 percent) will be in "Very Poor" conditions. Table 7 and Figure 7 summarize the results from Scenario 3.

Table 7. Summary of Results for Scenario 3

Year	Current	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Budget ($M)	N/A	1.25	1.25	2.20	2.20	2.20	2.20	2.20	2.20	2.20	2.40	20.3
Rehabilitation ($M)	N/A	1.24	1.21	2.18	2.18	2.16	2.06	2.18	2.20	2.13	2.34	19.9
Preventive Maintenance ($M)	N/A	0.00	0.00	0.00	0.00	0.03	0.07	0.00	0.00	0.00	0.00	0.1
Deferred Maintenance ($M)	21.85	20.75	20.87	19.66	18.07	16.85	16.44	15.04	13.69	12.51	10.66	N/A
Treated PCI	43	46	46	47	50	53	55	58	60	62	65	N/A

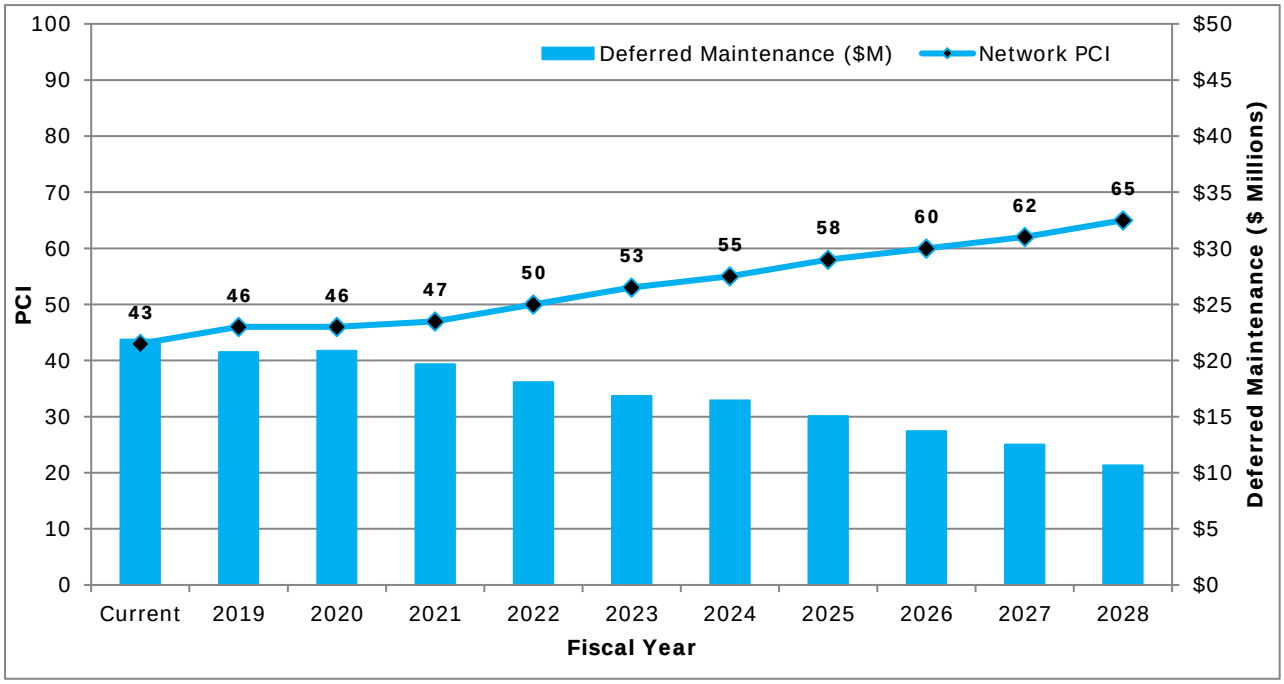

Figure 7: PCI vs. Deferred Maintenance for Scenario 3

Summary

Figures 8 and 9 compare the resulting PCIs and deferred maintenance for all budget scenarios.

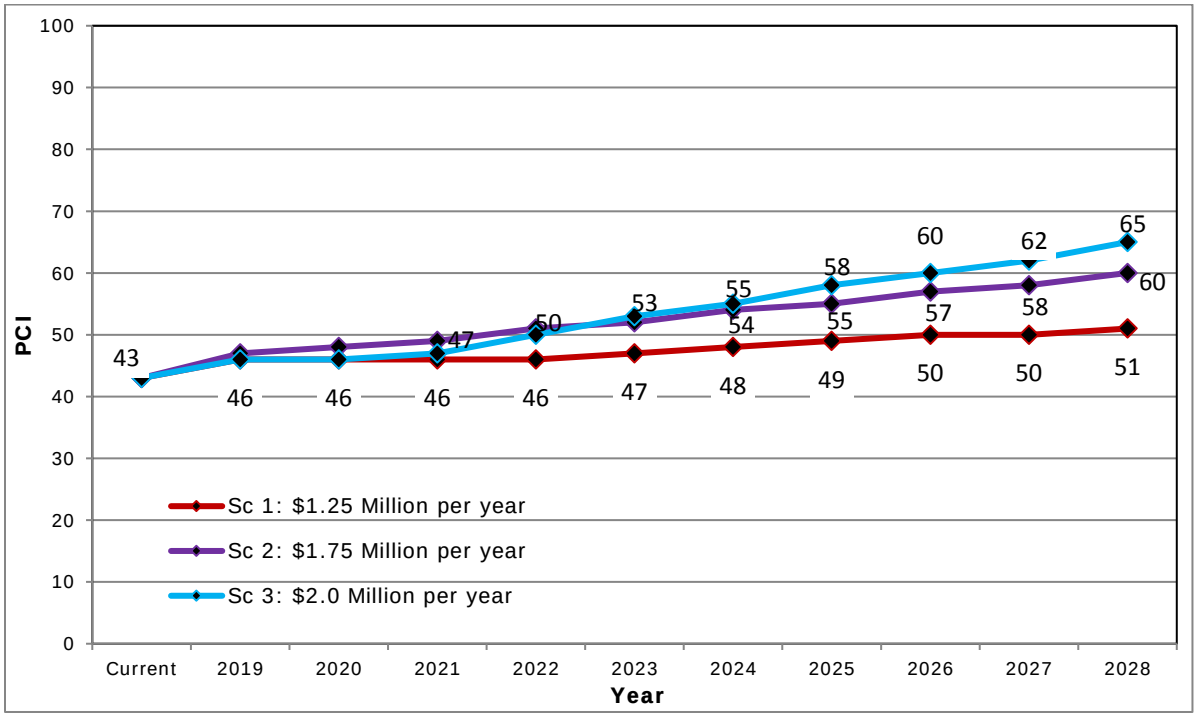

Figure 8: PCI Comparisons between Scenarios

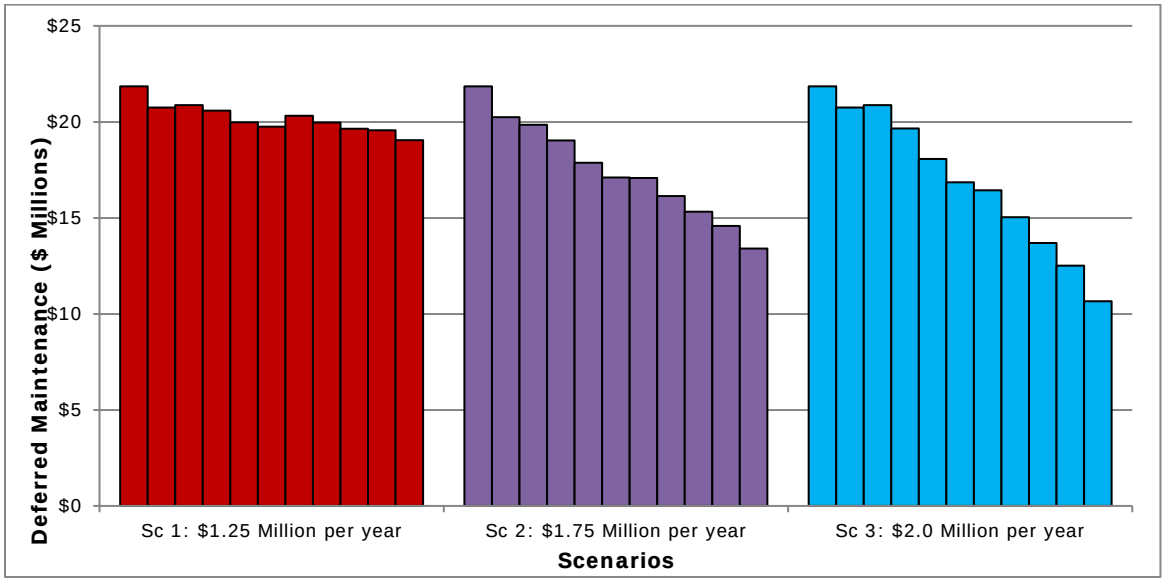

Figure 9: Deferred Maintenance Comparisons between Scenarios

Figure 10 compares the changes in the pavement condition distribution for the three budget scenarios. Currently, approximately one-third (34.2 percent) of the

City streets are in "Good" condition and more than half (59.7 percent) of the network are in either "Poor" or "Very Poor" condition. If the City continues to spend $1.25 million on paving projects (Scenario 1), by end of 2028, more than half of the street network will be in "Good" condition, however, approximately, one-third (35.5 percent) of the street network will be in "Very Poor" condition. As funding increases in Scenarios 2 and 3, the amount of "Good" condition streets will continue to grow, and conversely, the amount of "Very Poor" condition streets will decrease.

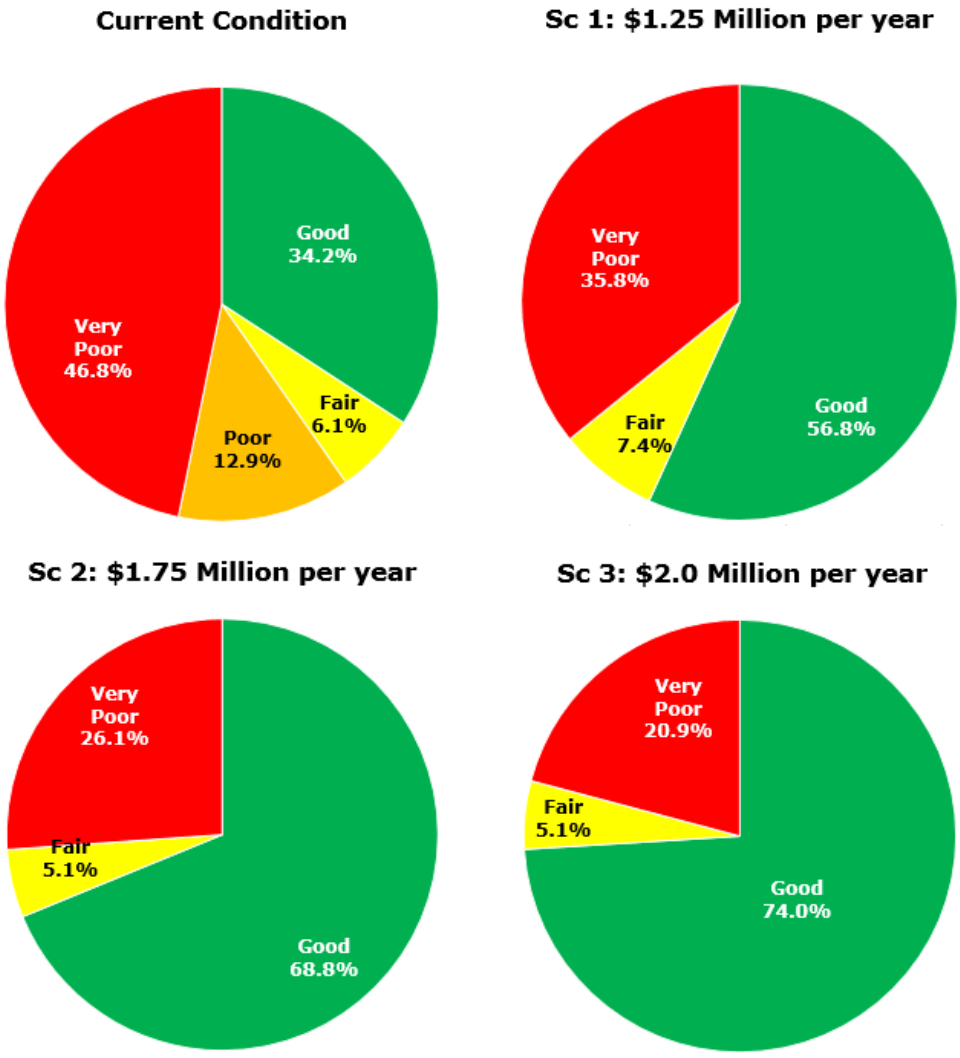

Figure 10: Pavement Condition Breakdown for All Scenarios

Recommendations

The City of Mendota has a substantial investment in its street network with an estimated total replacement cost of $39.3 million. Overall, the street network is in

the "Poor" condition with a citywide average PCI of 43. Based on the data collected and the scenario analyses, NCE recommends that the City implement the items listed below.

1. **Pavement Funding**
   The City's overall pavement network is in "Poor" condition. The network PCI will decrease to 28 if left untreated within the next ten years. NCE recommends that the City implements a paving program of approximately $2.0 million per year (Scenario 3) as it will improve the City's network condition to 65, which is Statewide average PCI while also decreasing the deferred maintenance. Improving approximately three-quarter of pavement network condition to the "Good" category will allow the City to preserve the streets through preventive maintenance methods such as slurry seals which are significantly cheaper than overlays.

2. **Pavement Maintenance Strategies**
   NCE recommends that the City consider alternative treatments such as cold-in-place recycling (CIR) as an alternative to conventional overlays. CIR along with proposed full depth reclamation (FDR) treatments could potentially offer cost savings of approximately 20 to 30 percent compared to conventional treatments. Currently, the City has no maintenance strategy in Condition Category I for collectors and residentials. It is highly recommended to consider slurry seal for residentials and collectors in Category I to maintain the network in "Good" category.

   Due to the relatively small size of each pavement project, NCE recommends that the City investigate the option of combining paving projects with neighboring agencies in order to take advantage of economies of scale.

3. **Re-inspection Strategies**
   In order to monitor future pavement performance and on-going maintenance needs, NCE recommends that the City inspects the arterial and collector network every two years and the residential network every five to six years.

4. **M&R Decision Tree**
   NCE recommends that the City review and update the M&R decision tree and the associated unit costs annually to reflect new construction techniques and changing costs so the funding analysis will continue to be reliable and accurate.

5. **Additional Funding**

NCE recommends that the City take advantage of SB 1 and actively pursue additional pavement funding sources if feasible. Some examples of funding sources are listed on the next page:

Federal

- Community Development Block Grants (CDBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Surface Transportation Block Grant Program (STBG)
- Highway Safety Improvement Program (HSIP)

State

- State Transportation Improvement Program (STIP)
- Active Transportation Program (ATP)
- Vehicle License Fee (VLF)
- CalRecycle grants
- Transportation Development Act (TDA)

Local

- Local sales taxes
- Development impact fees
- Traffic impact and transportation mitigation fees
- Utility tax
- Parking and various permit fees
- Parcel taxes

Appendix A

Quality Control Plan

QC Plan

Pavement Management Program
2018

NCE
Point Richmond, CA
501 Canal Blvd. Suite I
Pt. Richmond, CA 94804

Fresno COG

Table of Contents

Appendix

1.0 INTRODUCTION

When performing data collection in any field, the need for quality control is paramount. This need for quality data is essential for accurate planning, analysis and design. NCE's "Quality Assurance Management Plan" (QAMP), which was last revised in March 2009, affirms that:

> *"NCE is dedicated to achieving technical and management excellence and to delivering professional engineering and environmental services that meet or exceed our clients' needs. NCE's Quality Assurance (QA) Program is designed to achieve these goals. This QA Management Plan (QAMP) describes NCE's QA Program, which is based on four principles: client satisfaction, employee participation, problem prevention, and continuous quality improvements."*

NCE's QAMP establishes minimum quality standards for performance and procedures for assuring that our clients receive quality service. It requires the participation of employees at every level. It encourages Project Managers and technical staff to take pride in their work and responsibility for ensuring that the work is done correctly the first time. The program is designed to reduce the incidence of problems related to quality and results in implementation, where necessary, of corrective actions and modification of work procedures to minimize the incidence of future problems.

NCE has also prepared detailed and specific Quality Control Plans for projects, and the most notable example is for the **Long Term Pavement Performance (LTPP) – Western Regional Support Contract** for the Federal Highway Administration. This is a 150 page document that covers data collection on highways, including deflection, profile, pavement distresses, traffic, maintenance and rehabilitation history, materials testing and sampling as well as a document control.

1.1 Objectives

This document constitutes a formal Quality Control Plan (QCP) for the Fresno Council of Governments to include The Cities of Colinga, Firebaugh, Fowler, Huron, Kingsburg, Mendota, Orange Grove, San Joaquin and Selma (OCG). Specifically, it is intended for the 2018 Pavement Management Program Update project. The focus is on data collection issues.

1.2 Structure

The following components are addressed in this QC Plan:

- Condition survey procedures used
- Accuracy required for data collection
- Inspector qualifications and experience
- Safety

2.0 QUALITY CONTROL PLAN

2.1 Condition Survey Procedure

The governing documents in performing condition surveys are:

- "PAVER™ Pavement Distress Identification Manual for Asphalt Surfaced Roads and Parking Lots", US Army Corps of Engineers ERDC-CERL June 2009.
- "PAVER™ Pavement Distress Identification Manual for Concrete Surfaced Roads and Parking Lots", US Army Corps of Engineers ERDC-CERL June 2009.

Any exceptions to the above procedures are discussed with the agency before any surveys are performed. These are usually related to distresses or situations that are not covered in the manuals. Examples include slippage cracks, roller check marks or edge cracking on streets with no curbs and gutters. Others include the use of seals or open-graded asphalt concrete mixes. Any modifications must be documented and submitted to the City for approval.

All surveys are performed as ***walking*** surveys, and a minimum 10% sampling rate is utilized. Field crews are typically composed of a one-person crew on residential streets and some collectors, and up to two-person crews for major arterials, depending on traffic volumes and speeds. The safety of field personnel is paramount in all instances.

The sample unit selected must be representative of the entire pavement section. This assumes that the section is homogeneous; if it is not homogeneous, then the section must be split according to the criteria agreed upon by the agency. Typically, the criteria used are:

- Pavement condition
- Construction age, if known
- Maintenance history, if known
- Traffic volumes (or functional classification as a surrogate)
- Surface types e.g. asphalt concrete or Portland cement concrete
- Geometric elements e.g. widths

Any modifications to the section inventory data will be documented and provided to the City.

Typical sample unit dimensions are 100 ft long by the width of the street. Since the maximum size of a sample unit allowed under StreetSaver is 4000 sf, streets that are wider than 40 feet wide will have shorter lengths (generally 50 feet) or if they are divided by a raised median, separate sample units taken in each direction.

Any pavement areas that are not representative of the section will be noted and surveyed as a special sample unit.

2.2 Accuracy Required For Data Collection

The accuracy required for data collection has two components, both of which are further described in the following paragraphs.

- Re-inspections
- PCI comparisons with past surveys

2.2.1 Random and Systematic Re-inspection

A minimum of 5% of the total sample units will be re-inspected and this 5% will be selected based on both a random and a systematic basis. All re-inspections are made by an engineer or inspector other than the original inspector.

Random Re-inspections

Random re-inspections will include a representative selection across the following categories:

- Functional classes i.e. arterials, collectors, locals;
- Surface types e.g. asphalt concrete or Portland cement concrete;
- Pavement conditions e.g. good, fair, poor;
- Inspectors;
- Geographical areas, if applicable.

Systematic Re-inspections

For systematic re-inspections, this could be due to noticed trends such as specific treatment types (e.g. open-graded mixes), a specific inspector or geographical area. In such cases, more than 5% will be re-inspected.

Acceptability Criteria

At the time of re-inspection, the actual distresses will be re-inspected and verified, and any corrections made, if necessary. The following acceptance criteria shall be applied to the re-inspection as required by the Metropolitan Transportation Commission (MTC):

1) At least 50 percent of the PCI values for the re-inspected sections must be within +/- 5 PCI points of the original inspection PCI values.
2) No more than 12 percent of the PCI values for the re-inspected sections can be greater than +/- 15 PCI points of the original inspection PCI values

If the above acceptance criteria are not met then an additional 5% will be re-inspected. This will continue until the re-inspected sections meet the acceptability criteria.

2.2.2 PCI Comparison with Past Surveys

As another level of quality control, the new PCIs are compared with the previous PCI. If they differ by more than ±15 PCI points, these sections are automatically flagged for further investigation.

If PCI is +15 points:

The section is investigated to see if a maintenance and rehabilitation event has occurred since the last survey, but which has not been recorded. This can only be resolved with feedback from the agency. Typically, it may include activities such as:

- Crack sealing activities – changes medium or high severity cracking to low severity
- Patching activities - alligator cracking that has been removed and patched, so that the resultant PCI is increased.
- Surface seals
- Overlays

If PCI is -15points

The section is checked to see if the average deterioration rate (usually 3 to 4 points per year) is exceeded. If the drop in PCI is within the range of what is acceptable, no further action is required. If the drop is more than the acceptable range, a re-inspection will be performed. The default performance curves in the StreetSaver program are the basis for what is acceptable.

2.3 Inspectors Qualification and Experience

All NCE's inspectors are required to attend formal training on condition distress surveys. For example, any of NCE's inspectors working on the LTPP project are required to attend a week-long training workshop every year to maintain their certifications. The Regional Transportation Commission (RTC) of Washoe County requires inspectors to be calibrated prior to performing any work using the ASTM D6433 protocols (also known as the MicroPAVER surveys).

Similarly, in agencies that use the MTC StreetSaver system, NCE's inspectors attend the distress training conducted by MTC. After the formal training, they work with an experienced inspector before they are allowed to work on their own. Within the first month of working on their own, up to 20% of their work is checked weekly. Any necessary corrections are made immediately.

Finally, NCE conducts a one-day training and calibration workshop for all NCE staff involved with data collection. This is conducted once a year.

Resumes of NCE's technicians utilized on this project are included in Appendix A.

3.0 SAFETY PROCEDURE

NCE administers a health and safety program in compliance with the Nevada Occupational Safety and Health act (Section 618.383) and Cal OSHA Title VIII, Section 3203. The program is documented in NCE's *Workplace Safety Program Manual.*

Generally, the safety procedures include:

- Inspectors to wear a safety vest at all times;
- Flashing beacon on all vehicles utilized for surveys; and
- Stopped vehicles to be parked at locations away from moving traffic e.g. nearby parking, shoulders etc.

On streets where there is a high volume of traffic or high speeds, additional measures may be necessary, such as:

- Surveys to occur during off-peak periods or on weekends;
- Additional inspector to watch out for traffic; and
- Traffic flaggers in extreme cases.

In extreme cases where it is not possible to walk on the pavement surface, surveys will be performed from sidewalks or raised medians. However, this is extremely rare for city or county roads/streets; this is most often encountered on state highways, and lane closures are the most likely option at this point.

APPENDIX A

RESUMES OF FIELD INSPECTORS

Franc Escobedo
Engineering Field Technician

Mr. Franc Escobedo has over 15 years of experience as a pavement management technician for NCE. He has performed numerous pavement condition inspections throughout California, Idaho, and Washington. His experience includes distress collection across various Pavement Management Systems including the Metropolitan Transportation Commission StreetSaver, PAVER, Cartegraph, and Hansen systems.

Additionally, Mr. Escobedo has completed both the OCTA PAVER and MTC "Distress Identification" courses for both Asphalt Concrete and Portland Cement Pavements and now assists with the training of agency staff on both courses.

Mr. Escobedo performs all activities relating to pavement data collection using hardcopy forms or tablets. As part of the quality control process, he performs cross-checks of data in the PMS database. He also regularly performs quality control checks of field collected data and pavement maintenance history to ensure that PMS databases are accurate and up-to-date. During this process, he also generates detailed reports, which are necessary to perform his cross-checks of the collected data.

His field experience and expertise are added benefits to agencies during field training. Listed below are a collection of agencies for which Mr. Escobedo has performed condition inspections – they total over 6,000 centerline miles of roads and streets.

Representative Projects

Pavement Management

Pavement Management Inspections | ***Engineering Field Technician***

- Ada County, Idaho
- Agoura Hills
- Anaheim
- Antioch
- Bakersfield
- Bell
- Buena Park
- Camarillo
- Chula Vista
- Commerce
- Corona
- Cudahy
- Dana Point
- Davis
- El Centro
- El Cerrito
- Elk Grove
- Encinitas
- Fairfield
- Fremont
- Fullerton
- Hayward
- Hillsborough
- Humboldt County
- Inyo County
- La Habra
- Lake County
- Lake Forest
- Lemon Grove
- Marin County
- Martinez
- Mendocino County
- Milpitas
- Mission Viejo
- Mono County
- Mountain View
- Newark
- Orange County
- Palm Springs
- Redwood City
- San Clemente
- San Diego County
- San Dimas
- San Ramon
- Santa Cruz County
- Santa Maria
- Seal Beach
- Siskiyou County
- South Lake Tahoe
- Stanislaus County
- Stanton
- Thousand Oaks
- Torrance
- Tulare
- Tuolumne County
- Tustin
- Vallejo
- Vernon
- Vista
- Walnut Creek
- West Covina
- West Sacramento

Projects included various forms of inspections for pavement distress data collection, such as walking, windshield, and/or semi-automated.

Education
Computer Operations Program
Computer Learning Center, Los Angeles, CA, 1983-84
Network Engineering & Administrative Program
Computer Learning Center, Anaheim, CA, 1997
Certified Network Administration
Computer Learning Center, Anaheim, CA 1997

Registrations and Certifications
OCTA PAVER Certification 2016

MTC StreetSaver Rater Certification Program (expires September 2019)

Joined NCE
2004

Total Years of Experience
15

Collaboration. Commitment. Confidence.℠

David Bivins
Senior Engineering Technician

Mr. Bivins has over 17 years of experience as a pavement management technician. As a senior technician, his experience extends beyond data collection for pavement distresses. Mr. Bivins is one of NCE's most experienced distress collectors and a primary choice for working with and training of our clients in field data collection activities.

Mr. Bivins performs all functions relating to data collection using paper forms or a tablet. As part of the quality control process, he performs cross-checks of data in the PMS database. He has performed quality control checks of field collected data and pavement maintenance history to ensure that PMS databases are accurate and up-to-date. During this process, Mr. Bivins also generates detailed reports, which are needed to help perform his cross-checks of the collected data.

His field experience and expertise is an added benefit to agencies during field training. Having performed data collection for agencies all over the State of California, Mr. Bivins has a depth of experience related to pavement types and conditions from performing condition surveys on more than 15,000 centerline miles of roads and streets. In addition, Mr. Bivins is proficient and certified in the two most popular distress identification procedures – PAVER and StreetSaver. He attends annual in-house training and assists in training local agencies on distress identification and collection procedures.

Education
Civil Engineering Courses
San Francisco State University, 1994
AutoCAD Advanced Course
CAD Masters, Walnut Creek, CA, 1997

Registrations and Certifications
MTC StreetSaver Rater Certification Program (expires September 2019)

Joined NCE
2011

Total Years of Experience
17 years

Representative Projects

Pavement Management

Pavement Management System Updates | *Senior Field Technician*
Various Cities and Counties, CA

Projects included various forms of surveys for pavement distress data collection, this may have included walking, windshield, and/or semi-automated.

- Ada County, ID
- Alameda County
- Albany
- Buena Park
- Campbell
- Chula Vista
- Citrus Heights
- Danville
- Davis
- East Bay Regional Park District
- Elk Grove
- Fairfield
- Folsom
- Fremont
- Fullerton
- Hayward
- Humboldt County
- Inyo County
- Lafayette
- Lake County
- Los Gatos
- Mammoth Lakes
- Marin County
- Mendocino County
- Mission Viejo
- Modesto
- Newark
- Orinda
- Pebble Beach
- Placer County
- San Bruno
- San Mateo County
- Santa Barbara County
- Santa Cruz
- Santa Cruz County
- Santa Rosa
- Stanislaus County
- Stanton
- Torrance
- West Sacramento

Jacob Rajnowski

Field Technician

Mr. Rajnowski joined NCE in 2016 as a as a pavement management technician and is experienced in collecting distress data and coring samples for pavement management systems. He is currently collecting pavement distress data for the Counties of Sonoma and Lake.

He is certified by the Metropolitan Transportation Commission's (MTC) to perform pavement distress inspections; the certification testing involves passing a rigorous field test.

Apart from conducting field inspections, Mr. Rajnowski performs all functions related to data collection and is an active participant in the QC process, including crosschecks of data in the PMS database, quality control checks of field collected data and pavement maintenance history to ensure that PMS databases are accurate and up to date. During this process, detailed reports are generated to perform crosschecks of the data collected. Additionally, Mr. Rajnowski has completed the OCTA PAVER™ 'Distress Identification' course for Asphalt Concrete and Portland Cement Pavements. He has performed condition surveys at San Francisco since 2016.

Education
Sterling High School, Sterling, IL, 2003

Joined NCE
2016

Registrations and Certifications
OCTA PAVER Certification 2017
MTC Certification 2016

Total Years of Experience
2 years

Representative Projects

Pavement Management

Pavement Management System Updates | ***Field Technician***
Various Cities and Counties, CA
Projects included various forms of surveys for pavement distress data collection, this may have included walking, windshield, and/or semi-automated.

- Ada County, ID
- Buena Park
- Half Moon Bay
- Humboldt County
- Lake County
- Lincoln
- Martinez
- Mission Viejo
- Moreno Valley
- Placer County
- Pleasant Hill
- San Francisco
- Sonoma County
- Stockton
- Trinity County
- Ventura County
- Walnut Creek
- Yolo County

Appendix B

Section Description Inventory
Section PCI Listing - Street Network

I. Sorted by Street Name
II. Sorted by Descending PCI
III. Gravel Streets

Section Description Inventory Report

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

All of the City's vehicular street sections are included in the report. The report is sorted alphabetically by Street Name and Section ID and by descending PCIs. The field descriptions in this report are listed.

A list of gravel streets are also included.

Header	Description
STREET ID	Street identification in StreetSaver® unique for each street
STREET NAME	The name of the street as indicated by street signs in the field
SECTION ID	Section identification number in StreetSaver® unique for each section of one street
BEG LOCATION	Beginning limit of the section
END LOCATION	Ending limit of the section
LENGTH (FT)	Length of the section in feet
WIDTH (FT)	Average width of the section in feet
AREA (SF)	Area of the section in square feet
FC	Functional Classification (A – Arterial, C – Collector, R – Residential/Local, O – Other/Alley)
# OF LANES	Number of travel lanes of the section
SURFACE TYPE	Surface Type (AC = Asphalt Concrete Pavement, AC/AC = AC Overlay of AC Pavement, Gravel = Gravel)
PCI DATE	Last pavement inspection date
PCI	Average inspected PCI for the section.

Section Description Inventory
Sorted by Name

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
AIRPORT	AIRPORT BLVD	0100	AIRPORT CIR	INEZ ST	C	862	36	31032	2	O	12/3/2018	84
AIRPORT CI	AIRPORT CIR	0100	AIRPORT BLVD	END N	R	244	60	14640	2	A	12/10/2018	57
A-10N	ALLEY - 10N	0100	ELEVENTH ST	220' N/O ELEVENTH ST	O	220	20	4400	2	P	2/20/2019	83
A-2O	ALLEY - 2O	0100	THIRD ST	92' N/O THIRD ST	O	92	18	1656	2	A	12/10/2018	2
A-4N	ALLEY - 4N	0100	FIFTH ST	FOURTH ST	O	437	20	8740	2	A	12/10/2018	1
A-5J	ALLEY - 5J	0100	SIXTH ST	DIVISADERO ST	O	302	18	5436	2	A	12/10/2018	24
A-5L	ALLEY - 5L	0100	SIXTH ST	109' N/O SIXTH ST	O	109	18	1962	2	A	12/10/2018	59
A-5L	ALLEY - 5L	0300	340' N/O SIXTH ST	FIFTH ST	O	86	18	1548	2	A	12/10/2018	50
A-5N	ALLEY - 5N	0100	FIFTH ST	SIXTH ST	O	438	20	8760	2	A	12/10/2018	2
A-6K	ALLEY - 6K	0100	SEVENTH ST	105' N/O SEVENTH ST	O	105	20	2100	2	P	12/10/2018	68
A-6N	ALLEY - 6N	0100	SEVENTH ST	SIXTH ST	O	434	20	8680	2	A	12/10/2018	0
A-6P	ALLEY - 6P	0100	SIXTH ST	SEVENTH ST	O	432	18	7776	2	A	12/10/2018	3
A-6O	ALLEY - 6Q	0100	SEVENTH ST	SIXTH ST	O	434	20	8680	2	A	12/10/2018	0
A-6Q	ALLEY - 6Q	0100	SIXTH ST	SEVENTH ST	O	433	18	7794	2	A	1/6/2019	41
A-6R	ALLEY - 6R	0100	SIXTH ST	SEVENTH ST	O	433	18	7794	2	A	12/10/2018	89
A-6S	ALLEY - 6S	0200	342' N/O SIXTH ST	SIXTH ST	O	90	18	1620	2	A	12/10/2018	21
A-6T	ALLEY - 6T	0100	SEVENTH ST	SIXTH ST	O	433	18	7794	2	A	12/10/2018	0
A-7K	ALLEY - 7K	0200	797' N/O NINTH ST	SEVENTH ST	O	121	18	2178	2	A	12/10/2018	0
A-7N	ALLEY - 7N	0100	EIGHTH ST	SEVENTH ST	O	431	18	7758	2	A	12/10/2018	13
A-7O	ALLEY - 7O	0100	EIGHTH ST	SEVENTH ST	O	433	20	8660	2	A	12/10/2018	65
A-7P	ALLEY - 7P	0100	EIGHTH ST	SEVENTH ST	O	431	20	8620	2	A	12/10/2018	37
A-7Q	ALLEY - 7Q	0100	EIGHTH ST	SEVENTH ST	O	429	16	6864	2	A	12/10/2018	41
A-7R	ALLEY - 7R	0100	EIGHTH ST	SEVENTH ST	O	431	16	6896	2	A	12/10/2018	95
A-7S	ALLEY - 7S	0100	EIGHTH ST	SEVENTH ST	O	430	16	6880	2	A	12/10/2018	95
A-7T	ALLEY - 7T	0100	EIGHTH ST	SEVENTH ST	O	431	20	8620	2	A	12/10/2018	13
A-7U1	ALLEY - 7U1	0100	ALLEY - 7U	UNIDA ST	O	170	20	3400	2	A	12/10/2018	49
A-8N	ALLEY - 8N	0100	NINTH ST	270' N/O NINTH ST	O	270	20	5400	2	A	12/10/2018	86
A-8P	ALLEY - 8P	0100	NINTH ST	EIGHTH ST	O	441	20	8820	2	A	12/10/2018	26
A-9O	ALLEY - 9O	0100	TENTH ST	NINTH ST	O	435	20	8700	2	A	12/10/2018	0
AMADOR	AMADOR AVE	0100	SOUTH END	SILVA ST	C	1,292	44	56848	2	A	12/10/2018	87
AMADOR	AMADOR AVE	0200	SILVA ST	CASTANEDA ST	C	502	44	22088	2	A	12/10/2018	65
AMADOR	AMADOR AVE	0300	CASTANEDA ST	NORTH END	C	860	44	37840	2	A	12/10/2018	91
ARNAUDON	ARNAUDON DR	0100	SORENSEN AVE S	SORENSEN AVE N	R	475	48	22800	2	A	12/10/2018	2
ASH	ASH AVE	0100	SORENSEN AVE	PEACH AVE	R	385	36	13860	2	A	12/10/2018	90
BANDONI	BANDONI CT	0100	WEST END	PETRY ST	R	273	37	10101	2	A	12/10/2018	96
BARAJAS	BARAJAS CT	0100	WEST END	CERVANTEZ ST	R	416	37	15392	2	A	12/10/2018	87
BARBOZA	BARBOZA ST	0100	BASS AVE	PEREZ ST	R	460	36	16560	2	A	12/10/2018	94
BARBOZA	BARBOZA ST	0200	GAXIOLA ST	GARCIA ST	R	263	36	9468	2	A	12/10/2018	96
BASS	BASS AVE	0100	DERRICK AVE (SR 33)	SECOND ST	C	1,633	46	75118	3	A	12/10/2018	92
BASS	BASS AVE	0200	SECOND ST	EAST CITY LIMIT	C	654	46	30084	2	A	12/10/2018	27
BELMONT	BELMONT AVE WEST	0100	WEST C.L	C.L EAST OF PEACH ST	A	670	44	29480	2	A	12/10/2018	41
BELMONT	BELMONT AVE WEST	0200	C.L EAST OF PEACH ST	DERRICK AVE (SR 33)	A	671	42	28182	3	A	12/10/2018	94
BELMONT	BELMONT AVE WEST	0300	DERRICK AVE (SR 33)	NINTH ST	A	1,154	60	69240	3	A	12/10/2018	76
BELMONT	BELMONT AVE WEST	0400	NINTH ST	QUINCE ST	A	1,667	60	1E+05	3	A	12/10/2018	70
BELMONT	BELMONT AVE WEST	0500	QUINCE ST	OLLER ST (SR 180)	A	1,127	60	67620	5	A	12/10/2018	96
BELMONT	BELMONT AVE WEST	0600	GUILLAN PKWY	EAST END	A	123	36	4428	2	A	12/10/2018	74
BLACK	BLACK AVE	0100	ESPINOZA ST	ROWE AVE	R	1,171	36	42156	2	A	12/10/2018	87
BLACK	BLACK AVE	0200	ROWE AVE	SORENSEN AVE	C	644	36	23184	2	A	12/10/2018	3

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
BLANCO	BLANCO ST	0100	LOZANO ST	DE LA CRUZ ST	R	979	36	35244	2	A	12/3/2018	76
BOU	BOU CIRCLE	0100	WEST END	I ST	R	217	36	7812	2	A	12/10/2018	22
CANAL	CANAL STREET	0100	NINTH ST	EIGHTH ST	R	452	36	16272	2	O	12/10/2018	85
CANTU	CANTU STREET	0100	SEGOVIA ST	CERVANTEZ ST	R	367	37	13579	2	A	12/10/2018	86
CASTANEDA	CASTANEDA ST	0100	AMADOR AVE	CERVANTEZ ST	R	497	37	18389	2	A	12/10/2018	85
CASTRO	CASTRO ST	0100	HOLMES AVE	GONZALES ST	R	495	36	17820	2	A	12/10/2018	96
CERVANTEZ	CERVANTEZ ST	0100	BLACK AVE	CANTU ST	R	783	37	28971	2	A	12/10/2018	87
DELACRUZ	DE LA CRUZ ST	0100	GOMEZ ST	HERNANDEZ ST	R	620	36	22320	2	A	12/3/2018	80
DELACRUZ	DE LA CRUZ ST	0200	HERNANDEZ ST	BLANCO ST	R	888	36	31968	2	A	12/3/2018	60
DIAZ	DIAZ ST	0100	CANTU ST	GONZALEZ ST	R	486	37	17982	2	A	12/10/2018	88
DIVICIR	DIVISADERO CIRCLE	0100	DIVISADERO ST	NCDS	R	111	36	3996	2	A	12/10/2018	67
DIVISADERO	DIVISADERO ST	0100	MARIE ST	JUANITA ST	C	1,774	36	63864	2	A	12/9/2018	83
DIVISADERO	DIVISADERO ST	0200	JUANITA ST	INEZ ST	R	445	36	16020	2	A	12/10/2018	3
EIGHTH	EIGHTH ST	0100	BELMONT AVE	RIO FRIO ST	R	1,396	50	69800	2	A	12/10/2018	39
EIGHTH	EIGHTH ST	0200	RIO FRIO ST	OLLER ST (SR 180)	R	1,167	50	58350	2	A	12/10/2018	97
EIGHTH	EIGHTH ST	0300	OLLER ST (SR 180)	NAPLES ST	R	346	50	17300	2	A	12/10/2018	4
EIGHTH	EIGHTH ST	0400	KATE ST	JUANITA ST	R	350	36	12600	2	A	12/10/2018	43
ELEVENTH	ELEVENTH ST	0100	QUINCE ST	OLLER ST (SR 180)	R	756	48	36288	2	A	12/10/2018	35
ELEVENTH	ELEVENTH ST	0200	OLLER ST (SR 180)	EAST END	R	192	48	9216	2	A	12/10/2018	61
ELM	ELM AVE	0100	SORENSEN AVE	PEACH AVE	R	363	36	13068	2	A	12/10/2018	86
ESPINOZA	ESPINOZA ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	87
FIFTH	FIFTH ST	0100	DERRICK AVE (SR 33)	QUINCE ST	C	923	48	44304	2	A	12/10/2018	11
FIFTH	FIFTH ST	0200	QUINCE ST	OLLER ST (SR 180)	C	760	48	36480	2	A	12/10/2018	53
FIFTH	FIFTH ST	0300	OLLER ST (SR 180)	NAPLES ST	C	355	48	17040	2	A	12/10/2018	1
FIFTH	FIFTH ST	0400	MARIE ST	LOLITA ST	R	358	36	12888	2	A	12/3/2018	5
FLEMING	FLEMING AVE	0100	ROWE AVE	SORENSEN AVE	R	615	34	20910	2	A	12/10/2018	8
FOURTHCT	FOURTH CT	0100	WEST CDS	FOURTH ST	R	118	76	8968	2	A	12/3/2018	52
FOURTH	FOURTH ST	0100	RIO FRIO ST	QUINCE ST	R	346	50	17300	2	A	12/10/2018	7
FOURTH	FOURTH ST	0200	QUINCE ST	OLLER ST (SR 180)	R	820	50	41000	2	A	12/10/2018	3
FOURTH	FOURTH ST	0300	OLLER ST(SR 180)	NAPLES ST	R	344	50	17200	2	A	12/10/2018	12
FOURTH	FOURTH ST	0400	L ST	K ST	R	270	36	9720	2	A	12/3/2018	8
FOURTH	FOURTH ST	0500	K ST	I ST	R	670	36	24120	2	A	12/3/2018	8
FOURTH	FOURTH ST	0600	I ST	H ST	R	685	36	24660	2	A	12/3/2018	37
GARCIA	GARCIA ST	0100	WEST CDS	RIOS ST	R	429	36	15444	2	A	12/3/2018	41
GARCIA	GARCIA ST	0200	RIOS ST	HERNANDEZ ST	R	870	36	31320	2	A	12/3/2018	64
GARCIA	GARCIA ST	0300	HERNANDEZ ST	BLANCO ST	R	928	36	33408	2	A	12/3/2018	81
GAXIOLA	GAXIOLA ST	0100	GOMEZ ST	BLANCO ST	R	1,538	36	55368	2	A	12/3/2018	87
GOMEZ	GOMEZ ST	0100	SOUTH CDS	DE LA CRUZ ST	R	716	36	25776	2	A	12/3/2018	78
GONZALEZ	GONZALEZ ST	0100	AMADOR AVE	GURROLA ST	R	1,662	37	61494	2	A	12/10/2018	88
GREGGN	GREGG CT N	0100	GREGG CT W	SORENSEN AVE	R	488	37	18056	2	A	12/10/2018	11
GREGGS	GREGG CT S	0100	GREGG CT W	SORENSEN AVE	R	488	37	18056	2	A	12/10/2018	10
GREGGW	GREGG CT W	0100	GREGG CT S	GREGG CT N	R	254	37	9398	2	A	12/10/2018	16
GUILLAN	GUILLAN PARK DR	0100	OLLER ST (SR 180)	BELMONT AVE	R	1,136	60	68160	4	A	12/10/2018	46
GUILLAN	GUILLAN PARK DR	0200	BELMONT AVE	NORTH END	R	2,518	30	75540	2	A	12/10/2018	45
GURROLA	GURROLA ST	0100	HOLMES AVE	GONZALEZ ST	R	511	37	18907	2	A	12/10/2018	84
H	H ST	0100	FOURTH ST	SECOND ST	R	290	30	8700	2	A	12/3/2018	41
HERNANDEZ	HERNANDEZ ST	0100	LOZANO ST	GAXIOLA ST	R	274	36	9864	2	A	12/10/2018	76
HERNANDEZ	HERNANDEZ ST	0200	GARCIA ST	DE LA CRUZ ST	R	229	36	8244	2	A	12/10/2018	96

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
HOLMES	HOLMES AVE	0100	WEST END	SORENSEN AVE	R	1,208	37	44696	2	A	12/10/2018	95
I	I ST	0100	SECOND ST	FOURTH ST	R	886	36	31896	2	A	12/3/2018	39
I	I ST	0200	FOURTH ST	BOU CIRCLE	R	640	36	23040	2	A	12/3/2018	30
I	I ST	0300	BOU CIRCLE	J ST	R	774	36	27864	2	A	12/3/2018	37
I	I ST	0400	J ST	DIVISADERO ST	R	667	36	24012	2	A	12/3/2018	46
INEZ	INEZ ST	0100	AIRPORT BLVD	7TH ST	R	297	36	10692	2	O	12/10/2018	81
INEZ	INEZ ST	0200	7TH ST (BCR)	DIVISADERO ST	R	266	36	9576	2	A	12/10/2018	2
J	J ST	0100	SECOND ST	FOURTH ST	R	1,002	36	36072	2	A	12/3/2018	8
J	J ST	0200	KATE ST	I ST	R	927	36	33372	2	A	12/3/2018	31
JENNINGCIR	JENNINGS CIRCLE	0100	JENNINGS ST	NORTH CDS	R	121	37	4477	2	A	12/10/2018	62
JENNINGS	JENNINGS ST	0100	NINTH ST	QUINCE ST	R	1,264	36	45504	2	A	12/10/2018	47
JUANITA	JUANITA ST	0100	AIRPORT BLVD	SEVENTH ST	C	687	36	24732	2	A	12/3/2018	16
JUANITA	JUANITA ST	0200	SEVENTH ST	DIVISADERO ST	C	551	36	19836	2	A	12/3/2018	23
JUANITA	JUANITA ST	0300	DIVISADERO ST	L ST	C	357	36	12852	2	A	12/3/2018	63
K	K ST	0100	SECOND ST	FOURTH ST	R	1,139	36	41004	2	A	12/3/2018	7
KATECT	KATE CT	0100	KATE ST	EAST END	R	263	36	9468	2	A	12/3/2018	30
KATE	KATE ST	0100	NINTH ST	SIXTH ST	R	1,406	36	50616	2	A	12/3/2018	13
KATE	KATE ST	0200	SIXTH ST	DIVISADERO ST	R	488	36	17568	2	O	12/3/2018	87
KATE	KATE ST	0300	DIVISADERO ST	I ST	R	1,170	36	42120	2	A	12/3/2018	14
KATE	KATE ST	0400	I ST	NORTH END	R	256	36	9216	2	A	12/14/2018	19
L	L ST	0100	SECOND ST	LOLITA ST	R	987	36	35532	2	A	12/3/2018	3
L	L ST	0200	LOLITA ST	FOURTH ST	R	330	36	11880	2	A	12/3/2018	3
L	L ST	0300	JUANITA ST	I ST	R	540	36	19440	2	A	12/3/2018	65
LOCUST	LOCUST AVE	0100	WEST END	PEACH AVE	R	521	36	18756	2	A	12/10/2018	86
LOLITA	LOLITA ST	0100	SOUTH END	NINTH ST	R	459	36	16524	2	A	12/3/2018	21
LOLITA	LOLITA ST	0200	NINTH ST	SEVENTH ST	R	910	36	32760	2	A	12/3/2018	3
LOLITA	LOLITA ST	0300	SEVENTH ST	DIVISADERO ST	R	1,355	36	48780	2	A	12/3/2018	6
LOLITA	LOLITA ST	0400	DIVISADERO ST	L ST	R	228	36	8208	2	A	12/3/2018	19
LOZANO	LOZANO ST	0100	DERRICK AVE (SR 33)	HERNANDEZ ST	R	1,133	40	45320	2	A	12/3/2018	9
LOZANO	LOZANO ST	0200	HERNANDEZ ST	PEREZ ST	R	498	36	17928	2	A	12/3/2018	10
LOZANO	LOZANO ST	0300	PEREZ ST	BLANCO ST	R	470	40	18800	2	A	12/3/2018	27
LOZANO	LOZANO ST	0400	BLANCO ST	EAST END	R	136	56	7616	2	A	12/3/2018	74
MALDONADO	MALDONADO ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
MARIE	MARIE ST	0100	GUILLAN PKWY	CHANGE OF PAVEMENT WIDTH	C	2,201	30	66030	2	A	12/10/2018	28
MARIE	MARIE ST	0200	CHANGE OF PAVEMENT WIDTH	NINTH ST	C	595	42	24990	2	A	12/10/2018	14
MARIE	MARIE ST	0300	NINTH ST	SEVENTH ST	C	940	54	50760	2	A	12/10/2018	14
MARIE	MARIE ST	0400	SEVENTH ST	DIVISADERO ST	C	1,686	54	91044	2	A	12/10/2018	13
MARIE	MARIE ST	0500	DIVISADERO ST	524 FT NORTH OF DIVISADERO ST	C	524	40	20960	2	A	12/10/2018	96
MARIE	MARIE ST	0600	524 FT NORTH OF DIVISADERO ST	SECOND ST	C	209	40	8360	2	A	12/13/2018	4
MARTINEZ	MARTINEZ CT	0100	WEST END	PETRY ST	R	272	37	10064	2	A	12/10/2018	96
McCABE	McCABE AVE	0100	ROWE AVE	SORENSEN AVE	R	632	33	20856	2	A	43437	2
McCABE	McCABE AVE	0200	SORENSEN AVE	DERRICK AVE (SR 33)	R	624	36	22464	2	A	12/3/2018	94
NAPLES	NAPLES ST	0100	TENTH ST	NINTH ST	C	469	48	22512	2	A	12/3/2018	11
NAPLES	NAPLES ST	0200	NINTH ST	SEVENTH ST	C	944	48	45312	2	A	12/3/2018	2
NAPLES	NAPLES ST	0300	SEVENTH ST	FIFTH ST	C	971	48	46608	2	A	12/3/2018	3
NAPLES	NAPLES ST	0400	FIFTH ST	FOURTH ST	C	485	48	23280	2	A	12/3/2018	4
NAPLES	NAPLES ST	0500	FOURTH ST	SECOND ST	C	971	48	46608	2	A	12/3/2018	62
NAPLES	NAPLES ST	0600	SECOND ST	DERRICK AVE (SR 33)	C	727	50	36350	2	A	12/3/2018	5

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
NINTH	NINTH ST	0100	TULE ST	QUINCE ST	C	1,160	48	55680	2	A	12/3/2018	15
NINTH	NINTH ST	0200	QUINCE ST	OLLER ST (SR 180)	C	741	48	35568	2	A	12/3/2018	6
NINTH	NINTH ST	0300	OLLER ST (SR 180)	MARIE ST	C	821	60	49260	2	A	12/3/2018	82
NINTH	NINTH ST	0400	MARIE ST	CANAL ST	C	813	60	48780	2	A	12/3/2018	27
NINTH	NINTH ST	0500	CANAL ST	AIRPORT BLVD	C	188	60	11280	2	O	12/3/2018	79
OXNARD	OXNARD ST	0100	AMADOR AVE	SAN PEDRO ST	R	1,184	37	43808	2	A	12/10/2018	87
PEACH	PEACH AVE	0100	BELMONT AVE	NORTH END	R	950	36	34200	2	A	12/10/2018	86
PEREZ	PEREZ ST	0100	BARBOZA ST (WEST EDGE)	LOZANO ST	R	1,248	52	64896	2	A	12/3/2018	15
PEREZ	PEREZ ST	0200	BARBOZA ST (EAST EDGE)	LOZANO ST	R	989	36	35604	2	A	12/3/2018	96
PETRY	PETRY ST	0100	SILVA ST	HOLMES AVE	R	722	37	26714	2	A	12/10/2018	89
PUCHEU	PUCHEU ST	0100	W BELMONT AVE	NINTH ST	R	1,534	50	76700	2	A	12/10/2018	10
PUCHEU	PUCHEU ST	0200	NINTH ST	EIGHTH ST	R	449	50	22450	2	A	12/10/2018	36
PUCHEU	PUCHEU ST	0300	EIGHTH ST	SIXTH ST	R	970	50	48500	2	A	12/10/2018	7
PUCHEU	PUCHEU ST	0400	FIFTH ST	THIRD ST	R	924	50	46200	2	A	12/10/2018	29
PUCHEU	PUCHEU ST	0500	THIRD ST	SECOND ST	R	400	50	20000	2	A	12/10/2018	14
QUINCE	QUINCE ST	0100	BELMONT AVE	TENTH ST	R	657	50	32850	2	A	12/10/2018	9
QUINCE	QUINCE ST	0200	TENTH ST	EIGHTH ST	R	990	50	49500	2	A	12/10/2018	97
QUINCE	QUINCE ST	0300	EIGHTH ST	SEVENTH ST	R	442	50	22100	2	A	12/10/2018	16
QUINCE	QUINCE ST	0400	SEVENTH ST	FOURTH ST	R	1,417	50	70850	2	A	12/10/2018	11
QUINCE	QUINCE ST	0500	FOURTH ST	THIRD ST	R	440	50	22000	2	A	12/10/2018	5
QUIROGA	QUIROGA CT	0100	SCDS	GONZALEZ ST	R	296	37	10952	2	A	12/10/2018	87
RIOFRIOCIR	RIO FRIO CIRCLE	0100	JENNINGS ST	NORTH CDS	R	398	37	14726	2	A	12/10/2018	43
RIOFRIO	RIO FRIO ST	0100	NINTH ST	EIGHTH ST	R	430	50	21500	2	A	12/10/2018	13
RIOFRIO	RIO FRIO ST	0200	EIGHTH ST	SIXTH ST	R	922	50	46100	2	A	12/10/2018	7
RIOFRIO	RIO FRIO ST	0300	SIXTH ST	FIFTH ST	R	437	50	21850	2	A	12/10/2018	6
RIOFRIO	RIO FRIO ST	0400	FIFTH ST	FOURTH ST	R	448	50	22400	2	A	12/10/2018	6
RIOS	RIOS ST	0100	LOZANO ST	GARCIA ST	R	647	36	23292	2	A	12/10/2018	3
ROWE	ROWE AVE	0100	BLACK AVE	HOLMES AVE	R	982	36	35352	2	A	12/10/2018	73
SANPEDRO	SAN PEDRO ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
SANTACRUZ	SANTA CRUZ ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	84
SECONDCT	SECOND CT	0100	SOUTH END	2ND ST	R	100	76	7600	2	A	12/3/2018	44
SECOND	SECOND ST	0100	OLLER ST (SR 180)	NAPLES ST	C	355	48	17040	2	A	12/10/2018	6
SECOND	SECOND ST	0200	MARIE ST	I ST	C	1,447	58	83926	2	A	12/10/2018	36
SECOND	SECOND ST	0300	I ST	BASS AVE	C	230	54	12420	2	A	12/10/2018	19
SECOND	SECOND ST	0400	I ST	H ST	R	570	36	20520	2	A	12/3/2018	39
SEGOVIA	SEGOVIA ST	0100	CASTANEDA ST	GONZALEZ ST	R	761	37	28157	2	A	12/10/2018	88
SEVENTH	SEVENTH ST	0100	DERRICK AVE (SR 33)	UNIDA ST	C	192	42	8064	2	A	12/10/2018	97
SEVENTH	SEVENTH ST	0200	UNIDA ST	STAMOULES ST	C	806	50	40300	2	A	12/10/2018	28
SEVENTH	SEVENTH ST	0300	STAMOULES ST	OLLER ST (SR 180)	C	1,596	50	79800	2	A	12/10/2018	81
SEVENTH	SEVENTH ST	0400	OLLER ST (SR 180)	NAPLES ST	C	346	50	17300	2	A	12/10/2018	34
SEVENTH	SEVENTH ST	0500	MARIE ST	KATE ST	C	773	36	27828	2	A	1/9/2019	3
SEVENTH	SEVENTH ST	0600	KATE ST	INEZ ST	C	788	36	28368	2	A	12/3/2018	5
SILVA	SILVA ST	0100	AMADOR AVE	PETRY ST	R	1,040	37	38480	2	A	12/10/2018	81
SIXTH	SIXTH ST	0100	DERRICK AVE (SR 33)	RIO FRIO ST	C	985	50	49250	2	A	12/10/2018	89
SIXTH	SIXTH ST	0200	RIO FRIO ST	OLLER ST (SR 180)	C	1,193	50	59650	2	A	12/10/2018	91
SIXTH	SIXTH ST	0300	OLLER ST (SR 180)	NAPLES	C	345	50	17250	2	A	12/10/2018	5
SIXTH	SIXTH ST	0400	MARIE ST	JUANITA ST	R	1,159	36	41724	2	A	12/3/2018	6
SMOOT	SMOOT AVE	0100	WEST END	SORENSON AVE	C	653	42	27426	2	A	12/10/2018	20

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
SMOOT	SMOOT AVE	0200	SORENSON AVE	DERRICK AVE (SR 33)	C	631	37	23347	2	A	12/10/2018	96
SORENSEN	SORENSEN AVE	0100	ASH AVE	CHANGE OF PAVEMENT	R	770	36	27720	2	A	12/10/2018	86
SORENSEN	SORENSEN AVE	0200	CHANGE OF PAVEMENT	SMOOT AVE	R	1,430	50	71500	2	A	12/10/2018	0
SORENSEN	SORENSEN AVE	0300	SMOOT AVE	BLACK AVE	R	1,512	32	48384	2	A	12/10/2018	95
SORENSEN	SORENSEN AVE	0400	BLACK AVE	McCABE AVE	R	675	36	24300	2	A	12/13/2018	94
SORENSEN	SORENSEN AVE	0500	McCABE AVE	HOLMES AVE	R	390	44	17160	2	A	12/10/2018	38
STAMOULES	STAMOULES ST	0100	NINTH ST	EIGHTH ST	R	441	50	22050	2	A	12/10/2018	0
STAMOULES	STAMOULES ST	0200	EIGHTH ST	SEVENTH ST	R	442	50	22100	2	A	1/6/2019	15
STAMOULES	STAMOULES ST	0300	SEVENTH ST	FIFTH ST	R	990	50	49500	2	A	12/10/2018	7
STAMOULES	STAMOULES ST	0400	FIFTH ST	NORTH END	R	100	50	5000	2	A	12/10/2018	24
STRAW	STRAW ST	0100	SORENSEN AVE	DERRICK AVE (SR 330	R	650	33	21450	2	A	12/10/2018	9
TENTH	TENTH ST	0100	QUINCE ST	PUCHEU	R	360	48	17280	2	A	12/3/2018	11
TENTH	TENTH ST	0200	PUCHEU ST	OLLER ST (SR 180)	R	350	49	17150	2	A	12/3/2018	8
TENTH	TENTH ST	0300	OLLER ST (SR 180)	NAPLES ST	R	348	48	16704	2	A	12/3/2018	11
THIRD	THIRD ST	0100	QUINCE ST	OLLER ST (SR 180)	R	741	48	35568	2	A	12/3/2018	3
THIRD	THIRD ST	0200	OLLER ST (SR 180)	NAPLES ST	R	342	48	16416	2	A	12/3/2018	3
TUFT	TUFT AVE	0100	WEST END	SORENSEN AVE	R	479	48	22992	2	A	12/10/2018	18
TUFT	TUFT AVE	0200	SORENSEN AVE	DERRICK AVE (SR 33)	R	699	33	23067	2	A	12/10/2018	21
TULE	TULE ST	0100	NINTH ST	EIGHTH ST	R	451	50	22550	2	A	1/6/2019	6
TULE	TULE ST	0200	EIGHTH ST	SEVENTH ST	R	441	50	22050	2	A	1/6/2019	8
TULE	TULE ST	0300	SEVENTH ST	SIXTH ST	R	440	50	22000	2	A	12/10/2018	5
TULE	TULE ST	0400	SIXTH ST	NORTH END	R	168	50	8400	2	A	12/10/2018	17
UNIDA	UNIDA ST	0100	EIGHTH ST	SEVENTH ST	R	436	33	14388	2	A	12/10/2018	6
VALENZUELA	VALENZUELA ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
VERA	VERA CIRCLE	0100	GONZALEZ ST W	GONZALEZ ST E	R	696	37	25752	2	A	12/10/2018	96

Section Description Inventory
Sorted by Descending PCI

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
EIGHTH	EIGHTH ST	0200	RIO FRIO ST	OLLER ST (SR 180)	R	1,167	50	58350	2	A	12/10/2018	97
QUINCE	QUINCE ST	0200	TENTH ST	EIGHTH ST	R	990	50	49500	2	A	12/10/2018	97
SEVENTH	SEVENTH ST	0100	DERRICK AVE (SR 33)	UNIDA ST	C	192	42	8064	2	A	12/10/2018	97
BANDONI	BANDONI CT	0100	WEST END	PETRY ST	R	273	37	10101	2	A	12/10/2018	96
BARBOZA	BARBOZA ST	0200	GAXIOLA ST	GARCIA ST	R	263	36	9468	2	A	12/10/2018	96
BELMONT	BELMONT AVE WEST	0500	QUINCE ST	OLLER ST (SR 180)	A	1,127	60	67620	5	A	12/10/2018	96
CASTRO	CASTRO ST	0100	HOLMES AVE	GONZALES ST	R	495	36	17820	2	A	12/10/2018	96
HERNANDEZ	HERNANDEZ ST	0200	GARCIA ST	DE LA CRUZ ST	R	229	36	8244	2	A	12/10/2018	96
MARIE	MARIE ST	0500	DIVISADERO ST	524 FT NORTH OF DIVISADERO ST	C	524	40	20960	2	A	12/10/2018	96
MARTINEZ	MARTINEZ CT	0100	WEST END	PETRY ST	R	272	37	10064	2	A	12/10/2018	96
PEREZ	PEREZ ST	0200	BARBOZA ST (EAST EDGE)	LOZANO ST	R	989	36	35604	2	A	12/3/2018	96
SMOOT	SMOOT AVE	0200	SORENSON AVE	DERRICK AVE (SR 33)	C	631	37	23347	2	A	12/10/2018	96
VERA	VERA CIRCLE	0100	GONZALEZ ST W	GONZALEZ ST E	R	696	37	25752	2	A	12/10/2018	96
A-7R	ALLEY - 7R	0100	EIGHTH ST	SEVENTH ST	O	431	16	6896	2	A	12/10/2018	95
A-7S	ALLEY - 7S	0100	EIGHTH ST	SEVENTH ST	O	430	16	6880	2	A	12/10/2018	95
HOLMES	HOLMES AVE	0100	WEST END	SORENSEN AVE	R	1,208	37	44696	2	A	12/10/2018	95
SORENSEN	SORENSEN AVE	0300	SMOOT AVE	BLACK AVE	R	1,512	32	48384	2	A	12/10/2018	95
BARBOZA	BARBOZA ST	0100	BASS AVE	PEREZ ST	R	460	36	16560	2	A	12/10/2018	94
BELMONT	BELMONT AVE WEST	0200	C.L EAST OF PEACH ST	DERRICK AVE (SR 33)	A	671	42	28182	3	A	12/10/2018	94
McCABE	McCABE AVE	0200	SORENSEN AVE	DERRICK AVE (SR 33)	R	624	36	22464	2	A	12/3/2018	94
SORENSEN	SORENSEN AVE	0400	BLACK AVE	McCABE AVE	R	675	36	24300	2	A	12/13/2018	94
BASS	BASS AVE	0100	DERRICK AVE (SR 33)	SECOND ST	C	1,633	46	75118	3	A	12/10/2018	92
AMADOR	AMADOR AVE	0300	CASTANEDA ST	NORTH END	C	860	44	37840	2	A	12/10/2018	91
SIXTH	SIXTH ST	0200	RIO FRIO ST	OLLER ST (SR 180)	C	1,193	50	59650	2	A	12/10/2018	91
ASH	ASH AVE	0100	SORENSEN AVE	PEACH AVE	R	385	36	13860	2	A	12/10/2018	90
A-6R	ALLEY - 6R	0100	SIXTH ST	SEVENTH ST	O	433	18	7794	2	A	12/10/2018	89
MALDONADO	MALDONADO ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
PETRY	PETRY ST	0100	SILVA ST	HOLMES AVE	R	722	37	26714	2	A	12/10/2018	89
SANPEDRO	SAN PEDRO ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
SIXTH	SIXTH ST	0100	DERRICK AVE (SR 33)	RIO FRIO ST	C	985	50	49250	2	A	12/10/2018	89
VALENZUELA	VALENZUELA ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	89
DIAZ	DIAZ ST	0100	CANTU ST	GONZALEZ ST	R	486	37	17982	2	A	12/10/2018	88
GONZALEZ	GONZALEZ ST	0100	AMADOR AVE	GURROLA ST	R	1,662	37	61494	2	A	12/10/2018	88
SEGOVIA	SEGOVIA ST	0100	CASTANEDA ST	GONZALEZ ST	R	761	37	28157	2	A	12/10/2018	88
AMADOR	AMADOR AVE	0100	SOUTH END	SILVA ST	C	1,292	44	56848	2	A	12/10/2018	87
BARAJAS	BARAJAS CT	0100	WEST END	CERVANTEZ ST	R	416	37	15392	2	A	12/10/2018	87
BLACK	BLACK AVE	0100	ESPINOZA ST	ROWE AVE	R	1,171	36	42156	2	A	12/10/2018	87
CERVANTEZ	CERVANTEZ ST	0100	BLACK AVE	CANTU ST	R	783	37	28971	2	A	12/10/2018	87
ESPINOZA	ESPINOZA ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	87
GAXIOLA	GAXIOLA ST	0100	GOMEZ ST	BLANCO ST	R	1,538	36	55368	2	A	12/3/2018	87
KATE	KATE ST	0200	SIXTH ST	DIVISADERO ST	R	488	36	17568	2	O	12/3/2018	87
OXNARD	OXNARD ST	0100	AMADOR AVE	SAN PEDRO ST	R	1,184	37	43808	2	A	12/10/2018	87
QUIROGA	QUIROGA CT	0100	SCDS	GONZALEZ ST	R	296	37	10952	2	A	12/10/2018	87
A-8N	ALLEY - 8N	0100	NINTH ST	270' N/O NINTH ST	O	270	20	5400	2	A	12/10/2018	86
CANTU	CANTU STREET	0100	SEGOVIA ST	CERVANTEZ ST	R	367	37	13579	2	A	12/10/2018	86
ELM	ELM AVE	0100	SORENSEN AVE	PEACH AVE	R	363	36	13068	2	A	12/10/2018	86
LOCUST	LOCUST AVE	0100	WEST END	PEACH AVE	R	521	36	18756	2	A	12/10/2018	86
PEACH	PEACH AVE	0100	BELMONT AVE	NORTH END	R	950	36	34200	2	A	12/10/2018	86

Section Description Inventory_Sorted by Name

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
SORENSEN	SORENSEN AVE	0100	ASH AVE	CHANGE OF PAVEMENT	R	770	36	27720	2	A	12/10/2018	86
CANAL	CANAL STREET	0100	NINTH ST	EIGHTH ST	R	452	36	16272	2	O	12/10/2018	85
CASTANEDA	CASTANEDA ST	0100	AMADOR AVE	CERVANTEZ ST	R	497	37	18389	2	A	12/10/2018	85
AIRPORT	AIRPORT BLVD	0100	AIRPORT CIR	INEZ ST	C	862	36	31032	2	O	12/3/2018	84
GURROLA	GURROLA ST	0100	HOLMES AVE	GONZALEZ ST	R	511	37	18907	2	A	12/10/2018	84
SANTACRUZ	SANTA CRUZ ST	0100	OXNARD ST	BLACK AVE	R	841	37	31117	2	A	12/10/2018	84
A-10N	ALLEY - 10N	0100	ELEVENTH ST	220' N/O ELEVENTH ST	O	220	20	4400	2	P	2/20/2019	83
DIVISADERO	DIVISADERO ST	0100	MARIE ST	JUANITA ST	C	1,774	36	63864	2	A	12/9/2018	83
NINTH	NINTH ST	0300	OLLER ST (SR 180)	MARIE ST	C	821	60	49260	2	A	12/3/2018	82
GARCIA	GARCIA ST	0300	HERNANDEZ ST	BLANCO ST	R	928	36	33408	2	A	12/3/2018	81
INEZ	INEZ ST	0100	AIRPORT BLVD	7TH ST	R	297	36	10692	2	O	12/10/2018	81
SEVENTH	SEVENTH ST	0300	STAMOULES ST	OLLER ST (SR 180)	C	1,596	50	79800	2	A	12/10/2018	81
SILVA	SILVA ST	0100	AMADOR AVE	PETRY ST	R	1,040	37	38480	2	A	12/10/2018	81
DELACRUZ	DE LA CRUZ ST	0100	GOMEZ ST	HERNANDEZ ST	R	620	36	22320	2	A	12/3/2018	80
NINTH	NINTH ST	0500	CANAL ST	AIRPORT BLVD	C	188	60	11280	2	O	12/3/2018	79
GOMEZ	GOMEZ ST	0100	SOUTH CDS	DE LA CRUZ ST	R	716	36	25776	2	A	12/3/2018	78
BELMONT	BELMONT AVE WEST	0300	DERRICK AVE (SR 33)	NINTH ST	A	1,154	60	69240	3	A	12/10/2018	76
BLANCO	BLANCO ST	0100	LOZANO ST	DE LA CRUZ ST	R	979	36	35244	2	A	12/3/2018	76
HERNANDEZ	HERNANDEZ ST	0100	LOZANO ST	GAXIOLA ST	R	274	36	9864	2	A	12/10/2018	76
BELMONT	BELMONT AVE WEST	0600	GUILLAN PKWY	EAST END	A	123	36	4428	2	A	12/10/2018	74
LOZANO	LOZANO ST	0400	BLANCO ST	EAST END	R	136	56	7616	2	A	12/3/2018	74
ROWE	ROWE AVE	0100	BLACK AVE	HOLMES AVE	R	982	36	35352	2	A	12/10/2018	73
BELMONT	BELMONT AVE WEST	0400	NINTH ST	QUINCE ST	A	1,667	60	1E+05	3	A	12/10/2018	70
A-6K	ALLEY - 6K	0100	SEVENTH ST	105' N/O SEVENTH ST	O	105	20	2100	2	P	12/10/2018	68
DIVICIR	DIVISADERO CIRCLE	0100	DIVISADERO ST	NCDS	R	111	36	3996	2	A	12/10/2018	67
A-7O	ALLEY - 7O	0100	EIGHTH ST	SEVENTH ST	O	433	20	8660	2	A	12/10/2018	65
AMADOR	AMADOR AVE	0200	SILVA ST	CASTANEDA ST	C	502	44	22088	2	A	12/10/2018	65
L	L ST	0300	JUANITA ST	I ST	R	540	36	19440	2	A	12/3/2018	65
GARCIA	GARCIA ST	0200	RIOS ST	HERNANDEZ ST	R	870	36	31320	2	A	12/3/2018	64
JUANITA	JUANITA ST	0300	DIVISADERO ST	L ST	C	357	36	12852	2	A	12/3/2018	63
JENNINGCIR	JENNINGS CIRCLE	0100	JENNINGS ST	NORTH CDS	R	121	37	4477	2	A	12/10/2018	62
NAPLES	NAPLES ST	0500	FOURTH ST	SECOND ST	C	971	48	46608	2	A	12/3/2018	62
ELEVENTH	ELEVENTH ST	0200	OLLER ST (SR 180)	EAST END	R	192	48	9216	2	A	12/10/2018	61
DELACRUZ	DE LA CRUZ ST	0200	HERNANDEZ ST	BLANCO ST	R	888	36	31968	2	A	12/3/2018	60
A-5L	ALLEY - 5L	0100	SIXTH ST	109' N/O SIXTH ST	O	109	18	1962	2	A	12/10/2018	59
AIRPORT CI	AIRPORT CIR	0100	AIRPORT BLVD	END N	R	244	60	14640	2	A	12/10/2018	57
FIFTH	FIFTH ST	0200	QUINCE ST	OLLER ST (SR 180)	C	760	48	36480	2	A	12/10/2018	53
FOURTHCT	FOURTH CT	0100	WEST CDS	FOURTH ST	R	118	76	8968	2	A	12/3/2018	52
A-5L	ALLEY - 5L	0300	340' N/O SIXTH ST	FIFTH ST	O	86	18	1548	2	A	12/10/2018	50
A-7U1	ALLEY - 7U1	0100	ALLEY - 7U	UNIDA ST	O	170	20	3400	2	A	12/10/2018	49
JENNINGS	JENNINGS ST	0100	NINTH ST	QUINCE ST	R	1,264	36	45504	2	A	12/10/2018	47
GUILLAN	GUILLAN PARK DR	0100	OLLER ST (SR 180)	BELMONT AVE	R	1,136	60	68160	4	A	12/10/2018	46
I	I ST	0400	J ST	DIVISADERO ST	R	667	36	24012	2	A	12/3/2018	46
GUILLAN	GUILLAN PARK DR	0200	BELMONT AVE	NORTH END	R	2,518	30	75540	2	A	12/10/2018	45
SECONDCT	SECOND CT	0100	SOUTH END	2ND ST	R	100	76	7600	2	A	12/3/2018	44
EIGHTH	EIGHTH ST	0400	KATE ST	JUANITA ST	R	350	36	12600	2	A	12/10/2018	43
RIOFRIOCIR	RIO FRIO CIRCLE	0100	JENNINGS ST	NORTH CDS	R	398	37	14726	2	A	12/10/2018	43
A-6Q	ALLEY - 6Q	0100	SIXTH ST	SEVENTH ST	O	433	18	7794	2	A	1/6/2019	41

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Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
A-7Q	ALLEY - 7Q	0100	EIGHTH ST	SEVENTH ST	O	429	16	6864	2	A	12/10/2018	41
BELMONT	BELMONT AVE WEST	0100	WEST C.L	C.L EAST OF PEACH ST	A	670	44	29480	2	A	12/10/2018	41
GARCIA	GARCIA ST	0100	WEST CDS	RIOS ST	R	429	36	15444	2	A	12/3/2018	41
H	H ST	0100	FOURTH ST	SECOND ST	R	290	30	8700	2	A	12/3/2018	41
EIGHTH	EIGHTH ST	0100	BELMONT AVE	RIO FRIO ST	R	1,396	50	69800	2	A	12/10/2018	39
I	I ST	0100	SECOND ST	FOURTH ST	R	886	36	31896	2	A	12/3/2018	39
SECOND	SECOND ST	0400	I ST	H ST	R	570	36	20520	2	A	12/3/2018	39
SORENSEN	SORENSEN AVE	0500	McCABE AVE	HOLMES AVE	R	390	44	17160	2	A	12/10/2018	38
A-7P	ALLEY - 7P	0100	EIGHTH ST	SEVENTH ST	O	431	20	8620	2	A	12/10/2018	37
FOURTH	FOURTH ST	0600	I ST	H ST	R	685	36	24660	2	A	12/3/2018	37
I	I ST	0300	BOU CIRCLE	J ST	R	774	36	27864	2	A	12/3/2018	37
PUCHEU	PUCHEU ST	0200	NINTH ST	EIGHTH ST	R	449	50	22450	2	A	12/10/2018	36
SECOND	SECOND ST	0200	MARIE ST	I ST	C	1,447	58	83926	2	A	12/10/2018	36
ELEVENTH	ELEVENTH ST	0100	QUINCE ST	OLLER ST (SR 180)	R	756	48	36288	2	A	12/10/2018	35
SEVENTH	SEVENTH ST	0400	OLLER ST (SR 180)	NAPLES ST	C	346	50	17300	2	A	12/10/2018	34
J	J ST	0200	KATE ST	I ST	R	927	36	33372	2	A	12/3/2018	31
I	I ST	0200	FOURTH ST	BOU CIRCLE	R	640	36	23040	2	A	12/3/2018	30
KATECT	KATE CT	0100	KATE ST	EAST END	R	263	36	9468	2	A	12/3/2018	30
PUCHEU	PUCHEU ST	0400	FIFTH ST	THIRD ST	R	924	50	46200	2	A	12/10/2018	29
MARIE	MARIE ST	0100	GUILLAN PKWY	CHANGE OF PAVEMENT WIDTH	C	2,201	30	66030	2	A	12/10/2018	28
SEVENTH	SEVENTH ST	0200	UNIDA ST	STAMOULES ST	C	806	50	40300	2	A	12/10/2018	28
BASS	BASS AVE	0200	SECOND ST	EAST CITY LIMIT	C	654	46	30084	2	A	12/10/2018	27
LOZANO	LOZANO ST	0300	PEREZ ST	BLANCO ST	R	470	40	18800	2	A	12/3/2018	27
NINTH	NINTH ST	0400	MARIE ST	CANAL ST	C	813	60	48780	2	A	12/3/2018	27
A-8P	ALLEY - 8P	0100	NINTH ST	EIGHTH ST	O	441	20	8820	2	A	12/10/2018	26
A-5J	ALLEY - 5J	0100	SIXTH ST	DIVISADERO ST	O	302	18	5436	2	A	12/10/2018	24
STAMOULES	STAMOULES ST	0400	FIFTH ST	NORTH END	R	100	50	5000	2	A	12/10/2018	24
JUANITA	JUANITA ST	0200	SEVENTH ST	DIVISADERO ST	C	551	36	19836	2	A	12/3/2018	23
BOU	BOU CIRCLE	0100	WEST END	I ST	R	217	36	7812	2	A	12/10/2018	22
A-6S	ALLEY - 6S	0200	342' N/O SIXTH ST	SIXTH ST	O	90	18	1620	2	A	12/10/2018	21
LOLITA	LOLITA ST	0100	SOUTH END	NINTH ST	R	459	36	16524	2	A	12/3/2018	21
TUFT	TUFT AVE	0200	SORENSEN AVE	DERRICK AVE (SR 33)	R	699	33	23067	2	A	12/10/2018	21
SMOOT	SMOOT AVE	0100	WEST END	SORENSON AVE	C	653	42	27426	2	A	12/10/2018	20
KATE	KATE ST	0400	I ST	NORTH END	R	256	36	9216	2	A	12/14/2018	19
LOLITA	LOLITA ST	0400	DIVISADERO ST	L ST	R	228	36	8208	2	A	12/3/2018	19
SECOND	SECOND ST	0300	I ST	BASS AVE	C	230	54	12420	2	A	12/10/2018	19
TUFT	TUFT AVE	0100	WEST END	SORENSEN AVE	R	479	48	22992	2	A	12/10/2018	18
TULE	TULE ST	0400	SIXTH ST	NORTH END	R	168	50	8400	2	A	12/10/2018	17
GREGGW	GREGG CT W	0100	GREGG CT S	GREGG CT N	R	254	37	9398	2	A	12/10/2018	16
JUANITA	JUANITA ST	0100	AIRPORT BLVD	SEVENTH ST	C	687	36	24732	2	A	12/3/2018	16
QUINCE	QUINCE ST	0300	EIGHTH ST	SEVENTH ST	R	442	50	22100	2	A	12/10/2018	16
NINTH	NINTH ST	0100	TULE ST	QUINCE ST	C	1,160	48	55680	2	A	12/3/2018	15
PEREZ	PEREZ ST	0100	BARBOZA ST (WEST EDGE)	LOZANO ST	R	1,248	52	64896	2	A	12/3/2018	15
STAMOULES	STAMOULES ST	0200	EIGHTH ST	SEVENTH ST	R	442	50	22100	2	A	1/6/2019	15
KATE	KATE ST	0300	DIVISADERO ST	I ST	R	1,170	36	42120	2	A	12/3/2018	14
MARIE	MARIE ST	0200	CHANGE OF PAVEMENT WIDTH	NINTH ST	C	595	42	24990	2	A	12/10/2018	14
MARIE	MARIE ST	0300	NINTH ST	SEVENTH ST	C	940	54	50760	2	A	12/10/2018	14
PUCHEU	PUCHEU ST	0500	THIRD ST	SECOND ST	R	400	50	20000	2	A	12/10/2018	14

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Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
A-7N	ALLEY - 7N	0100	EIGHTH ST	SEVENTH ST	O	431	18	7758	2	A	12/10/2018	13
A-7T	ALLEY - 7T	0100	EIGHTH ST	SEVENTH ST	O	431	20	8620	2	A	12/10/2018	13
KATE	KATE ST	0100	NINTH ST	SIXTH ST	R	1,406	36	50616	2	A	12/3/2018	13
MARIE	MARIE ST	0400	SEVENTH ST	DIVISADERO ST	C	1,686	54	91044	2	A	12/10/2018	13
RIOFRIO	RIO FRIO ST	0100	NINTH ST	EIGHTH ST	R	430	50	21500	2	A	12/10/2018	13
FOURTH	FOURTH ST	0300	OLLER ST(SR 180)	NAPLES ST	R	344	50	17200	2	A	12/10/2018	12
FIFTH	FIFTH ST	0100	DERRICK AVE (SR 33)	QUINCE ST	C	923	48	44304	2	A	12/10/2018	11
GREGGN	GREGG CT N	0100	GREGG CT W	SORENSEN AVE	R	488	37	18056	2	A	12/10/2018	11
NAPLES	NAPLES ST	0100	TENTH ST	NINTH ST	C	469	48	22512	2	A	12/3/2018	11
QUINCE	QUINCE ST	0400	SEVENTH ST	FOURTH ST	R	1,417	50	70850	2	A	12/10/2018	11
TENTH	TENTH ST	0100	QUINCE ST	PUCHEU	R	360	48	17280	2	A	12/3/2018	11
TENTH	TENTH ST	0300	OLLER ST (SR 180)	NAPLES ST	R	348	48	16704	2	A	12/3/2018	11
GREGGS	GREGG CT S	0100	GREGG CT W	SORENSEN AVE	R	488	37	18056	2	A	12/10/2018	10
LOZANO	LOZANO ST	0200	HERNANDEZ ST	PEREZ ST	R	498	36	17928	2	A	12/3/2018	10
PUCHEU	PUCHEU ST	0100	W BELMONT AVE	NINTH ST	R	1,534	50	76700	2	A	12/10/2018	10
LOZANO	LOZANO ST	0100	DERRICK AVE (SR 33)	HERNANDEZ ST	R	1,133	40	45320	2	A	12/3/2018	9
QUINCE	QUINCE ST	0100	BELMONT AVE	TENTH ST	R	657	50	32850	2	A	12/10/2018	9
STRAW	STRAW ST	0100	SORENSEN AVE	DERRICK AVE (SR 330	R	650	33	21450	2	A	12/10/2018	9
FLEMING	FLEMING AVE	0100	ROWE AVE	SORENSEN AVE	R	615	34	20910	2	A	12/10/2018	8
FOURTH	FOURTH ST	0400	L ST	K ST	R	270	36	9720	2	A	12/3/2018	8
FOURTH	FOURTH ST	0500	K ST	I ST	R	670	36	24120	2	A	12/3/2018	8
J	J ST	0100	SECOND ST	FOURTH ST	R	1,002	36	36072	2	A	12/3/2018	8
TENTH	TENTH ST	0200	PUCHEU ST	OLLER ST (SR 180)	R	350	49	17150	2	A	12/3/2018	8
TULE	TULE ST	0200	EIGHTH ST	SEVENTH ST	R	441	50	22050	2	A	1/6/2019	8
FOURTH	FOURTH ST	0100	RIO FRIO ST	QUINCE ST	R	346	50	17300	2	A	12/10/2018	7
K	K ST	0100	SECOND ST	FOURTH ST	R	1,139	36	41004	2	A	12/3/2018	7
PUCHEU	PUCHEU ST	0300	EIGHTH ST	SIXTH ST	R	970	50	48500	2	A	12/10/2018	7
RIOFRIO	RIO FRIO ST	0200	EIGHTH ST	SIXTH ST	R	922	50	46100	2	A	12/10/2018	7
STAMOULES	STAMOULES ST	0300	SEVENTH ST	FIFTH ST	R	990	50	49500	2	A	12/10/2018	7
LOLITA	LOLITA ST	0300	SEVENTH ST	DIVISADERO ST	R	1,355	36	48780	2	A	12/3/2018	6
NINTH	NINTH ST	0200	QUINCE ST	OLLER ST (SR 180)	C	741	48	35568	2	A	12/3/2018	6
RIOFRIO	RIO FRIO ST	0300	SIXTH ST	FIFTH ST	R	437	50	21850	2	A	12/10/2018	6
RIOFRIO	RIO FRIO ST	0400	FIFTH ST	FOURTH ST	R	448	50	22400	2	A	12/10/2018	6
SECOND	SECOND ST	0100	OLLER ST (SR 180)	NAPLES ST	C	355	48	17040	2	A	12/10/2018	6
SIXTH	SIXTH ST	0400	MARIE ST	JUANITA ST	R	1,159	36	41724	2	A	12/3/2018	6
TULE	TULE ST	0100	NINTH ST	EIGHTH ST	R	451	50	22550	2	A	1/6/2019	6
UNIDA	UNIDA ST	0100	EIGHTH ST	SEVENTH ST	R	436	33	14388	2	A	12/10/2018	6
FIFTH	FIFTH ST	0400	MARIE ST	LOLITA ST	R	358	36	12888	2	A	12/3/2018	5
NAPLES	NAPLES ST	0600	SECOND ST	DERRICK AVE (SR 33)	C	727	50	36350	2	A	12/3/2018	5
QUINCE	QUINCE ST	0500	FOURTH ST	THIRD ST	R	440	50	22000	2	A	12/10/2018	5
SEVENTH	SEVENTH ST	0600	KATE ST	INEZ ST	C	788	36	28368	2	A	12/3/2018	5
SIXTH	SIXTH ST	0300	OLLER ST (SR 180)	NAPLES	C	345	50	17250	2	A	12/10/2018	5
TULE	TULE ST	0300	SEVENTH ST	SIXTH ST	R	440	50	22000	2	A	12/10/2018	5
EIGHTH	EIGHTH ST	0300	OLLER ST (SR 180)	NAPLES ST	R	346	50	17300	2	A	12/10/2018	4
MARIE	MARIE ST	0600	524 FT NORTH OF DIVISADERO ST	SECOND ST	C	209	40	8360	2	A	12/13/2018	4
NAPLES	NAPLES ST	0400	FIFTH ST	FOURTH ST	C	485	48	23280	2	A	12/3/2018	4
A-6P	ALLEY - 6P	0100	SIXTH ST	SEVENTH ST	O	432	18	7776	2	A	12/10/2018	3
BLACK	BLACK AVE	0200	ROWE AVE	SORENSEN AVE	C	644	36	23184	2	A	12/10/2018	3

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Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date	PCI
DIVISADERO	DIVISADERO ST	0200	JUANITA ST	INEZ ST	R	445	36	16020	2	A	12/10/2018	3
FOURTH	FOURTH ST	0200	QUINCE ST	OLLER ST (SR 180)	R	820	50	41000	2	A	12/10/2018	3
L	L ST	0100	SECOND ST	LOLITA ST	R	987	36	35532	2	A	12/3/2018	3
L	L ST	0200	LOLITA ST	FOURTH ST	R	330	36	11880	2	A	12/3/2018	3
LOLITA	LOLITA ST	0200	NINTH ST	SEVENTH ST	R	910	36	32760	2	A	12/3/2018	3
NAPLES	NAPLES ST	0300	SEVENTH ST	FIFTH ST	C	971	48	46608	2	A	12/3/2018	3
RIOS	RIOS ST	0100	LOZANO ST	GARCIA ST	R	647	36	23292	2	A	12/10/2018	3
SEVENTH	SEVENTH ST	0500	MARIE ST	KATE ST	C	773	36	27828	2	A	1/9/2019	3
THIRD	THIRD ST	0100	QUINCE ST	OLLER ST (SR 180)	R	741	48	35568	2	A	12/3/2018	3
THIRD	THIRD ST	0200	OLLER ST (SR 180)	NAPLES ST	R	342	48	16416	2	A	12/3/2018	3
A-2O	ALLEY - 2O	0100	THIRD ST	92' N/O THIRD ST	O	92	18	1656	2	A	12/10/2018	2
A-5N	ALLEY - 5N	0100	FIFTH ST	SIXTH ST	O	438	20	8760	2	A	12/10/2018	2
ARNAUDON	ARNAUDON DR	0100	SORENSEN AVE S	SORENSEN AVE N	R	475	48	22800	2	A	12/10/2018	2
INEZ	INEZ ST	0200	7TH ST (BCR)	DIVISADERO ST	R	266	36	9576	2	A	12/10/2018	2
McCABE	McCABE AVE	0100	ROWE AVE	SORENSEN AVE	R	632	33	20856	2	A	43437	2
NAPLES	NAPLES ST	0200	NINTH ST	SEVENTH ST	C	944	48	45312	2	A	12/3/2018	2
A-4N	ALLEY - 4N	0100	FIFTH ST	FOURTH ST	O	437	20	8740	2	A	12/10/2018	1
FIFTH	FIFTH ST	0300	OLLER ST (SR 180)	NAPLES ST	C	355	48	17040	2	A	12/10/2018	1
A-6N	ALLEY - 6N	0100	SEVENTH ST	SIXTH ST	O	434	20	8680	2	A	12/10/2018	0
A-6O	ALLEY - 6Q	0100	SEVENTH ST	SIXTH ST	O	434	20	8680	2	A	12/10/2018	0
A-6T	ALLEY - 6T	0100	SEVENTH ST	SIXTH ST	O	433	18	7794	2	A	12/10/2018	0
A-7K	ALLEY - 7K	0200	797' N/O NINTH ST	SEVENTH ST	O	121	18	2178	2	A	12/10/2018	0
A-9O	ALLEY - 9O	0100	TENTH ST	NINTH ST	O	435	20	8700	2	A	12/10/2018	0
SORENSEN	SORENSEN AVE	0200	CHANGE OF PAVEMENT	SMOOT AVE	R	1,430	50	71500	2	A	12/10/2018	0
STAMOULES	STAMOULES ST	0100	NINTH ST	EIGHTH ST	R	441	50	22050	2	A	12/10/2018	0

Section Description Inventory
Gravel Street List

Street ID	Street Name	Section ID	Beg Location	End Location	FC	Length ft	Width ft	Area SF	# of Lanes	Surface Type	PCI Date
A-10O	ALLEY - 10O	0100	ELEVENTH ST	TENTH ST	O	433	16	6928	2	G	
A-10P	ALLEY - 10P	0100	ELEVENTH ST	TENTH ST	O	431	20	8620	2	G	
A-11N	ALLEY - 11N	0100	SOUTH END	ELEVENTH ST	O	353	20	7060	2	G	
A-11O	ALLEY - 11O	0100	BELMONT AVE	ELEVENTH ST	O	760	20	15200	2	G	
A-11P	ALLEY - 11P	0100	BELMONT AVE	ELEVENTH ST	O	372	20	7440	2	G	
A-2N	ALLEY - 2N	0100	THIRD ST	SECOND ST	O	436	20	8720	2	G	
A-2O	ALLEY - 2O	0200	92' N/O THIRD ST	NORHT END	O	326	18	5868	2	G	
A-3N	ALLEY - 3N	0100	THIRD ST	FOURTH ST	O	433	20	8660	2	G	
A-3O	ALLEY - 3O	0100	THRID ST	FOURTH ST	O	431	20	8620	2	G	
A-3P	ALLEY - 3P	0100	THIRD ST	FOURTH ST	O	432	20	8640	2	G	
A-3Q	ALLEY - 3Q	0100	FOURTH ST	NORTH END	O	250	20	5000	2	G	
A-4L	ALLEY - 4L	0100	FIFTH ST	NORTH END	O	354	18	6372	2	G	
A-4O	ALLEY - 4O	0100	FIFTH ST	FOURTH ST	O	436	18	7848	2	G	
A-4P	ALLEY - 4P	0100	FIFTH ST	FOURTH ST	O	437	20	8740	2	G	
A-4Q	ALLEY - 4Q	0100	FOURTH ST	FIFTH ST2	O	436	18	7848	2	G	
A-4R	ALLEY - 4Q	0100	FIFTH ST	NORTH END	O	430	18	7740	2	G	
A-5K	ALLEY - 5K	0100	SIXTH ST	DICVISADERO ST	O	672	18	12096	2	G	
A-5L	ALLEY - 5L	0200	109' N/O SIXTH ST	340' N/O SIXTH ST	O	231	18	4158	2	G	
A-5Q	ALLEY - 5Q	0100	FIFTH ST	SIXTH ST	O	436	18	7848	2	G	
A-5R	ALLEY - 5R	0100	SIXTH ST	FIFTH ST	O	437	18	7866	2	G	
A-5S	ALLEY - 5S	0100	SIXTH ST	NORTH END	O	360	18	6480	2	G	
A-6I	ALLEY - 6I	0100	SEVENTH ST	DIVISADERO ST	O	399	16	6384	2	G	
A-6K	ALLEY - 6K	0200	105' N/O SEVENTH ST	SIXTH ST	O	346	18	6228	2	G	
A-6L	ALLEY - 6L	0100	SEVENTH ST	SIXTH ST	O	443	18	7974	2	G	
A-6S	ALLEY - 6S	0100	SEVENTH ST	342' N/O SEVENTH ST	O	342	18	6156	2	G	
A-7I	ALLEY - 7I	0100	AIRPORT BLVD	EIGHTH ST	O	419	16	6704	2	G	
A-7I	ALLEY - 7I	2000	AIRPORT BLVD	SIXTH ST	O	492	16	7872	2	G	
A-7K	ALLEY - 7K	0100	NINTH ST	797' N/O NINTH ST	O	797	18	14346	2	G	
A-7L	ALLEY - 7L	0100	NINTH ST	SEVENTH ST	O	913	16	14608	2	G	
A-7T1	ALLEY - 7T1	0100	UNIDAD ST	TULE ST	O	356	18	6408	2	G	
A-7U	ALLEY - 7U	0100	BELMONT AVE	NORTH END	O	334	18	6012	2	G	
A-8N	ALLEY - 8N	0200	270' N/O NINTH ST	EIGHTH ST	O	170	20	3400	2	G	
A-8O	ALLEY - 8O	0100	NINTH ST	EIGHTH ST	O	442	20	8840	2	G	
A-8Q	ALLEY - 8Q	0100	NINTH ST	EIGHTH ST	O	441	20	8820	2	G	
A-8R	ALLEY - 8R	0100	NINTH ST	EIGHTH ST	O	442	20	8840	2	G	
A-8S	ALLEY - 8S	0100	NINTH ST	EIGHTH ST	O	440	20	8800	2	G	
A-8T	ALLEY - 8T	0100	BELMONT AVE	EIGHTH ST	O	308	18	5544	2	G	
A-9L	ALLEY - 9L	0100	SOUTH END	NINTH ST	O	454	16	7264	2	G	
A-9N	ALLEY - 9N	0100	TENTH ST	NINTH ST	O	433	20	8660	2	G	
A-9P	ALLEY - 9P	0100	TENTH ST	NINTH ST	O	220	20	4400	2	G	
ST-1	STREET -1	0100	ROWE AVE	SORENSEN AVE	R	640	18	11520	2	G	
ST-2	STREET -2	0100	ROWE AVE	SORENSEN AVE	R	639	13	8307	2	G	

Appendix C

Maintenance and Rehabilitation (M&R) Decision Tree

Maintenance and Rehabilitation Decision Tree

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

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

The preventive maintenance portion of the report is identified as Condition Category I – Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I. Street sections with PCI values under this range are assigned to treatments listed in Categories II through V.

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

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

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

The City adjusted the PCI thresholds for budget analysis in StreeSaver® for different functional classifications to meet the goal of improving the PCI.

- Arterial/Collector functional class
  - Good 70-100
  - Fair 50-69
  - Poor 25-49
  - Very Poor 0-24

- Residential/Local/Alley functional class
    - Good 70-100
    - Fair 50-69
    - Poor 25-49
    - Very Poor 0-24

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch number.
Surface	Surface Type identifying the branch number. Surface Type (AC Pavement, AC/AC = AC Overlay of AC Pavement, AC/PCC = AC Overlay of PCC Pavement, PCC = PCC Pavement, ST = Surface treatment over gravel base/subgrade).
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g. crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g. microsurfacing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Cost/SqYd, except Seal Cracks in LF	Average unit cost per square yard for each treatment except for “SEAL CRACKS” which is cost per linear feet.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e. SURFACE treatment).
# of Surface Seals before Overlay	Number of times that the treatment application in the second row (i.e. SURFACE treatment) will be performed prior to performing the treatment application in the third row.

Treatments highlighted in yellow indicated that a specific functional class and surface combination does not exist within the City (i.e. an AC overlay of PCC pavement arterial street, a surface treatment over gravel base/subgrade pavement residential street, etc.). Therefore, treatments for these functional class and surface combination will be “Do Nothing”.

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

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Decision Tree

Printed: 05/31/2019

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	SLURRY SEAL/CRACK SEAL	$7.75		6	
			Restoration Treatment	DO NOTHING	$0.00			5
		II - Good, Non-Load Related		CAPE SEAL	$15.25		6	
		III - Good, Load Related		CAPE SEAL+ 5% BASE REPAIR	$22.00		6	
		IV - Poor		2" MILL AND FILL	$40.75			
		V - Very Poor		FDR 15" W/3" HMA OVERLAY	$74.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		5	
			Restoration Treatment	DO NOTHING	$0.00			5
		II - Good, Non-Load Related		DO NOTHING	$0.00		5	
		III - Good, Load Related		DO NOTHING	$0.00		5	
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00		5	
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		6	
			Restoration Treatment	DO NOTHING	$0.00			2
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Decision Tree

Printed: 05/31/2019

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	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DEEP PATCH	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Decision Tree

Printed: 05/31/2019

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		CAPE SEAL	$15.25		7	
		III - Good, Load Related		CAPE SEAL+ 5% BASE REPAIR	$22.00		7	
		IV - Poor		2" MILL AND FILL	$40.75			
		V - Very Poor		FDR 12" W/ 3" HMA OVERLAY	$65.25			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		DO NOTHING	$0.00		7	
		III - Good, Load Related		DO NOTHING	$0.00		7	
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			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		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Decision Tree

Printed: 05/31/2019

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	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	$0.00			
		V - Very Poor		THIN AC OVERLAY(1.5 INCHES)	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		SLURRY SEAL/CRACK SEAL	$7.75		8	
		III - Good, Load Related		SLURRY SEAL W/ BASE REPAIR	$14.50		8	
		IV - Poor		MILL AND FILL W/ BASE REPAIR	$40.75			
		V - Very Poor		FDR 8" W/3" HMA OVERLAY	$59.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00			
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		DO NOTHING	$0.00		8	
		III - Good, Load Related		DO NOTHING	$0.00		8	
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			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		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Decision Tree

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Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		SLURRY SEAL/CRACK SEAL	$7.75		8	
		III - Good, Load Related		SLURRY SEAL W/ BASE REPAIR	$14.50		8	
		IV - Poor		MILL AND FILL W/ BASE REPAIR	$40.75			
		V - Very Poor		MILL AND FILL W/ BASE REPAIR	$40.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			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		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			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		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

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Decision Tree

Printed: 05/31/2019

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		99	
			Restoration Treatment	DO NOTHING	$0.00			100
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Appendix D

Budget Needs

I. Projected PCI/Cost Summary

II. Rehabilitation Treatment/Cost Summary

III. Preventive Maintenance Treatment/Cost Summary

Budget Needs Reports

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

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

As indicated in the report, with a budget of $24.3 million over the next ten years the PCI of the street network will improve from the current level of 43 to 77 by fiscal year (FY) 2028/29. If no treatments are programmed, the weighted average PCI is projected to deteriorate to 28 by FY 2028/29.

Budget Needs reports included in this volume are listed below:

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

Needs - Projected PCI / Cost Summary

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

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

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Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 %

Printed: 08/07/2019

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2019	94	43	$0	$21,850,272	$21,850,272
2020	89	40	$0	$117,349	$117,349
2021	87	38	$25,746	$7,960	$33,706
2022	85	36	$0	$7,167	$7,167
2023	83	34	$0	$81,796	$81,796
2024	82	33	$67,503	$781,307	$848,810
2025	81	32	$0	$197,226	$197,226
2026	79	30	$0	$349,908	$349,908
2027	78	29	$30,742	$720,336	$751,078
2028	77	28	$0	$112,435	$112,435

% PM	PM Total Cost	Rehab Total Cost	Total Cost
0.51%	$123,991	$24,225,756	$24,349,747

Needs - Rehabilitation Treatment/Cost Summary

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

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e. 2019, 2021, 2022 etc).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

City of Mendota
43 Quince Street
Mendota, CA 93640

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 08/07/2019

Treatment	Year		Area Treated		Cost
2" MILL AND FILL	2019		25,774.89	sq.yd.	$1,050,329
	2025		4,053.33	sq.yd.	$197,226
	2027		5,178.67	sq.yd.	$267,328
		Total	35,006.89	sq.yd.	$1,514,883
CAPE SEAL	2019		1,428	sq.yd.	$21,777
	2021		492	sq.yd.	$7,960
	2024		14,340	sq.yd.	$253,517
	2026		1,428	sq.yd.	$26,783
	2027		12,280.67	sq.yd.	$237,242
	2028		1,896	sq.yd.	$37,727
		Total	31,864.67	sq.yd.	$585,006
CAPE SEAL+ 5% BASE REPAIR	2019		6,507.56	sq.yd.	$143,167
	2020		5,178.67	sq.yd.	$117,349
	2024		18,806.67	sq.yd.	$479,647
	2026		2,454.22	sq.yd.	$66,405
		Total	32,947.11	sq.yd.	$806,568
FDR 12" W/ 3" HMA OVERLAY	2019		94,070.89	sq.yd.	$6,138,128
		Total	94,070.89	sq.yd.	$6,138,128
FDR 8" W/3" HMA OVERLAY	2019		180,875.44	sq.yd.	$10,807,325
		Total	180,875.44	sq.yd.	$10,807,325
MILL AND FILL W/ BASE REPAIR	2019		86,360.89	sq.yd.	$3,519,219
		Total	86,360.89	sq.yd.	$3,519,219
SLURRY SEAL W/ BASE REPAIR	2019		8,056	sq.yd.	$116,812
	2023		5,012	sq.yd.	$81,796
	2024		2,864	sq.yd.	$48,143
	2026		14,395.56	sq.yd.	$256,720
	2027		8,056	sq.yd.	$147,976
	2028		2,100.78	sq.yd.	$39,746
		Total	40,484.33	sq.yd.	$691,193
SLURRY SEAL/CRACK SEAL	2019		6,904.78	sq.yd.	$53,515
	2022		846.22	sq.yd.	$7,167
	2027		6,904.78	sq.yd.	$67,790
	2028		3,457.44	sq.yd.	$34,962
		Total	18,113.22	sq.yd.	$163,434

City of Mendota
43 Quince Street
Mendota, CA 93640

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 %

Printed: 08/07/2019

Treatment	Year	Area Treated	Cost

Total Cost $24,225,756

Needs - Preventive Maintenance Treatment/Cost Summary

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

COLUMN	DESCRIPTION
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e. 2019, 2021, 2022, etc).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

City of Mendota
43 Quince Street
Mendota, CA 93640

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 %

Printed: 08/07/2019

Treatment	Year	Area Treated		Cost
SLURRY SEAL/CRACK SEAL	2021	3,131.33	sq.yd.	$25,746
	2024	7,513.33	sq.yd.	$67,503
	2027	3,131.33	sq.yd.	$30,742
	Total	13,776		$123,991
	Total Quantity	13,776		$123,991

Appendix F

Scenario 3: Improve PCI to Statewide Average PCI 65

($2.0 m per year)

Sections Selected for Treatment

Based on the recommended annual budget of $2.0 million (Scenario 3), the "Sections Selected for Treatment" list provides the City with potential candidates for treatment based on each section's functional classification, PCI, treatment history, and available funding.

This list should not be blindly followed when preparing a street maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective.

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year	Budget	PM
2019	$1,250,000	0%
2020	$1,250,000	0.8%
2021	$2,200,000	0%
2022	$2,200,000	0%

Year	Budget	PM
2023	$2,200,000	0%
2024	$2,200,000	3.7%
2025	$2,200,000	0%
2026	$2,200,000	0%

Year	Budget	PM
2027	$2,200,000	0%
2028	$2,400,000	0%

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
**BLACK AVE	ROWE AVE	SORENSEN AVE	BLACK	0200	644	36	23,184	C	AC		0	2	100	$153,916	8,833	FDR 8" W/3" HMA OVERLAY
**FIFTH ST	QUINCE ST	OLLER ST (SR 180)	FIFTH	0200	760	48	36,480	C	AC		50	52	100	$242,187	8,057	FDR 8" W/3" HMA OVERLAY
												Treatment Total		$396,103		
BELMONT AVE WEST	WEST C.L	C.L EAST OF PEACH ST	BELMONT	0100	670	44	29,480	A	AC		38	40	100	$133,479	18,094	2" MILL AND FILL
												Treatment Total		$133,479		
ALLEY - 7O	EIGHTH ST	SEVENTH ST	A-7O	0100	433	20	8,660	O	AC		63	64	74	$7,458	14,706	SLURRY SEAL/CRACK SEAL
DIVISADERO CIRCLE	DIVISADERO ST	NCDS	DIVICIR	0100	111	36	3,996	R	AC		65	66	76	$3,441	14,922	SLURRY SEAL/CRACK SEAL
JENNINGS CIRCLE	JENNINGS ST	NORTH CDS	JENNINGCIR	0100	121	37	4,477	R	AC		60	61	72	$3,856	17,243	SLURRY SEAL/CRACK SEAL
L ST	JUANITA ST	I ST	L	0300	540	36	19,440	R	AC		63	64	74	$16,740	14,701	SLURRY SEAL/CRACK SEAL
												Treatment Total		$31,495		
ALLEY - 2O	THIRD ST	92' N/O THIRD ST	A-2O	0100	92	18	1,656	O	AC		0	1	100	$7,498	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 4N	FIFTH ST	FOURTH ST	A-4N	0100	437	20	8,740	O	AC		0	0	100	$39,573	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 5J	SIXTH ST	DIVISADERO ST	A-5J	0100	302	18	5,436	O	AC		21	23	100	$24,613	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 5L	340' N/O SIXTH ST	FIFTH ST	A-5L	0300	86	18	1,548	O	AC		48	49	100	$7,009	10,560	MILL AND FILL W/ BASE REPAIR

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ALLEY - 5N	FIFTH ST	SIXTH ST	A-5N	0100	438	20	8,760	O	AC		0	1	100	$39,664	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 6N	SEVENTH ST	SIXTH ST	A-6N	0100	434	20	8,680	O	AC		0	0	100	$39,302	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 6Q	SEVENTH ST	SIXTH ST	A-6O	0100	434	20	8,680	O	AC		0	0	100	$39,302	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 6P	SIXTH ST	SEVENTH ST	A-6P	0100	432	18	7,776	O	AC		0	2	100	$35,208	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 6Q	SIXTH ST	SEVENTH ST	A-6Q	0100	433	18	7,794	O	AC		39	41	100	$35,290	11,212	MILL AND FILL W/ BASE REPAIR
ALLEY - 6S	342' N/O SIXTH ST	SIXTH ST	A-6S	0200	90	18	1,620	O	AC		18	20	100	$7,335	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 6T	SEVENTH ST	SIXTH ST	A-6T	0100	433	18	7,794	O	AC		0	0	100	$35,290	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 7K	797' N/O NINTH ST	SEVENTH ST	A-7K	0200	121	18	2,178	O	AC		0	0	100	$9,862	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 7N	EIGHTH ST	SEVENTH ST	A-7N	0100	431	18	7,758	O	AC		10	12	100	$35,127	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 7Q	EIGHTH ST	SEVENTH ST	A-7Q	0100	429	16	6,864	O	AC		39	40	100	$31,079	11,220	MILL AND FILL W/ BASE REPAIR
ALLEY - 7T	EIGHTH ST	SEVENTH ST	A-7T	0100	431	20	8,620	O	AC		10	12	100	$39,030	11,602	MILL AND FILL W/ BASE REPAIR
ALLEY - 7U1	ALLEY - 7U	UNIDA ST	A-7U1	0100	170	20	3,400	O	AC		47	48	100	$15,395	10,652	MILL AND FILL W/ BASE REPAIR
ALLEY - 9O	TENTH ST	NINTH ST	A-9O	0100	435	20	8,700	O	AC		0	0	100	$39,392	11,602	MILL AND FILL W/ BASE REPAIR
EIGHTH ST	KATE ST	JUANITA ST	EIGHTH	0400	350	36	12,600	R	AC		41	42	100	$57,050	11,106	MILL AND FILL W/ BASE REPAIR
GARCIA ST	WEST CDS	RIOS ST	GARCIA	0100	429	36	15,444	R	AC		39	40	100	$69,927	11,223	MILL AND FILL W/ BASE REPAIR
H ST	FOURTH ST	SECOND ST	H	0100	290	30	8,700	R	AC		39	40	100	$39,392	11,223	MILL AND FILL W/ BASE REPAIR
SECOND CT	SOUTH END	2ND ST	SECONDCT	0100	100	76	7,600	R	AC		42	43	100	$34,412	11,047	MILL AND FILL W/ BASE REPAIR
													Treatment Total	$680,750		

** - Treatment from Project Selection

Scenarios Criteria:

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year 2019 Area Total	276,065	Year 2019 Total	$1,241,827

Year: 2020

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
MARIE ST	524 FT NORTH OF DIVISADERO ST	SECOND ST	MARIE	0600	209	40	8,360	C	AC		0	0	100	$62,429	7,853	FDR 12" W/ 3" HMA OVERLAY
													Treatment Total	$62,429		
ALLEY - 8P	NINTH ST	EIGHTH ST	A-8P	0100	441	20	8,820	O	AC		23	22	100	$41,134	11,264	MILL AND FILL W/ BASE REPAIR
FOURTH CT	WEST CDS	FOURTH ST	FOURTHCT	0100	118	76	8,968	R	AC		50	49	100	$41,824	10,255	MILL AND FILL W/ BASE REPAIR
GUILLAN PARK DR	OLLER ST (SR 180)	BELMONT AVE	GUILLAN	0100	1,136	60	68,160	R	AC		44	43	100	$317,872	10,739	MILL AND FILL W/ BASE REPAIR
GUILLAN PARK DR	BELMONT AVE	NORTH END	GUILLAN	0200	2,518	30	75,540	R	AC		43	42	100	$352,290	10,799	MILL AND FILL W/ BASE REPAIR
I ST	J ST	DIVISADERO ST	I	0400	667	36	24,012	R	AC		44	43	100	$111,983	10,742	MILL AND FILL W/ BASE REPAIR
JENNINGS ST	NINTH ST	QUINCE ST	JENNINGS	0100	1,264	36	45,504	R	AC		45	44	100	$212,213	10,668	MILL AND FILL W/ BASE REPAIR
RIO FRIO CIRCLE	JENNINGS ST	NORTH CDS	RIOFRIOCIR	0100	398	37	14,726	R	AC		41	40	100	$68,677	10,911	MILL AND FILL W/ BASE REPAIR
													Treatment Total	$1,145,993		

Year 2020 Area Total	254,090	Year 2020 Total	$1,208,422

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BASS AVE	SECOND ST	EAST CITY LIMIT	BASS	0200	654	46	30,084	C	AC		23	15	100	$231,392	7,624	FDR 12" W/ 3" HMA OVERLAY
DIVISADERO ST	LOLITA ST (S)	INEZ ST	DIVISADERO	0200	1,745	36	62,820	C	AC		15	6	100	$483,182	7,624	FDR 12" W/ 3" HMA OVERLAY
FIFTH ST	DERRICK AVE (SR 33)	QUINCE ST	FIFTH	0100	923	48	44,304	C	AC		6	0	100	$340,766	7,624	FDR 12" W/ 3" HMA OVERLAY
FIFTH ST	OLLER ST (SR 180)	NAPLES ST	FIFTH	0300	355	48	17,040	C	AC		0	0	100	$131,064	7,624	FDR 12" W/ 3" HMA OVERLAY

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2021

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
JUANITA ST	AIRPORT BLVD	SEVENTH ST	JUANITA	0100	687	36	24,732	C	AC		11	2	100	$190,227	7,624	FDR 12" W/ 3" HMA OVERLAY
JUANITA ST	SEVENTH ST	DIVISADERO ST	JUANITA	0200	551	36	19,836	C	AC		19	10	100	$152,570	7,624	FDR 12" W/ 3" HMA OVERLAY
MARIE ST	GUILLAN PKWY	CHANGE OF PAVEMENT WIDTH	MARIE	0100	2,201	30	66,030	C	AC		24	16	100	$507,872	7,624	FDR 12" W/ 3" HMA OVERLAY
SECOND ST	OLLER ST (SR 180)	NAPLES ST	SECOND	0100	355	48	17,040	C	AC		0	0	100	$131,064	7,624	FDR 12" W/ 3" HMA OVERLAY
													Treatment Total	$2,168,137		
BELMONT AVE WEST	GUILLAN PKWY	EAST END	BELMONT	0600	123	36	4,428	A	AC		72	69	78	$7,960	10,935	CAPE SEAL
													Treatment Total	$7,960		
							Year 2021 Area Total			286,314			Year 2021 Total	$2,176,097		

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
STAMOULES ST	FIFTH ST	NORTH END	STAMOULES	0400	100	50	5,000	R	AC		21	13	100	$36,273	6,802	FDR 8" W/3" HMA OVERLAY
													Treatment Total	$36,273		
MARIE ST	CHANGE OF PAVEMENT WIDTH	NINTH ST	MARIE	0200	595	42	24,990	C	AC		9	0	100	$197,978	7,402	FDR 12" W/ 3" HMA OVERLAY
MARIE ST	NINTH ST	SEVENTH ST	MARIE	0300	940	54	50,760	C	AC		9	0	100	$402,135	7,402	FDR 12" W/ 3" HMA OVERLAY
MARIE ST	SEVENTH ST	DIVISADERO ST	MARIE	0400	1,686	54	91,044	C	AC		8	0	100	$721,276	7,402	FDR 12" W/ 3" HMA OVERLAY
NAPLES ST	TENTH ST	NINTH ST	NAPLES	0100	469	48	22,512	C	AC		6	0	100	$178,347	7,402	FDR 12" W/ 3" HMA OVERLAY
NAPLES ST	NINTH ST	SEVENTH ST	NAPLES	0200	944	48	45,312	C	AC		0	0	100	$358,974	7,402	FDR 12" W/ 3" HMA OVERLAY
NAPLES ST	FIFTH ST	FOURTH ST	NAPLES	0400	485	48	23,280	C	AC		0	0	100	$184,431	7,402	FDR 12" W/ 3" HMA OVERLAY

City of Mendota
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Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SECOND ST	I ST	BASS AVE	SECOND	0300	230	54	12,420	C	AC		0	0	100	$98,395	7,402	FDR 12" W/ 3" HMA OVERLAY
													Treatment Total	$2,141,536		
LOZANO ST	BLANCO ST	EAST END	LOZANO	0400	136	56	7,616	R	AC		72	68	78	$7,167	13,830	SLURRY SEAL/CRACK SEAL
													Treatment Total	$7,167		
					Year 2022 Area Total		282,934						Year 2022 Total	$2,184,976		

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BLANCO ST	LOZANO ST	DE LA CRUZ ST	BLANCO	0100	979	36	35,244	R	AC		74	69	78	$63,909	7,190	SLURRY SEAL W/ BASE REPAIR
HERNANDEZ ST	LOZANO ST	GAXIOLA ST	HERNANDEZ	0100	274	36	9,864	R	AC		74	69	78	$17,887	7,191	SLURRY SEAL W/ BASE REPAIR
													Treatment Total	$81,796		
NAPLES ST	SEVENTH ST	FIFTH ST	NAPLES	0300	971	48	46,608	C	AC		0	0	100	$380,319	7,186	FDR 12" W/ 3" HMA OVERLAY
NAPLES ST	SECOND ST	DERRICK AVE (SR 33)	NAPLES	0600	727	50	36,350	C	AC		0	0	100	$296,614	7,186	FDR 12" W/ 3" HMA OVERLAY
NINTH ST	TULE ST	QUINCE ST	NINTH	0100	1,160	48	55,680	C	AC		10	0	100	$454,346	7,186	FDR 12" W/ 3" HMA OVERLAY
NINTH ST	QUINCE ST	OLLER ST (SR 180)	NINTH	0200	741	48	35,568	C	AC		1	0	100	$290,233	7,186	FDR 12" W/ 3" HMA OVERLAY
SEVENTH ST	OLLER ST (SR 180)	NAPLES ST	SEVENTH	0400	346	50	17,300	C	AC		30	11	100	$141,167	7,186	FDR 12" W/ 3" HMA OVERLAY
SIXTH ST	OLLER ST (SR 180)	NAPLES	SIXTH	0300	345	50	17,250	C	AC		0	0	100	$140,759	7,186	FDR 12" W/ 3" HMA OVERLAY
													Treatment Total	$1,703,438		
JUANITA ST	DIVISADERO ST	L ST	JUANITA	0300	357	36	12,852	C	AC		60	48	100	$65,495	11,225	2" MILL AND FILL
NAPLES ST	FOURTH ST	SECOND ST	NAPLES	0500	971	48	46,608	C	AC		59	47	100	$237,517	11,299	2" MILL AND FILL

** - Treatment from Project Selection

Scenarios Criteria:

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

												Treatment Total			$303,012	
BELMONT AVE WEST	C.L EAST OF PEACH ST	DERRICK AVE (SR 33)	BELMONT	0200	671	42	28,182	A	AC		91	83	90	$27,314	18,140	SLURRY SEAL/CRACK SEAL
												Treatment Total			$27,314	
AIRPORT CIR	AIRPORT BLVD	END N	AIRPORT CI	0100	244	60	14,640	R	AC		55	49	100	$74,607	9,430	MILL AND FILL W/ BASE REPAIR
												Treatment Total			$74,607	
				Year 2023 Area Total			356,146					Year 2023 Total			$2,190,167	

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GOMEZ ST	SOUTH CDS	DE LA CRUZ ST	GOMEZ	0100	716	36	25,776	R	AC		76	69	78	$48,143	6,994	SLURRY SEAL W/ BASE REPAIR
												Treatment Total			$48,143	
NINTH ST	MARIE ST	CANAL ST	NINTH	0400	813	60	48,780	C	AC		23	0	100	$409,984	6,977	FDR 12" W/ 3" HMA OVERLAY
SECOND ST	MARIE ST	I ST	SECOND	0200	1,447	58	83,926	C	AC		0	0	100	$705,376	6,977	FDR 12" W/ 3" HMA OVERLAY
SEVENTH ST	UNIDA ST	STAMOULES ST	SEVENTH	0200	806	50	40,300	C	AC		24	0	100	$338,711	6,977	FDR 12" W/ 3" HMA OVERLAY
SEVENTH ST	MARIE ST	KATE ST	SEVENTH	0500	773	36	27,828	C	AC		0	0	100	$233,888	6,977	FDR 12" W/ 3" HMA OVERLAY
												Treatment Total			$1,687,959	
AMADOR AVE	SILVA ST	CASTANEDA ST	AMADOR	0200	502	44	22,088	C	AC		63	47	100	$115,939	10,970	2" MILL AND FILL
												Treatment Total			$115,939	
SEVENTH ST	STAMOULES ST	OLLER ST (SR 180)	SEVENTH	0300	1,596	50	79,800	C	AC		79	68	77	$156,754	6,782	CAPE SEAL
												Treatment Total			$156,754	
BELMONT AVE WEST	QUINCE ST	OLLER ST (SR 180)	BELMONT	0500	1,127	60	67,620	A	AC		92	81	89	$67,503	18,471	SLURRY SEAL/CRACK SEAL
												Treatment Total			$67,503	
ALLEY - 5L	SIXTH ST	109' N/O SIXTH ST	A-5L	0100	109	18	1,962	O	AC		57	49	100	$10,299	9,128	MILL AND FILL W/ BASE REPAIR

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ALLEY - 7P	EIGHTH ST	SEVENTH ST	A-7P	0100	431	20	8,620	O	AC		35	22	100	$45,246	10,008	MILL AND FILL W/ BASE REPAIR
													Treatment Total	$55,545		
					Year 2025 Area Total		406,700						Year 2025 Total	$2,131,843		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ARNAUDON DR	SORENSEN AVE S	SORENSEN AVE N	ARNAUDON	0100	475	48	22,800	R	AC		0	0	100	$180,740	6,225	FDR 8" W/3" HMA OVERLAY
BOU CIRCLE	WEST END	I ST	BOU	0100	217	36	7,812	R	AC		19	0	100	$61,928	6,225	FDR 8" W/3" HMA OVERLAY
EIGHTH ST	BELMONT AVE	RIO FRIO ST	EIGHTH	0100	1,396	50	69,800	R	AC		37	21	100	$553,318	6,225	FDR 8" W/3" HMA OVERLAY
EIGHTH ST	OLLER ST (SR 180)	NAPLES ST	EIGHTH	0300	346	50	17,300	R	AC		1	0	100	$137,141	6,225	FDR 8" W/3" HMA OVERLAY
ELEVENTH ST	QUINCE ST	OLLER ST (SR 180)	ELEVENTH	0100	756	48	36,288	R	AC		33	16	100	$287,662	6,225	FDR 8" W/3" HMA OVERLAY
FIFTH ST	MARIE ST	LOLITA ST	FIFTH	0400	358	36	12,888	R	AC		2	0	100	$102,166	6,225	FDR 8" W/3" HMA OVERLAY
													Treatment Total	$1,322,955		
SEVENTH ST	KATE ST	INEZ ST	SEVENTH	0600	788	36	28,368	C	AC		0	0	100	$245,579	6,774	FDR 12" W/ 3" HMA OVERLAY
SMOOT AVE	WEST END	SORENSON AVE	SMOOT	0100	653	42	27,426	C	AC		16	0	100	$237,424	6,774	FDR 12" W/ 3" HMA OVERLAY
													Treatment Total	$483,003		
BELMONT AVE WEST	DERRICK AVE (SR 33)	NINTH ST	BELMONT	0300	1,154	60	69,240	A	AC		74	61	72	$202,098	6,298	CAPE SEAL+ 5% BASE REPAIR
													Treatment Total	$202,098		
DE LA CRUZ ST	HERNANDEZ ST	BLANCO ST	DELACRUZ	0200	888	36	31,968	R	AC		58	48	100	$172,832	8,928	MILL AND FILL W/ BASE REPAIR
													Treatment Total	$172,832		

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year 2025 Area Total	323,890	Year 2025 Total	$2,180,888

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
DE LA CRUZ ST	GOMEZ ST	HERNANDEZ ST	DELACRUZ	0100	620	36	22,320	R	AC		78	68	77	$44,227	6,557	SLURRY SEAL W/ BASE REPAIR
GARCIA ST	HERNANDEZ ST	BLANCO ST	GARCIA	0300	928	36	33,408	R	AC		79	69	78	$66,197	6,589	SLURRY SEAL W/ BASE REPAIR
ROWE AVE	BLACK AVE	HOLMES AVE	ROWE	0100	982	36	35,352	R	AC		71	60	71	$70,049	6,162	SLURRY SEAL W/ BASE REPAIR
SILVA ST	AMADOR AVE	PETRY ST	SILVA	0100	1,040	37	38,480	R	AC		79	69	78	$76,247	6,590	SLURRY SEAL W/ BASE REPAIR
											Treatment Total			$256,720		
FLEMING AVE	ROWE AVE	SORENSEN AVE	FLEMING	0100	615	34	20,910	R	AC		5	0	100	$170,731	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	RIO FRIO ST	QUINCE ST	FOURTH	0100	346	50	17,300	R	AC		4	0	100	$141,255	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	QUINCE ST	OLLER ST (SR 180)	FOURTH	0200	820	50	41,000	R	AC		0	0	100	$334,765	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	OLLER ST(SR 180)	NAPLES ST	FOURTH	0300	344	50	17,200	R	AC		9	0	100	$140,438	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	L ST	K ST	FOURTH	0400	270	36	9,720	R	AC		5	0	100	$79,364	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	K ST	I ST	FOURTH	0500	670	36	24,120	R	AC		5	0	100	$196,940	6,044	FDR 8" W/3" HMA OVERLAY
FOURTH ST	I ST	H ST	FOURTH	0600	685	36	24,660	R	AC		35	15	100	$201,349	6,044	FDR 8" W/3" HMA OVERLAY
GREGG CT N	GREGG CT W	SORENSEN AVE	GREGGN	0100	488	37	18,056	R	AC		8	0	100	$147,428	6,044	FDR 8" W/3" HMA OVERLAY
GREGG CT S	GREGG CT W	SORENSEN AVE	GREGGS	0100	488	37	18,056	R	AC		7	0	100	$147,428	6,044	FDR 8" W/3" HMA OVERLAY
GREGG CT W	GREGG CT S	GREGG CT N	GREGGW	0100	254	37	9,398	R	AC		13	0	100	$76,735	6,044	FDR 8" W/3" HMA OVERLAY
INEZ ST	7TH ST (BCR)	DIVISADERO ST	INEZ	0200	266	36	9,576	R	AC		0	0	100	$78,189	6,044	FDR 8" W/3" HMA OVERLAY
											Treatment Total			$1,714,622		

** - Treatment from Project Selection

Scenarios Criteria:

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
ELEVENTH ST	OLLER ST (SR 180)	EAST END	ELEVENTH	0200	192	48	9,216	R	AC		59	48	100	$51,321	8,724	MILL AND FILL W/ BASE REPAIR
GARCIA ST	RIOS ST	HERNANDEZ ST	GARCIA	0200	870	36	31,320	R	AC		62	49	100	$174,409	8,639	MILL AND FILL W/ BASE REPAIR
													Treatment Total	$225,730		
				Year 2026 Area Total			380,092						Year 2026 Total	$2,197,072		

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
I ST	SECOND ST	FOURTH ST	I	0100	886	36	31,896	R	AC		37	15	100	$268,244	5,868	FDR 8" W/3" HMA OVERLAY
I ST	FOURTH ST	BOU CIRCLE	I	0200	640	36	23,040	R	AC		28	2	100	$193,766	5,868	FDR 8" W/3" HMA OVERLAY
I ST	BOU CIRCLE	J ST	I	0300	774	36	27,864	R	AC		35	12	100	$234,335	5,868	FDR 8" W/3" HMA OVERLAY
J ST	SECOND ST	FOURTH ST	J	0100	1,002	36	36,072	R	AC		5	0	100	$303,364	5,868	FDR 8" W/3" HMA OVERLAY
J ST	KATE ST	I ST	J	0200	927	36	33,372	R	AC		29	4	100	$280,657	5,868	FDR 8" W/3" HMA OVERLAY
													Treatment Total	$1,280,366		
BELMONT AVE WEST	NINTH ST	QUINCE ST	BELMONT	0400	1,667	60	100,020	A	AC		68	48	100	$573,681	13,657	2" MILL AND FILL
													Treatment Total	$573,681		
AMADOR AVE	SOUTH END	SILVA ST	AMADOR	0100	1,292	44	56,848	C	AC		85	68	77	$122,023	6,195	CAPE SEAL
BELMONT AVE WEST	GUILLAN PKWY	EAST END	BELMONT	0600	123	36	4,428	A	AC		72	66	75	$9,505	8,923	CAPE SEAL
SIXTH ST	DERRICK AVE (SR 33)	RIO FRIO ST	SIXTH	0100	985	50	49,250	C	AC		87	69	78	$105,714	5,913	CAPE SEAL
													Treatment Total	$237,242		
ALLEY - 7O	EIGHTH ST	SEVENTH ST	A-7O	0100	433	20	8,660	O	AC		63	61	72	$9,447	11,312	SLURRY SEAL/CRACK SEAL
DIVISADERO CIRCLE	DIVISADERO ST	NCDS	DIVICIR	0100	111	36	3,996	R	AC		65	63	73	$4,359	11,493	SLURRY SEAL/CRACK SEAL

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
JENNINGS CIRCLE	JENNINGS ST	NORTH CDS	JENNINGCIR	0100	121	37	4,477	R	AC		60	62	72	$4,884	13,640	SLURRY SEAL/CRACK SEAL
L ST	JUANITA ST	I ST	L	0300	540	36	19,440	R	AC		63	61	72	$21,206	11,309	SLURRY SEAL/CRACK SEAL
													Treatment Total	$39,896		
				Year 2027 Area Total			399,363						Year 2027 Total	$2,131,185		

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
GURROLA ST	HOLMES AVE	GONZALEZ ST	GURROLA	0100	511	37	18,907	R	AC		82	69	78	$39,746	6,207	SLURRY SEAL W/ BASE REPAIR
													Treatment Total	$39,746		
K ST	SECOND ST	FOURTH ST	K	0100	1,139	36	41,004	R	AC		4	0	100	$355,187	5,697	FDR 8" W/3" HMA OVERLAY
KATE ST	NINTH ST	SIXTH ST	KATE	0100	1,406	36	50,616	R	AC		10	0	100	$438,449	5,697	FDR 8" W/3" HMA OVERLAY
KATE ST	DIVISADERO ST	I ST	KATE	0300	1,170	36	42,120	R	AC		11	0	100	$364,854	5,697	FDR 8" W/3" HMA OVERLAY
KATE ST	I ST	NORTH END	KATE	0400	256	36	9,216	R	AC		16	0	100	$79,832	5,697	FDR 8" W/3" HMA OVERLAY
KATE CT	KATE ST	EAST END	KATECT	0100	263	36	9,468	R	AC		28	0	100	$82,015	5,697	FDR 8" W/3" HMA OVERLAY
L ST	SECOND ST	LOLITA ST	L	0100	987	36	35,532	R	AC		0	0	100	$307,787	5,697	FDR 8" W/3" HMA OVERLAY
L ST	LOLITA ST	FOURTH ST	L	0200	330	36	11,880	R	AC		0	0	100	$102,908	5,697	FDR 8" W/3" HMA OVERLAY
LOLITA ST	SOUTH END	NINTH ST	LOLITA	0100	459	36	16,524	R	AC		18	0	100	$143,135	5,697	FDR 8" W/3" HMA OVERLAY
LOLITA ST	NINTH ST	SEVENTH ST	LOLITA	0200	910	36	32,760	R	AC		0	0	100	$283,776	5,697	FDR 8" W/3" HMA OVERLAY
LOLITA ST	DIVISADERO ST	L ST	LOLITA	0400	228	36	8,208	R	AC		16	0	100	$71,100	5,697	FDR 8" W/3" HMA OVERLAY

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

											Treatment Total			$2,229,043		
DIVISADERO ST	MARIE ST	LOLITA ST (N)	DIVISADERO 0100	474	36	17,064	C	AC		89	66	76	$37,727	5,896	CAPE SEAL
											Treatment Total			$37,727		
SANTA CRUZ ST	OXNARD ST	BLACK AVE	SANTACRUZ 0100	841	37	31,117	R	AC		82	69	78	$34,962	11,613	SLURRY SEAL/CRACK SEAL
											Treatment Total			$34,962		
								Year 2028 Area Total	324,416		Year 2028 Total			$2,341,478		
								Total Section Area:	3,290,010		Grand Total			$19,983,955		

Appendix E

Scenario Summary Reports

I. Cost Summary

II. Network Condition Summary

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: S1: City's Existing Funding of $1.25M per Year

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2019	0%	$1,250,000	II	$31,495	Non-Project	$0	$0	$20,747,262	Funded	$0
			III	$0					Unmet	$231,181
			IV	$423,033	Project	$0				
			V	$391,196						
			Total	$845,724						
			Project	$396,103						
2020	1%	$1,250,000	II	$0	Non-Project	$0	$12,500	$20,872,623	Funded	$0
			III	$0					Unmet	$693
			IV	$1,104,859	Project	$0				
			V	$103,563						
			Total	$1,208,422						
			Project	$0						
2021	0%	$1,250,000	II	$7,960	Non-Project	$0	$0	$20,585,597	Funded	$0
			III	$53,534					Unmet	$0
			IV	$0	Project	$0				
			V	$1,186,404						
			Total	$1,247,898						
			Project	$0						
2022	0%	$1,250,000	II	$7,167	Non-Project	$26,519	$0	$19,967,487	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$1,209,163						
			Total	$1,216,330						
			Project	$0						
2023	0%	$1,250,000	II	$0	Non-Project	$0	$0	$19,751,289	Funded	$0
			III	$81,796					Unmet	$3,931
			IV	$377,619	Project	$0				
			V	$787,860						
			Total	$1,247,275						
			Project	$0						

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	0%	$1,250,000	II	$0	Non-Project	$0	$0	$20,318,529	Funded	$0
			III	$48,143					Unmet	$247,878
			IV	$126,238	Project	$0				
			V	$1,060,236						
			Total	$1,234,617						
			Project	$0						
2025	0%	$1,250,000	II	$0	Non-Project	$0	$0	$19,966,256	Funded	$0
			III	$0					Unmet	$0
			IV	$172,832	Project	$0				
			V	$1,076,281						
			Total	$1,249,113						
			Project	$0						
2026	0%	$1,250,000	II	$0	Non-Project	$0	$0	$19,642,627	Funded	$0
			III	$186,671					Unmet	$628
			IV	$51,321	Project	$0				
			V	$974,406						
			Total	$1,212,398						
			Project	$0						
2027	0%	$1,250,000	II	$49,401	Non-Project	$0	$0	$19,562,732	Funded	$0
			III	$0					Unmet	$1,941
			IV	$573,681	Project	$0				
			V	$587,195						
			Total	$1,210,277						
			Project	$0						
2028	0%	$1,250,000	II	$72,689	Non-Project	$31,665	$0	$19,047,513	Funded	$0
			III	$39,746					Unmet	$0
			IV	$0	Project	$0				
			V	$1,102,103						
			Total	$1,214,538						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$724,625	$58,184	$0	$2,834
Collector	$8,813,976	$0	$0	$129,000
Other	$593,553	$0	$0	$416
Residential/Local	$2,150,541	$0	$0	$354,003
Grand Total:	$12,282,695	$58,184	$0	$486,253

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: S1: City's Existing Funding of $1.25M per Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	$1,250,000	0%	2023	$1,250,000	0%	2027	$1,250,000	0%
2020	$1,250,000	1%	2024	$1,250,000	0%	2028	$1,250,000	0%
2021	$1,250,000	0%	2025	$1,250,000	0%			
2022	$1,250,000	0%	2026	$1,250,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	43	46	1.91	3.82
2020	40	46	1.28	2.99
2021	38	46	0.88	1.77
2022	36	46	0.98	2.10
2023	34	47	0.89	1.79
2024	33	48	0.76	1.52
2025	32	49	0.70	1.39
2026	30	50	0.95	1.90
2027	29	50	0.86	2.03
2028	28	51	0.90	1.93

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	8.9%	21.9%	0.5%	34.2%
II / III	1.7%	2.0%	2.1%	0.2%	6.1%
IV	0.5%	3.5%	11.2%	0.6%	15.8%
V	0.0%	14.5%	27.9%	1.5%	43.9%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.4%	9.9%	23.1%	2.5%	39.0%
II / III	1.7%	1.4%	1.6%	0.1%	4.8%
IV	0.0%	3.5%	10.4%	0.3%	14.2%
V	0.0%	14.1%	27.9%	0.0%	42.0%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2028 after schedulable treatments applied.

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: S1: City's Existing Funding of $1.25M per Year

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.9%	22.7%	27.3%	2.8%	56.8%
II / III	1.2%	4.8%	1.5%	0.0%	7.4%
V	0.0%	1.4%	34.3%	0.0%	35.8%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: S2: Budget $1.75M per Year

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2019	0%	$1,750,000	II	$31,495	Non-Project	$0	$0	$20,245,231	Funded	$0
			III	$0					Unmet	$228,717
			IV	$925,065	Project	$0				
			V	$391,196						
			Total	$1,347,756						
			Project	$396,103						
2020	0%	$1,750,000	II	$0	Non-Project	$0	$4,375	$19,848,022	Funded	$0
			III	$0					Unmet	$693
			IV	$587,766	Project	$0				
			V	$1,128,166						
			Total	$1,715,932						
			Project	$0						
2021	0%	$1,750,000	II	$7,960	Non-Project	$0	$0	$19,032,678	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$1,737,519						
			Total	$1,745,479						
			Project	$0						
2022	0%	$1,750,000	II	$7,167	Non-Project	$0	$0	$17,871,343	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$1,732,318						
			Total	$1,739,485						
			Project	$0						
2023	0%	$1,750,000	II	$0	Non-Project	$0	$0	$17,104,150	Funded	$0
			III	$81,796					Unmet	$3,931
			IV	$377,619	Project	$0				
			V	$1,275,973						
			Total	$1,735,388						
			Project	$0						

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	0%	$1,750,000	II	$0	Non-Project	$0	$0	$17,078,087	Funded	$0
			III	$48,143					Unmet	$212,489
			IV	$126,238	Project	$0				
			V	$1,574,125						
			Total	$1,748,506						
			Project	$0						
2025	0%	$1,750,000	II	$161,456	Non-Project	$0	$0	$16,137,587	Funded	$0
			III	$202,098					Unmet	$0
			IV	$172,832	Project	$0				
			V	$1,203,744						
			Total	$1,740,130						
			Project	$0						
2026	4%	$1,750,000	II	$0	Non-Project	$29,847	$40,153	$15,322,121	Funded	$0
			III	$256,720					Unmet	$0
			IV	$225,730	Project	$0				
			V	$1,189,430						
			Total	$1,671,880						
			Project	$0						
2027	0%	$1,750,000	II	$277,138	Non-Project	$0	$0	$14,580,731	Funded	$0
			III	$0					Unmet	$0
			IV	$573,681	Project	$0				
			V	$891,339						
			Total	$1,742,158						
			Project	$0						
2028	0%	$1,750,000	II	$72,689	Non-Project	$0	$0	$13,403,718	Funded	$0
			III	$39,746					Unmet	$0
			IV	$0	Project	$0				
			V	$1,614,439						
			Total	$1,726,874						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$926,723	$29,847	$0	$2,834
Collector	$9,456,157	$0	$0	$93,409
Other	$594,015	$0	$0	$491
Residential/Local	$6,332,796	$0	$0	$349,096
Grand Total:	$17,309,691	$29,847	$0	$445,830

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: S2: Budget $1.75M per Year

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	$1,750,000	0%	2023	$1,750,000	0%	2027	$1,750,000	0%
2020	$1,750,000	0.25%	2024	$1,750,000	0%	2028	$1,750,000	0%
2021	$1,750,000	0%	2025	$1,750,000	0%			
2022	$1,750,000	0%	2026	$1,750,000	4%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	43	47	2.55	5.11
2020	40	48	1.26	2.95
2021	38	49	1.12	2.24
2022	36	51	0.84	1.69
2023	34	52	1.16	2.32
2024	33	54	0.96	1.93
2025	32	55	1.33	2.88
2026	30	57	1.59	3.31
2027	29	58	1.45	3.22
2028	28	60	1.32	2.64

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	8.9%	21.9%	0.5%	34.2%
II / III	1.7%	2.0%	2.1%	0.2%	6.1%
IV	0.5%	3.5%	11.2%	0.6%	15.8%
V	0.0%	14.5%	27.9%	1.5%	43.9%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.4%	9.9%	25.1%	2.4%	40.9%
II / III	1.7%	1.4%	1.6%	0.1%	4.8%
IV	0.0%	3.5%	8.5%	0.4%	12.3%
V	0.0%	14.1%	27.9%	0.0%	42.0%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2028 after schedulable treatments applied.

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: S2: Budget $1.75M per Year

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.9%	26.0%	36.1%	2.8%	68.8%
II / III	1.2%	2.9%	0.9%	0.0%	5.1%
V	0.0%	0.0%	26.1%	0.0%	26.1%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2019	0%	$1,250,000	II	$31,495	Non-Project	$0	$0	$20,747,262	Funded	$0
			III	$0					Unmet	$231,181
			IV	$423,033	Project	$0				
			V	$391,196						
			Total	$845,724						
			Project	$396,103						
2020	1%	$1,250,000	II	$0	Non-Project	$0	$10,000	$20,872,623	Funded	$0
			III	$0					Unmet	$693
			IV	$1,104,859	Project	$0				
			V	$103,563						
			Total	$1,208,422						
			Project	$0						
2021	0%	$2,200,000	II	$7,960	Non-Project	$0	$0	$19,657,399	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$2,168,137						
			Total	$2,176,097						
			Project	$0						
2022	0%	$2,200,000	II	$7,167	Non-Project	$0	$0	$18,069,317	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$2,177,809						
			Total	$2,184,976						
			Project	$0						
2023	0%	$2,200,000	II	$0	Non-Project	$27,314	$0	$16,853,283	Funded	$0
			III	$81,796					Unmet	$3,931
			IV	$377,619	Project	$0				
			V	$1,703,438						
			Total	$2,162,853						
			Project	$0						

Year	PM	Budget		Rehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2024	4%	$2,200,000	II	$156,754	Non-Project	$67,503	$13,897	$16,436,359	Funded	$0
			III	$48,143					Unmet	$206,647
			IV	$126,238	Project	$0				
			V	$1,733,205						
			Total	$2,064,340						
			Project	$0						
2025	0%	$2,200,000	II	$0	Non-Project	$0	$0	$15,035,850	Funded	$0
			III	$202,098					Unmet	$0
			IV	$172,832	Project	$0				
			V	$1,805,958						
			Total	$2,180,888						
			Project	$0						
2026	0%	$2,200,000	II	$0	Non-Project	$0	$0	$13,691,989	Funded	$0
			III	$256,720					Unmet	$0
			IV	$225,730	Project	$0				
			V	$1,714,622						
			Total	$2,197,072						
			Project	$0						
2027	0%	$2,200,000	II	$277,138	Non-Project	$0	$0	$12,512,668	Funded	$0
			III	$0					Unmet	$0
			IV	$573,681	Project	$0				
			V	$1,280,366						
			Total	$2,131,185						
			Project	$0						
2028	0%	$2,400,000	II	$72,689	Non-Project	$0	$0	$10,659,010	Funded	$0
			III	$39,746					Unmet	$0
			IV	$0	Project	$0				
			V	$2,229,043						
			Total	$2,341,478						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$926,723	$94,817	$0	$2,834
Collector	$9,483,774	$0	$0	$85,805
Other	$593,553	$0	$0	$416
Residential/Local	$8,885,088	$0	$0	$353,397
Grand Total:	$19,889,138	$94,817	$0	$442,452

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2019	$1,250,000	0%	2023	$2,200,000	0%	2027	$2,200,000	0%
2020	$1,250,000	0.8%	2024	$2,200,000	3.7%	2028	$2,400,000	0%
2021	$2,200,000	0%	2025	$2,200,000	0%			
2022	$2,200,000	0%	2026	$2,200,000	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2019	43	46	1.91	3.82
2020	40	46	1.28	2.99
2021	38	47	1.44	2.88
2022	36	50	1.06	2.12
2023	34	53	1.47	3.08
2024	33	55	1.58	3.79
2025	32	58	1.33	2.88
2026	30	60	1.87	3.74
2027	29	62	1.80	3.91
2028	28	65	1.70	3.40

Percent Network Area by Functional Class and Condition Category

Condition in base year 2019, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	8.9%	21.9%	0.5%	34.2%
II / III	1.7%	2.0%	2.1%	0.2%	6.1%
IV	0.5%	3.5%	11.2%	0.6%	15.8%
V	0.0%	14.5%	27.9%	1.5%	43.9%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.4%	9.9%	23.1%	2.5%	39.0%
II / III	1.7%	1.4%	1.6%	0.1%	4.8%
IV	0.0%	3.5%	10.4%	0.3%	14.2%
V	0.0%	14.1%	27.9%	0.0%	42.0%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Condition in year 2028 after schedulable treatments applied.

City of Mendota
43 Quince Street
Mendota, CA 93640

Scenarios - Network Condition Summary

Interest: 3% Inflation: 3% Printed: 08/07/2019

Scenario: Improve PCI to 65_v3

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.9%	26.0%	41.3%	2.8%	74.1%
II / III	1.2%	2.9%	0.9%	0.0%	5.1%
V	0.0%	0.0%	20.9%	0.0%	20.9%
Total	5.1%	28.9%	63.1%	2.9%	100.0%

Appendix G

GIS Maps

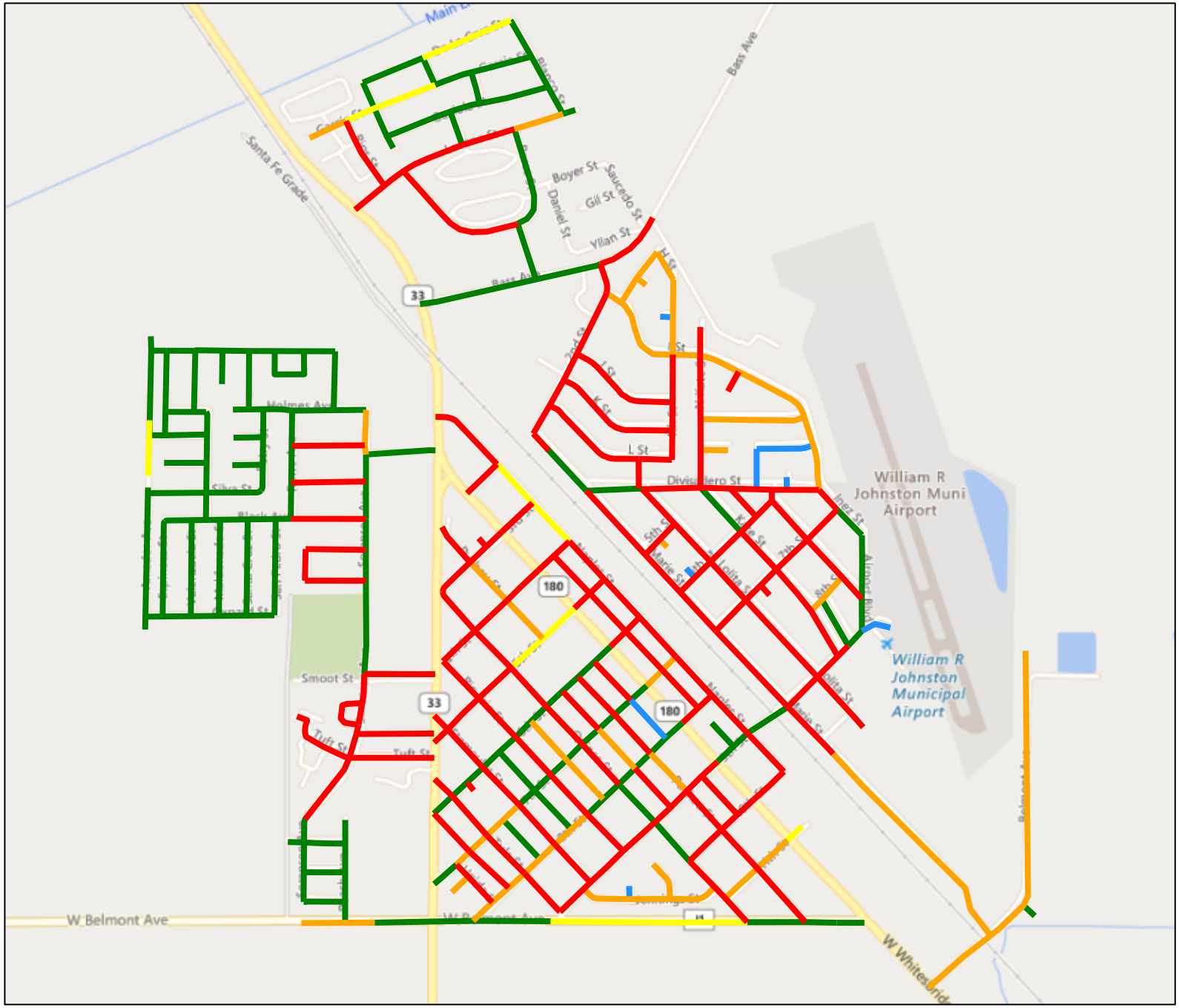
City of Mendota
43 Quince Street
Mendota, CA 93640

Current PCI Condition

Printed: 6/5/2019

Feature Legend

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



0 0.5 Miles

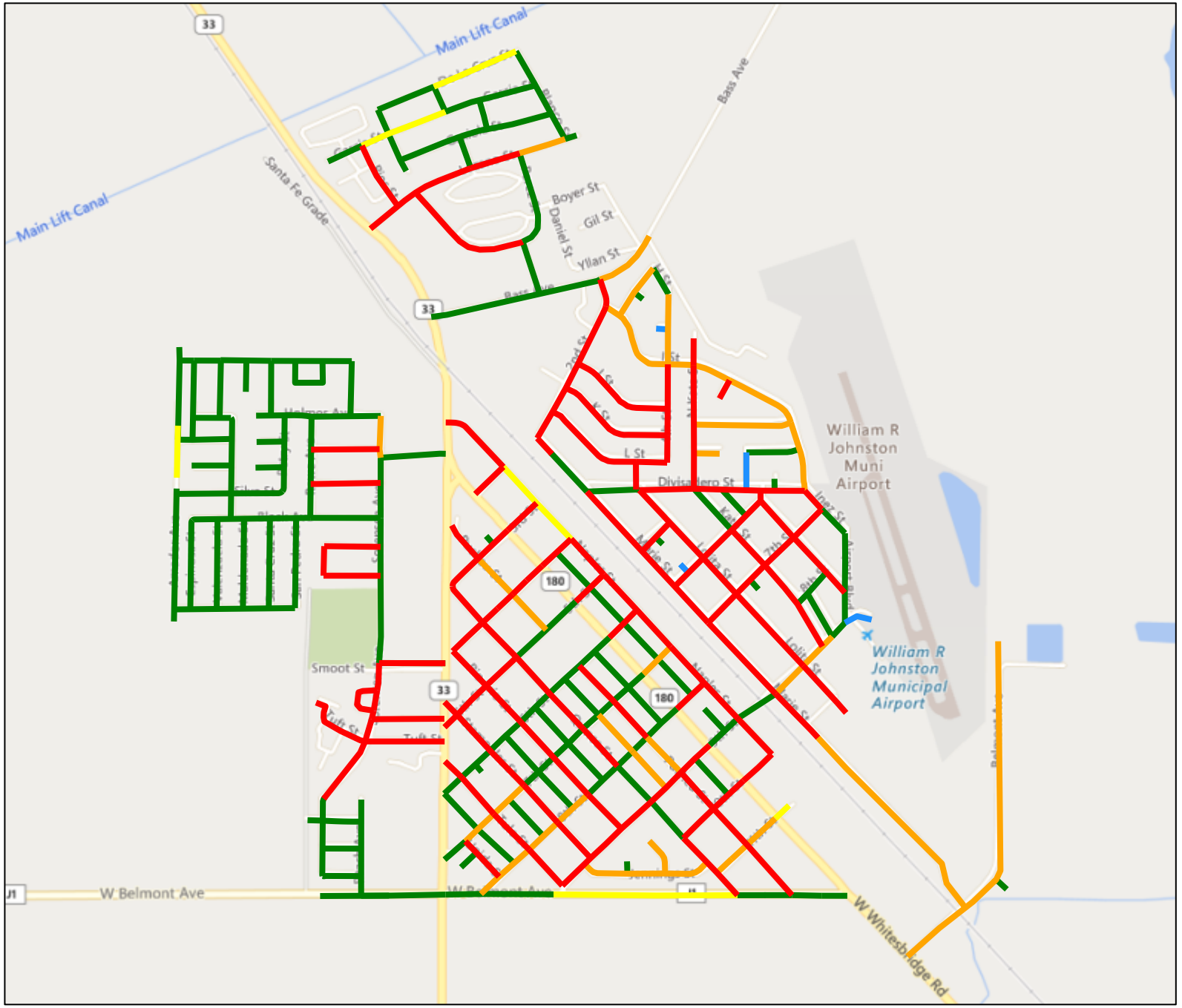
City of Mendota
43 Quince Street
Mendota, CA 93640

Scenario PCI Condition

S1: City's Existing Funding of $1.25M per Year - 2019 Project Period - Total Rehab: $845,724 - Printed: 8/16/2019

Feature Legend

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



0 0.5 Miles

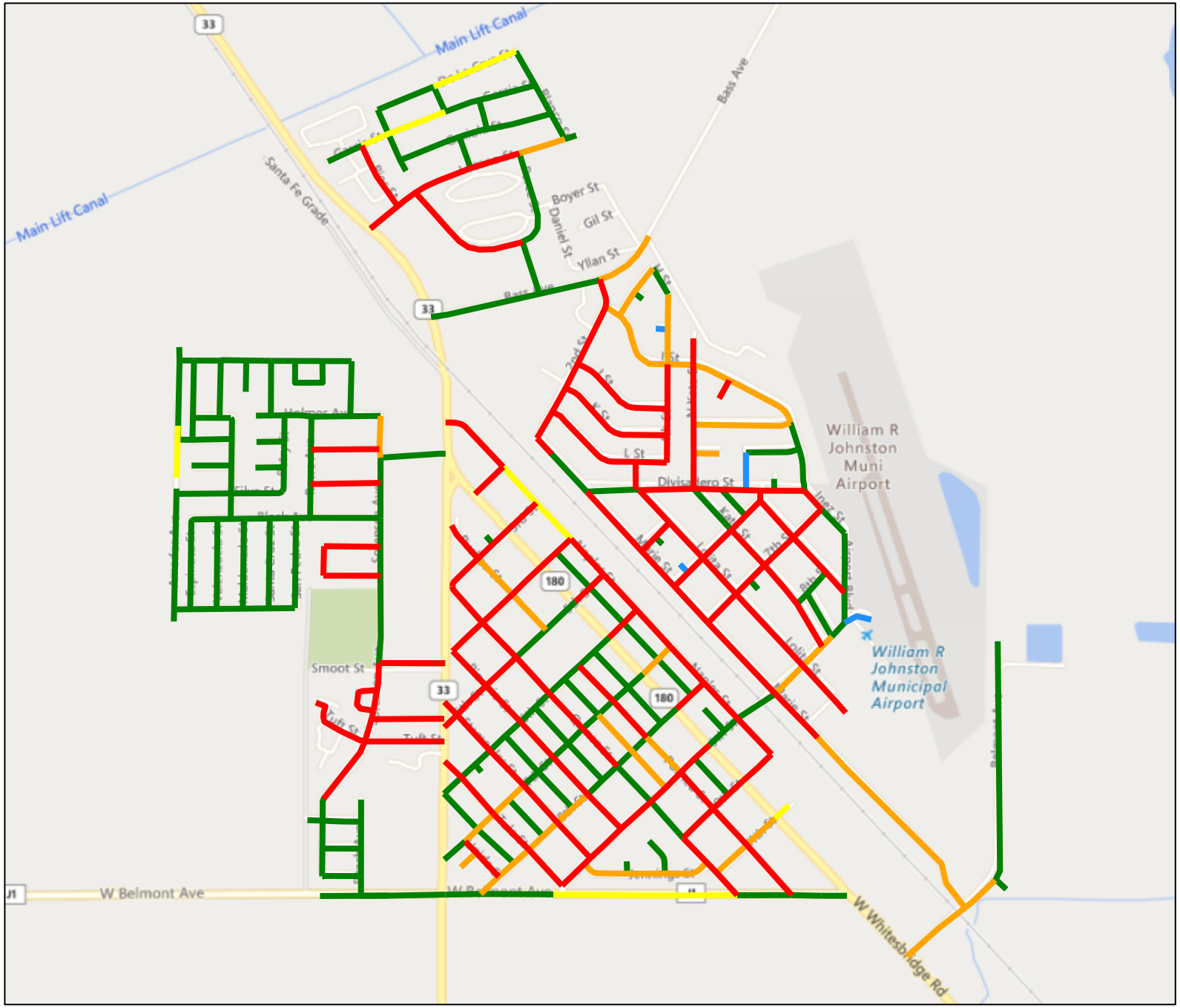
City of Mendota
43 Quince Street
Mendota, CA 93640

Scenario PCI Condition

S2: Budget $1.75M per Year - 2019 Project Period - Total Rehab: $1,347,756 - Printed: 8/16/2019

Feature Legend

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



0 0.5 Miles

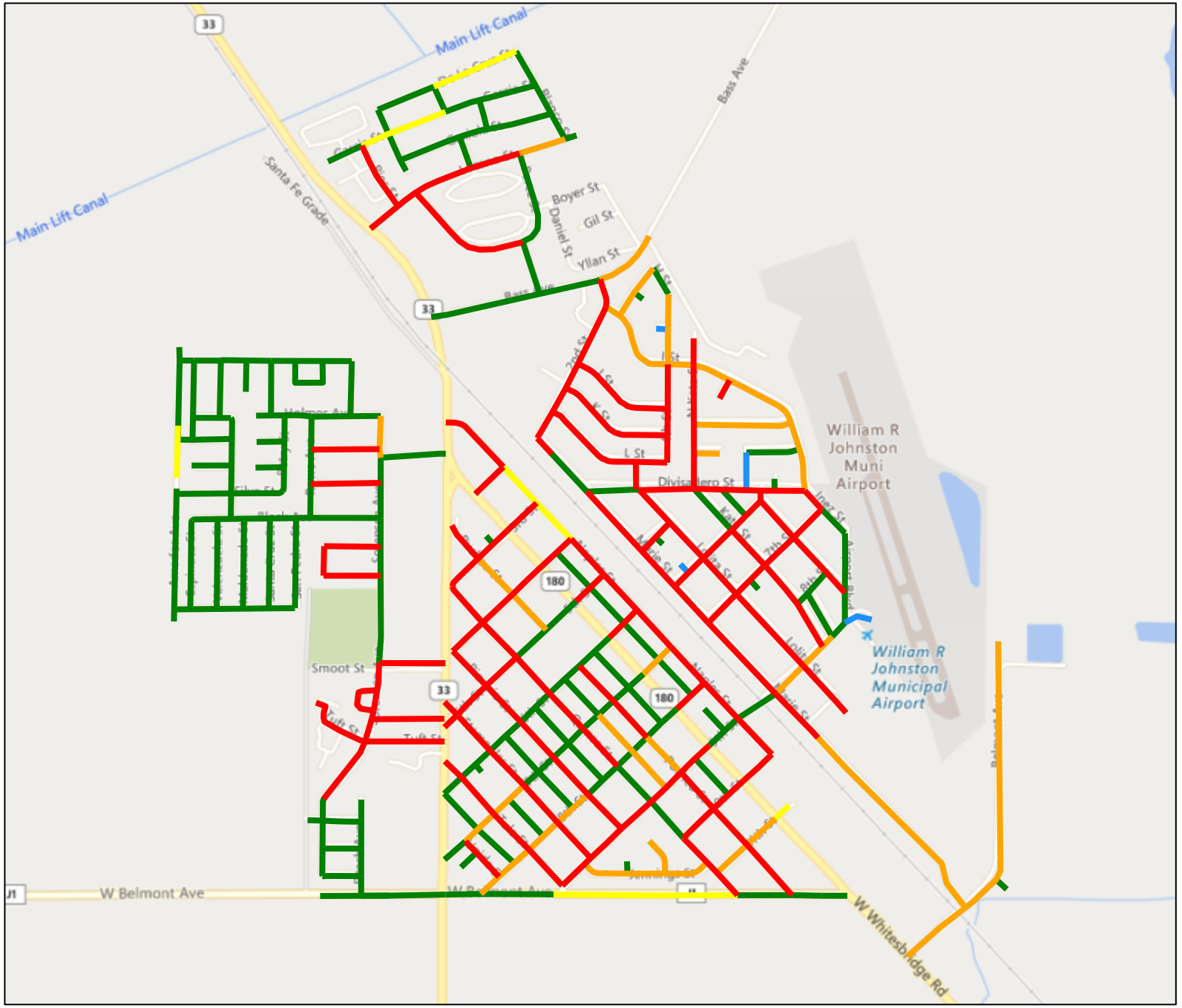
City of Mendota
43 Quince Street
Mendota, CA 93640

Scenario PCI Condition

Improve PCI to 65_v3 - 2019 Project Period - Total Rehab: $845,724 - Printed: 8/16/2019

Feature Legend

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



0 0.5 Miles