

2025 Pavement Management Program Update

City of San Joaquin

Department of Public Works
1900 Colorado Ave
San Joaquin, CA 93660

September 2025



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Final Report
2025 Pavement Management Program Update
City of San Joaquin

September 2025

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Executive Summary

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Fresno Council of Governments (Fresno COG) to update the Pavement Management Program (PMP) of the City of San Joaquin (City) using a walking survey. The purpose of the PMP is to help educate policymakers about the current condition of the street network and the impact of various scenarios on future network conditions. This report summarizes the findings from the 2024/25 PMP update.

The City is responsible for maintaining approximately 13.5 centerline miles of streets, representing a substantial investment of approximately \$35.9 million. The street network includes 5.4 miles of collector streets and 8.1 miles of residential streets. In January 2025, NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the City uses as a decision-support tool.

Overall, the City’s pavement network is currently in “Poor” condition with an average pavement condition index (PCI) of 34. Overall, 16.0 percent of the City’s street network area is in “Good” condition, approximately 10.0 percent is in “Fair” condition, 19.8 percent is in “Poor” condition, and 54.2 percent is in “Very Poor” condition.

The budget needs analysis indicated that the City needs to spend \$26.0 million over the next 10 years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. To establish a pragmatic approach, 5 budget scenarios were examined using a yearly inflation rate of 3.0 percent for a 10-year analysis period. The budgeted amounts for the 5 scenarios include paving and non-paving costs, staff time, design, construction management, and contingencies.

The following table summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period.

Table A. Budget Scenario Analysis Summary

Scenario	Description	Cumulative 10-year Budget (\$M)	End of FY 33/34	
			Network PCI	Deferred Maintenance (\$M)
1	City’s Current Budget	2.0	21	30.6
2	Maintain Inspected PCI of 34	6.5	34	24.4
3	Improve PCI to 50 by 33/34	12.5	50	17.8
4	Improve PCI to 65 by FY 33/34	18.3	65	11.7
5	Improve PCI to 70 by FY 33/34	20.4	70	9.6

NCE recommends that the City increase the funding level to improve the network condition and decrease deferred maintenance. Scenario 3 accomplishes both these objectives by increasing PCI from 34 to 50 and decreasing the current deferred maintenance from \$21.3 million to \$17.8 million by the end of FY 33/34.



Executive Summary

However, if the City determines that Scenario 3 is unrealistic to implement due to significant financial commitment, **NCE recommends that the City pursue Scenario 2 for first three years and then follow Scenario 3 to improve the PCI from “Poor” to “Fair” condition.** It should be noted that under Scenarios 2 and 3, the required annual budget is respectively \$440.0 thousand and \$1.1 million higher than the City’s Current Budget.



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1 Introduction and Background

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Fresno Council of Governments (Fresno COG) to update the Pavement Management Program (PMP) of the City of San Joaquin (City).

In general, PMPs are “designed to provide objective information and useful data so that managers can make more consistent, cost-effective, and defensible decisions related to the preservation of a pavement network.”¹ In other words, a PMP is designed to assist cities with answering questions such as:

- What does the City’s pavement network include?
- What is the current condition of the pavement network?
- What are the City’s current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next analysis period (typically 4 to 10 years)?
- What effect does the City’s existing funding have on the network condition and overall deferred maintenance²?
- What effect will other funding amounts have on the network condition and deferred maintenance?

To update the City’s PMP, NCE surveyed pavement condition in compliance with ASTM D6433³. Walking surveys were performed by one or two-person crews to record all pavement distresses. The surveys did not include non-pavement issues such as traffic, safety and street hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

After inspection, all survey data were entered into the City’s StreetSaver® database, and Pavement Condition Index (PCI) calculations were performed. NCE then reviewed and updated the City’s decision tree, including maintenance and rehabilitation (M&R) strategies and treatment unit costs, analyzed the budget needs, and modeled 5 budget scenarios for the street network.

1.1 Purpose

The purpose of this report is to provide a comprehensive understanding of the overall pavement condition and facilitate effective planning and maintenance strategies for the City. The report assists policymakers in decision-making by showing the impacts of different funding strategies on the City’s streets over the next 10 years. It also assists the City with identifying M&R priorities specific to the City’s needs and highlights options for improving the current PCI. These options are developed by conducting "what-if" analyses using StreetSaver® software.

¹ AASHTO *Guidelines for Pavement Management Systems*. (Washington, DC: American Association of State Highway and Transportation Officials, 1990).

² Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.

³ ASTM. *ASTM D6433. Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys*. (West Conshohocken, PA: ASTM International, 2023), astm.org.



2 Network Summary

The City is responsible for maintaining approximately 13.5 centerline miles of pavement, which includes 5.4 centerline miles of collectors and 8.1 miles of residential streets. The City does not have any arterials to maintain. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 3 gravel sections with a total length of 0.38 miles and 2 Non-County Roads (NCR) sections with a total length of 0.61 miles that were not surveyed and were not considered in the following pavement needs or budget analysis. Table 1 summarizes the street network by functional class. Appendix A lists all the streets within the network, providing details such as the street name, beginning and ending cross streets, surface type, functional classification, inspection date, and the inspected PCI.

Table 1. Network Summary Statistics by Functional Class.

Functional Class	Centerline Mileage	Percent Area	Weighted Average PCI ¹	Condition
Collector	5.4	43.4%	39	Poor
Residential	8.1	56.6%	31	Poor
Total	13.5	100.0%	34	Poor
Gravel	0.4	-	-	-
NCR	0.6	-	-	-

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

Street pavements are one of the City’s most valuable assets. The total street network replacement cost is estimated to be approximately \$35.9 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. The replacement cost is calculated by multiplying the total pavement area by the unit cost of reconstruction of the pavement structure. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.



3 Pavement Condition

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 street in very poor condition will have a PCI of 24 or less. Pavement conditions are primarily affected by climate, traffic loads and volumes, construction materials, and age. For asphalt pavement, distress might include:

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

The photographs in Figure 1 illustrate examples of asphalt concrete streets with different PCI ranges.



Figure 1. Examples of Streets with Different PCIs.



Pavement Condition

The definitions of the pavement condition categories and PCI ranges are shown in Table 2. These are the PCI “breakpoints” in StreetSaver®.

Table 2. Pavement Condition Categories.

Condition Category	PCI Range	Description
Good	70 – 100	Pavements with minimal surface distress that may include some hairline longitudinal/transverse cracks and/or weathering. The pavement structure is sound, and minor oxidation may occur.
Fair	50 – 69	Pavements with significant distress that is predominantly non-load-related, such as longitudinal/transverse cracks, bleeding, block cracking, weathering, raveling, etc. The pavement structure is sound, and some oxidation has occurred.
Poor	25 – 49	Pavements with moderate to severe surface distresses. Extensive weathering or raveling, block cracking, and load-related distresses such as alligator cracking, rutting, and potholes may occur.
Very Poor	0 – 24	Pavements with severe weather-related distress and large quantities of load-related distress. These pavements are nearing the end of their service life.

3.1 City’s Current Pavement Condition

The City’s inspected overall weighted average PCI for the network is 34, which places the overall street network pavement condition in the “Poor” category. Figure 2 shows the PCIs for streets with different functional classifications. Street condition assessments by functional class indicate that more than half of the pavement network is in “Very Poor” condition with 16.0% in “Good”, 10.0% in “Fair” and 19.8% in “Poor”.

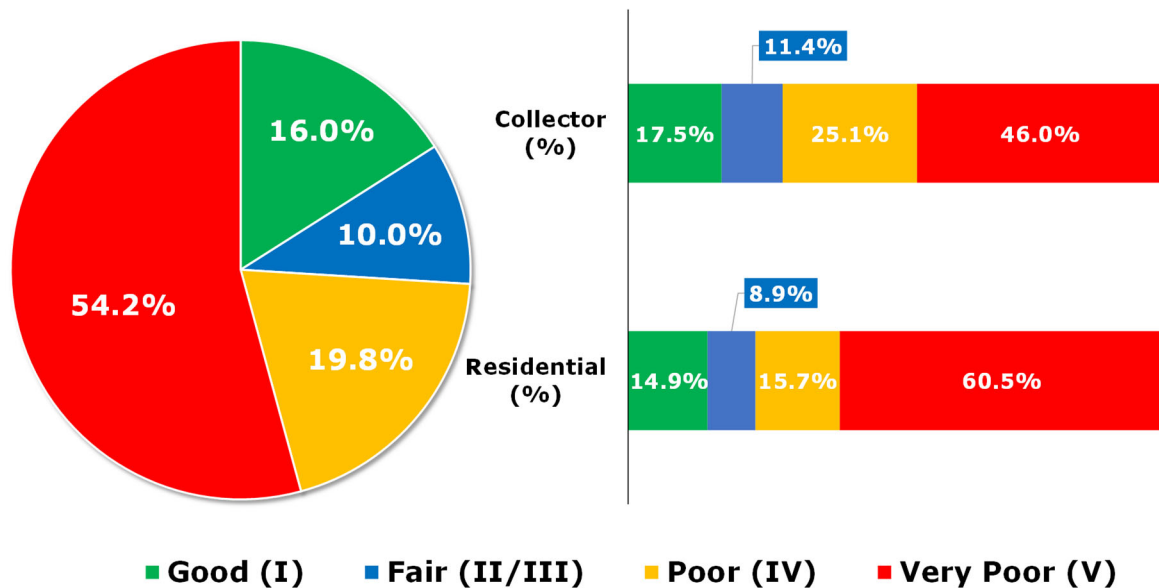


Figure 2. Street Network Percent Pavement Area by Condition Category.



3.2 PCI Comparison with Neighboring Agencies

Figure 3 shows the City’s average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2022 California Statewide Local Streets and Roads Needs Assessment⁴. The City’s PCI of 34 positions the City 31 points below the 2022 statewide average of 65.

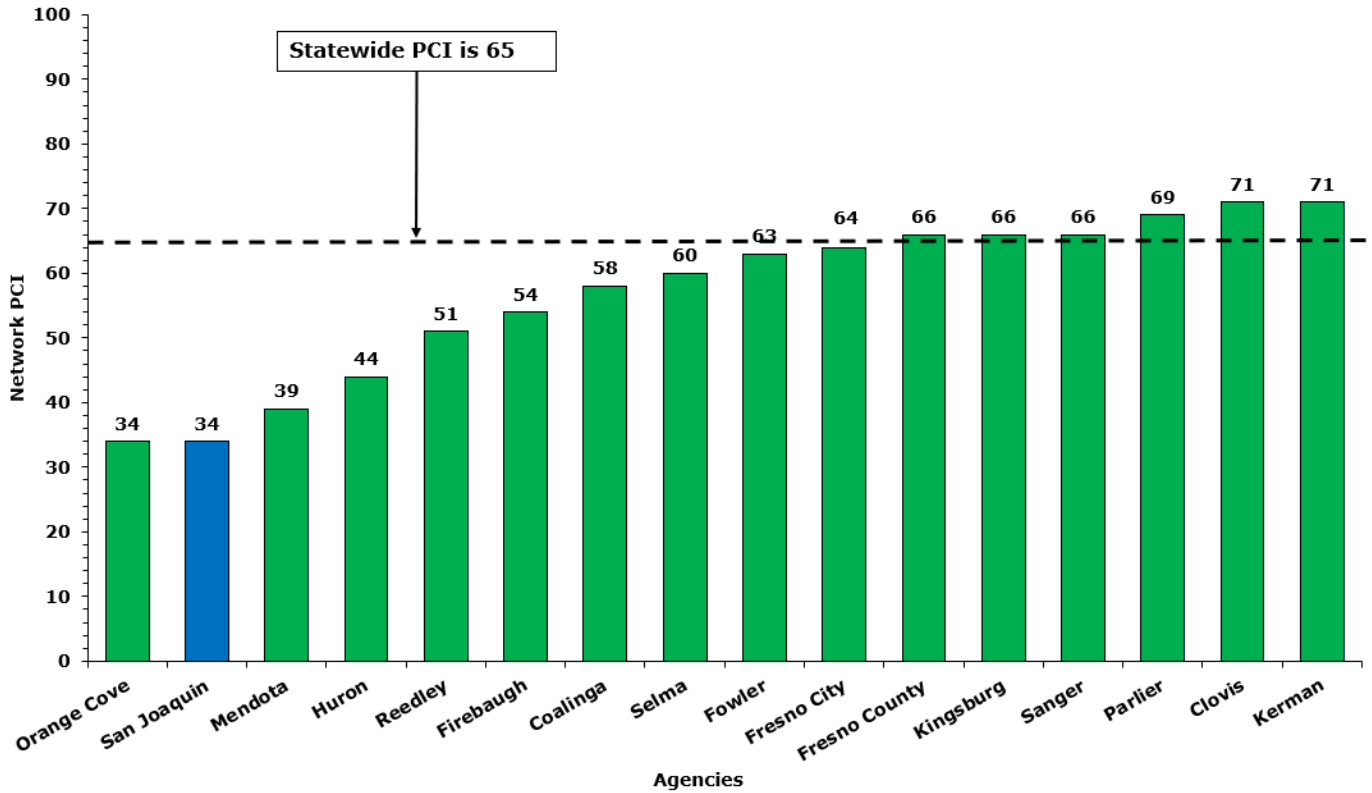


Figure 3. Network PCI for Different Agencies.

⁴ “California Statewide Local Streets and Roads Needs Assessment 2022 Update”. Nichols Consulting Engineers, Chtd., CA, 2022.



4 Maintenance and Rehabilitation Strategies

In general, surface treatments such as crack seals or slurry seals are used when the pavements are in “Fair” to “Good” condition. This type of treatment is usually considered “preventive maintenance”. When the pavement condition deteriorates to lower levels, overlays and full-depth structure replacements must be performed. These are considered “rehabilitation” or “reconstruction”. In addition, base repairs for more localized distresses are commonly done in preparation for overlay and slurry seal treatments.

Based on a discussion with City staff, a detailed M&R decision tree was prepared and is included in Appendix B. Figure 4 presents the decision tree of collectors. This determined the most effective and realistic treatments for each group of streets by functional class and condition category.

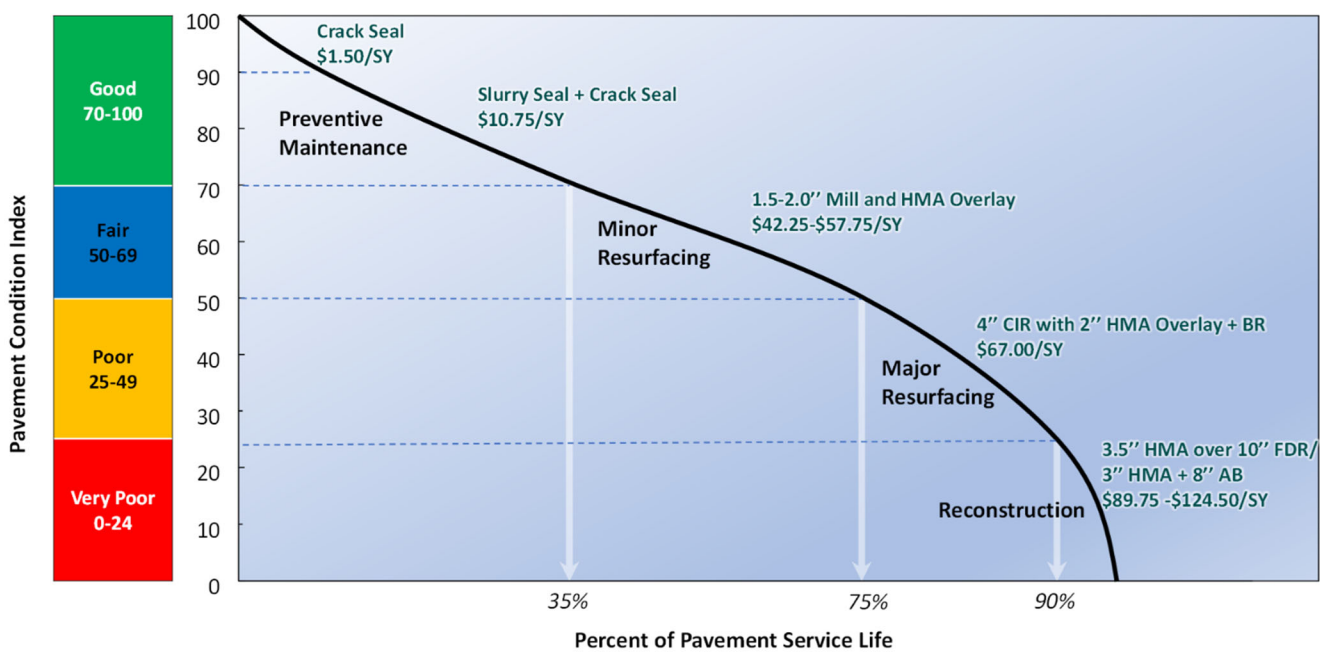


Figure 4. Costs⁵ of Maintaining Collectors over their Service Lives.

Figure 4 illustrates how costs of pavement treatment increase as pavement conditions decrease over time. The dollar amounts shown in Figure 4 are based on recent bids received from the agencies under Fresno COG and illustrate that it costs much less to maintain streets in good condition than to repair failed streets. By letting pavements deteriorate, streets that once cost about \$10.75 per square yard to treat with slurry seal may, in a few years, cost about \$124.5 per square yard to reconstruct. Note that a slurry seal can be applied on approximately 12 times as many lane miles as those requiring reconstruction for pavements in failed condition.

Because of this, a key pavement management repair strategy is to keep streets in “Good” to “Fair” condition from deteriorating. This is particularly true for streets in the “Fair” range since pavement deterioration will accelerate if left untreated. Pavements in “Fair” condition show some distress and require more than preventive maintenance. At this point, a well-designed pavement will have reached between 35 and 50 percent of its life, a

⁵ In addition to the contractor’s prices, unit costs are loaded to include staff time, design, construction management, contingencies, and non-asphalt concrete related work.



Maintenance and Rehabilitation Strategies

thin overlay (1.5 to 2.0”) would be required to bring its condition back to “Good.” For pavements in the “Poor” category, approximately 30 percent of service life is left, and a thicker grind with overlay (4.0 inches) would be required to bring its condition back to “Good”. Pavements in “Very Poor” condition are near the ends of their service lives and often exhibit severe forms of distress such as potholes, rutting, and extensive cracking. At this stage, reconstruction is typically required. In general, collectors are expected to have a service life of approximately 25 years, while residential streets are expected to have a service life exceeding 30 years.



5 Budget Analysis

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that first eliminate deferred maintenance and then preserve the network with ongoing preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

5.1 Budget Needs

The first step in developing a cost-effective strategy is to determine, assuming an unconstrained budget, the total maintenance budget “needs” of the network, i.e., the funding required for every street in the network to reach optimal conditions based on the policy established in the decision tree. For the City, the cost of treatment(s) over the analysis period was calculated by multiplying unit costs by pavement section area at an annual inflation rate of 3.0 percent over a 10-year analysis period.

The budget needs are estimated to be approximately \$26.0 million by the end of FY 33/34. Of the total budget needs, approximately \$21.6 million (83.0 percent) would be devoted to rehabilitation, while the rest would be allocated for preventive maintenance. If the City follows this “ideal” strategy, the average network PCI will increase to 86 by FY 33/34. Table 3 below shows the impacts of expenditures on the PCI, assuming an front-loaded unconstrained budget. Appendix C presents the following information regarding the budget needs: projected PCI, cost summary, and a summary of the preventive and rehabilitation maintenance treatments.

Table 3. Budget Needs.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
Total Budget Needs (\$M)	NA	21.3	0.3	0.0	0.2	0.1	0.2	0.1	3.3	0.3	0.2	26.0
Rehabilitation (\$M)	NA	21.2	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	21.6
Preventive Maintenance (\$M)	NA	0.1	0.0	0.0	0.1	0.1	0.2	0.1	3.3	0.3	0.2	4.4
Treated PCI	34	97	91	89	88	87	86	84	89	88	86	NA
Untreated PCI	34	66	30	26	24	22	21	20	19	17	16	NA



5.2 Budget Scenarios

Having determined the street network's maintenance needs, the next step in developing a cost-effective M&R strategy is to generate several alternative budgets and analyze “what-if” scenarios. By examining the impacts of budget scenarios, the advantages and disadvantages of the 5 funding levels and maintenance strategies can be illustrated.

The budgeted amounts for the 5 scenarios (noted below) include an inflation factor of 3.0 percent over a 10-year analysis period. They also include paving and non-paving costs, staff time, design, construction management, and contingencies:

- Scenario 1: City's Current Budget (\$200.0K/year)
- Scenario 2: Maintain Inspected PCI of 34 (\$640.0K/year)
- Scenario 3: Improve PCI to 50 by FY 33/34 (\$1.3M/year)
- Scenario 4: Improve PCI to 65 by FY 33/34 (\$1.8M/year)
- Scenario 5: Improve PCI to 70 by FY 33/34 (\$2.0M/year))

The detailed results of the budget scenarios are provided in Appendix D and the PCI conditions after treatment in FY 33/34 for each scenario are presented in Appendix F.



Budget Analysis

5.2.1 Scenario 1: City’s Current Budget (\$200.0K/year)

At the City’s anticipated budget of \$200.0 thousand every year, the network PCI will decrease from 34 to 21 by FY 33/34. By the end of the analysis period, 20.8 percent of the network will be in “Good” condition, 2.3 percent will be in “Fair”, 6.4 percent will be in “Poor” conditions, and 70.5 percent will be in “Very Poor” condition. The deferred maintenance cost will increase from \$21.3 million to \$30.6 million by FY 33/34. Table 4 and Figure 5 show the outcomes under this scenario. A list of sections selected for treatment is provided in Appendix E.

Table 4. Cost Summary for Scenario 1.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
City’s Budget (\$M)	N/A	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	2.0
Deferred Maintenance (\$M)	21.3	21.1	22.5	23.5	24.3	25.5	27.1	28.0	28.9	29.7	30.6	N/A
Network PCI	34	34	30	28	26	25	24	23	22	21	21	N/A

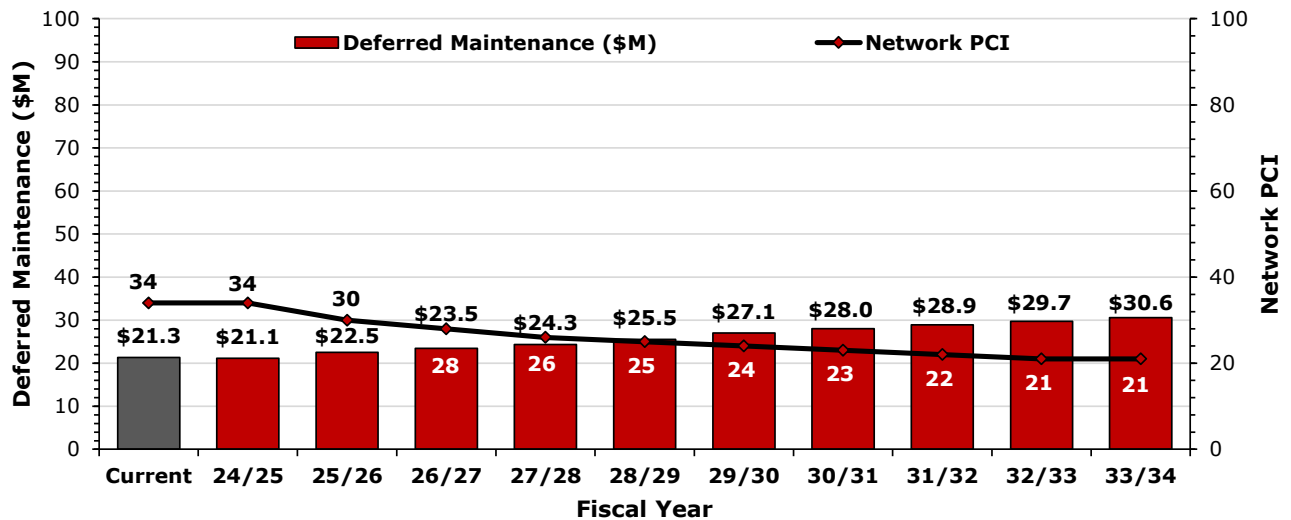


Figure 5. PCI versus Deferred Maintenance for Scenario 1.



Budget Analysis

5.2.2 Scenario 2: Maintain Inspected PCI of 34 (\$640.0K/year)

In this scenario, the goal is to maintain PCI of 34 for the network by the end of FY 33/34. As shown in Table 5 and Figure 6 for Scenario 2, the estimated financial commitment required to accomplish this goal is \$6.5 million over 10 years. As a result, the deferred maintenance cost will increase to \$24.4 million by FY 33/34. In this scenario, 38.7 percent of the network will be in “Good” condition. While no streets will be in the “Fair” and “Poor” conditions, more than half of the network will be in “Very Poor” condition by the end of the analysis period. A list of sections selected for treatment is provided in Appendix E.

Table 5. Cost Summary for Scenario 2.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
City’s Budget (\$M)	N/A	0.3	1.6	1.2	0.7	0.5	0.6	0.5	0.3	0.4	0.4	6.5
Deferred Maintenance (\$M)	21.3	21.0	20.9	20.8	21.1	21.6	22.1	22.5	23.0	23.8	24.4	N/A
Network PCI	34	34	34	34	34	34	34	34	34	34	34	N/A

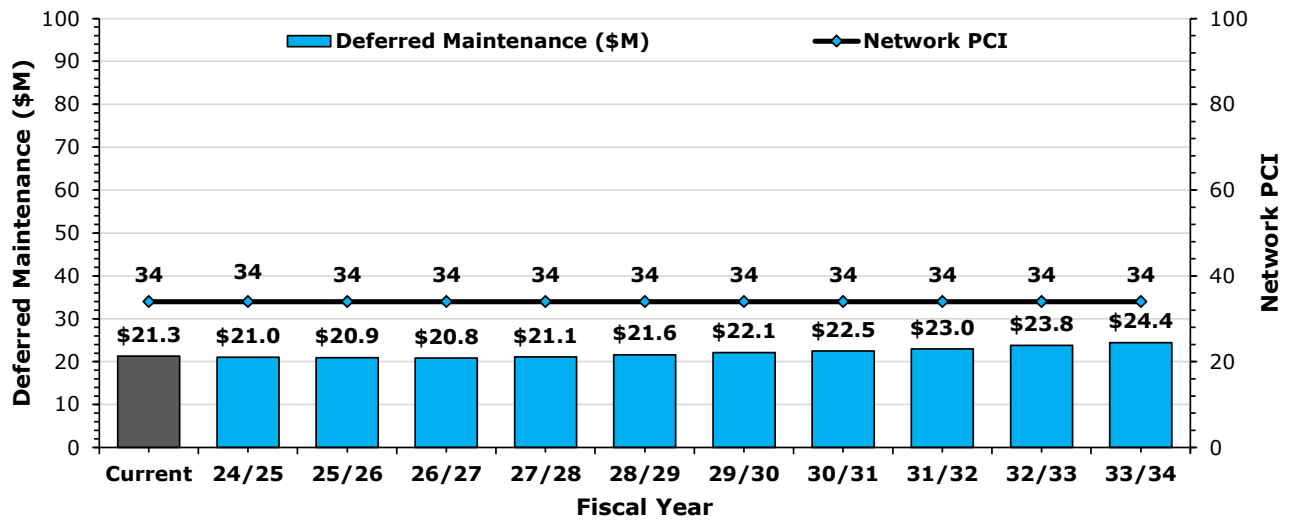


Figure 6. PCI versus Deferred Maintenance for Scenario 2.



Budget Analysis

5.2.3 Scenario 3: Improve PCI to 50 by FY 33/34 (\$1.3M/year)

This scenario aims to improve the City’s overall network PCI to 50 by the end of FY 33/34. As shown in Table 6 and Figure 7, the estimated financial commitment required to accomplish this goal is \$12.5 million over 10 years. Scenario 3 allocates 4.0 percent of the budget towards preventive maintenance (“Good” condition), resulting in deferred maintenance costs decreasing to \$17.8 million by FY 33/34. In this scenario, 57.0 percent of the network will be in “Good” condition with 61.3 percent in “Very Poor” condition at the end of the 10-year period. There will be no streets in “Fair” or “Poor” conditions. Appendix E shows the sections selected for treatment for this scenario. A list of sections selected for treatment is provided in Appendix E.

Table 6. Cost Summary for Scenario 3.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
City’s Budget (\$M)	N/A	0.3	1.9	1.9	1.1	1.1	1.4	1.2	0.9	1.6	1.1	12.5
Deferred Maintenance (\$M)	21.0	20.6	19.7	19.6	19.4	19.1	18.7	18.4	18.0	17.8	N/A	21.0
Network PCI	34	34	35	37	39	40	42	44	46	48	50	N/A

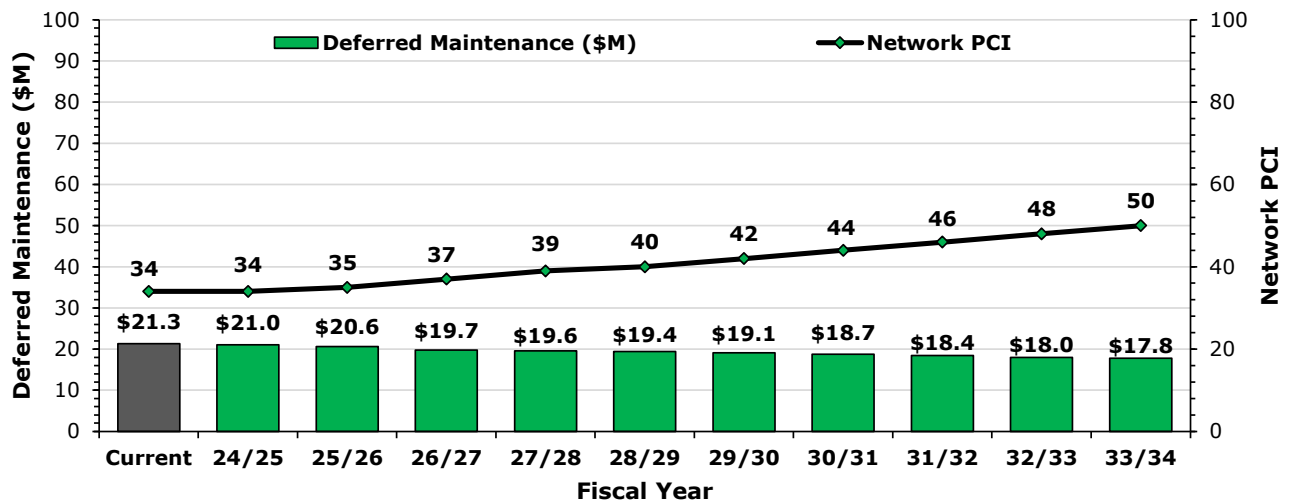


Figure 7. PCI versus Deferred Maintenance for Scenario 3.



5.2.4 Scenario 4: Improve PCI to 65 by FY 33/34 (\$1.8M/year)

This scenario aims to improve the City’s overall network PCI to 65 (Statewide Average) by the end of FY 33/34. As shown in Table 7 and Figure 8, the estimated financial commitment required to accomplish this goal is \$18.3 million over 10 years. Scenario 3 allocates an average of 11.5 percent of the budget towards preventive maintenance (“Good” condition), resulting in deferred maintenance costs decreasing to \$11.7 million by FY 33/34. In this scenario, 73.5 percent of the network will be in “Good” condition with 26.5 percent in “Very Poor” condition at the end of the 10-year period. There will be no streets in “Fair” or “Poor” conditions.

Table 7. Cost Summary for Scenario 4.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
City’s Budget (\$M)	N/A	0.6	2.7	2.2	2.2	1.9	2.0	1.6	1.9	1.9	1.3	18.3
Deferred Maintenance (\$M)	21.3	20.7	19.6	18.4	17.1	16.1	15.0	14.4	13.2	12.2	11.7	N/A
Network PCI	34	35	38	42	46	50	53	56	60	63	65	N/A

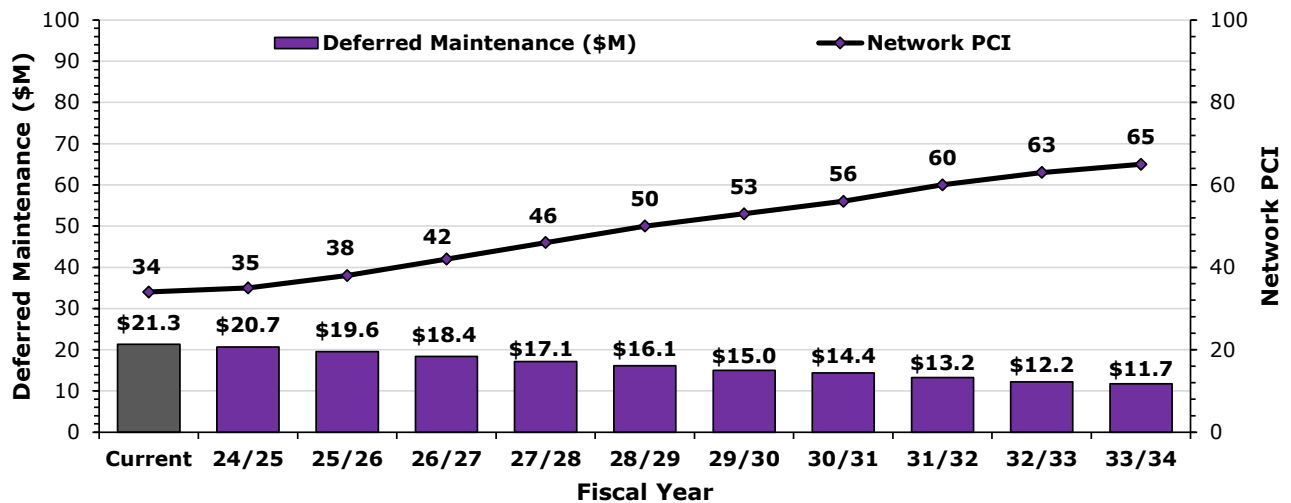


Figure 8. PCI versus Deferred Maintenance for Scenario 4.



Budget Analysis

5.2.5 Scenario 5: Improve PCI to 70 by FY 33/34 (\$2.0M/year)

This scenario assumes the City will increase. In this scenario, roughly \$16.5 million of the budget is allocated to rehabilitation, and the deferred maintenance cost would be reduced to \$9.6 million by FY 33/34. In this scenario, 79.3 percent of the network will be in “Good” condition, with 20.7 percent in “Very Poor” condition at the end of the 10-year period. There will be no streets in “Fair” or “Poor” conditions.

Table 8. Cost Summary for Scenario 5.

Fiscal Year	Current	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	Total
City's Budget (\$M)	N/A	0.6	2.7	2.2	2.1	1.9	2.0	1.1	2.5	2.4	2.9	20.4
Deferred Maintenance (\$M)	21.3	20.7	19.6	18.4	17.2	16.2	15.1	14.9	13.2	11.7	9.6	N/A
Network PCI	34	35	38	42	46	49	53	55	60	65	70	N/A

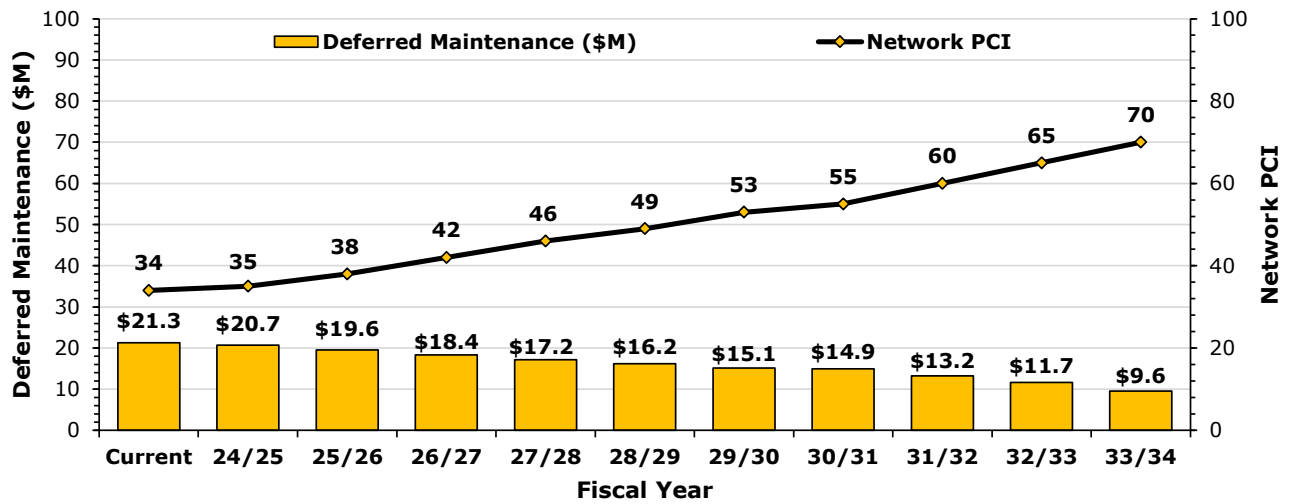


Figure 9. PCI versus Deferred Maintenance for Scenario 5.



5.3 Scenario Summary and Comparisons

Scenario 1: City’s Current Budget (\$200.0K/year) – The network PCI is projected to decrease from 34 to 21 by the end of the 10-year analysis period. The cost of deferred maintenance⁶ will increase from \$21.3 million to \$30.6 million by FY 33/34.

Scenario 2: Maintain Inspected PCI of 34 (\$640.0K/year) – This scenario assumes that the City will allocate \$640.0 thousand each year on average to maintain the PCI at 34 by the end of FY 33/34. This will cost \$6.5 million total over 10 years. Deferred maintenance costs will slightly increase from \$21.3 million to \$24.4 million by FY 33/34.

Scenario 3: Improve PCI to 50 by FY 33/35 (\$1.3M/year) – This scenario assumes that the City will increase the Network PCI to 50 by the end of FY 33/34 by spending \$1.3 million each year on average. This will cost a total of \$12.5 million over 10 years, decreasing the deferred maintenance from \$21.3 million to \$17.8 million by FY 33/34.

Scenario 4: Improve PCI to 65 by FY 33/34 (\$1.8M/year) – This scenario assumes that the City will increase the network PCI to 65, the statewide average. This will cost \$18.3 million total over 10 years. Deferred maintenance costs will be reduced to \$11.7 million by FY 33/34.

Scenario 5: Improve PCI to 70 by FY 33/34 (\$2.0M/year) – This scenario assumes that the City will increase the network PCI to 70, the Fresno COG goal. This will cost \$20.4 million total over 10 years. Deferred maintenance costs will be reduced to \$9.6 million by FY 33/34.

Table 9 summarizes each scenario and its corresponding 10-year budget, PCI, and deferred maintenance costs at the end of the analysis period. Appendix D shows the cost and network condition summary for each scenario, Appendix E shows the sections selected for treatment under existing budget and for the recommended scenarios, and Appendix F shows the current PCI conditions in FY24/25 and after treatment in FY 33/34 for each scenario.

Table 9. Budget Scenario Analysis Summary.

Scenario	Description	Cumulative 10-year Budget (\$M)	End of FY 33/34	
			Network PCI	Deferred Maintenance (\$M)
1	City’s Current Budget	2.0	21	30.6
2	Maintain Inspected PCI of 34	6.5	34	24.4
3	Improve PCI to 50 by 33/34	12.5	50	17.8
4	Improve PCI to 65 by FY 33/34	18.3	65	11.7
5	Improve PCI to 70 by FY 33/34	20.4	70	9.6

Figure 10 compares the annual changes in PCI under each budget scenario, and Figure 11 illustrates the associated annual changes in deferred maintenance under each budget scenario. Under Scenario 1, PCI is

⁶ Deferred maintenance refers to maintenance activities that were either not performed as scheduled or were postponed to a future period due to insufficient funding. This calculation encompasses costs associated with CICM (Construction Inspection and Construction Management), design, and contingencies.



Budget Analysis

projected to decrease by approximately 2 points per year. In contrast, under Scenarios 2, 3, 4, and 5, PCI either remains constant at its current level or increases by 3 or 4 points per year (Figure 10). For Scenarios 3 and 4, the PCI will increase to the Statewide Average PCI of 65, and to 70, the goal PCI of Fresno COG respectively. In addition, as seen in Figure 11, deferred maintenance is projected to increase by an average of \$1.0 million annually under Scenario 1, while for the other scenarios, it is projected to either remain the same (Scenarios 2 and 3) or decrease consistently (Scenarios 4 and 5).

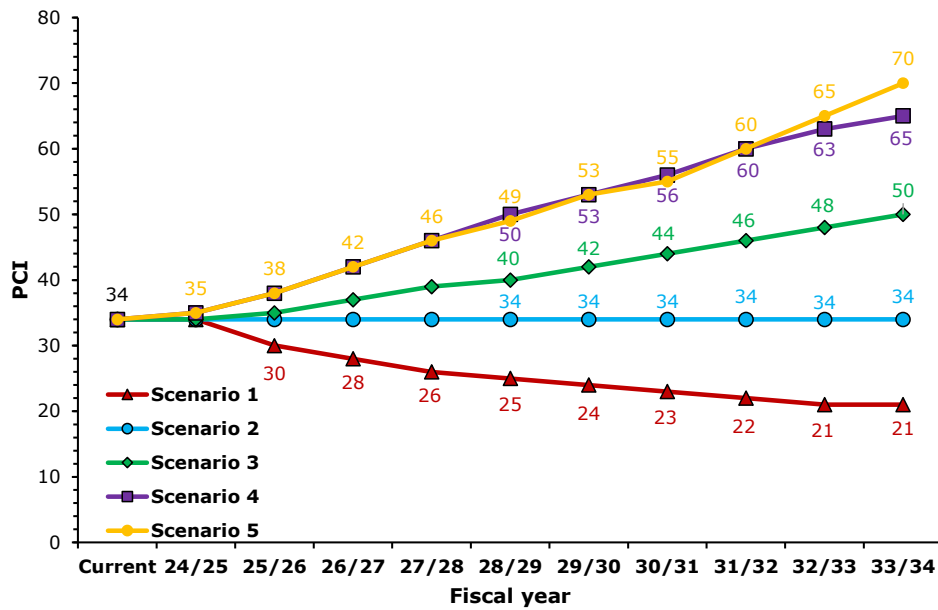


Figure 10. Comparison of Annual PCI by Scenario.

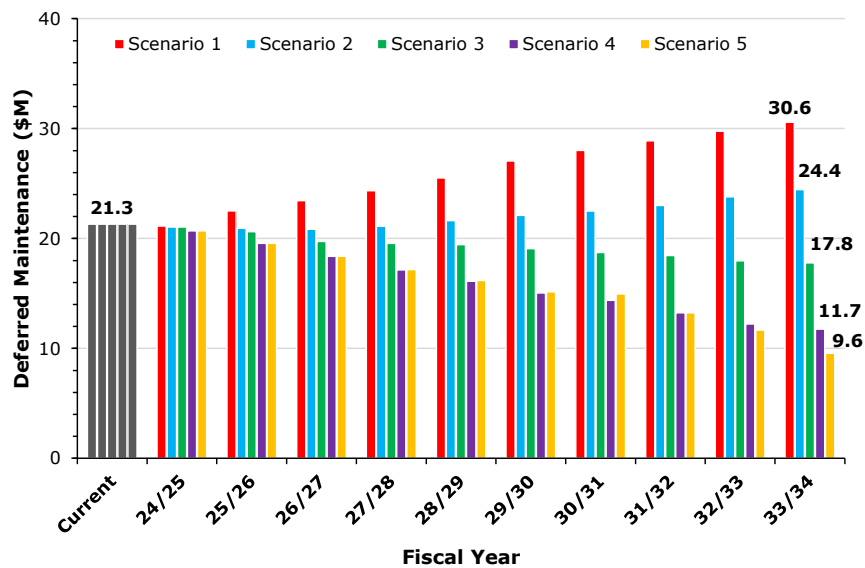


Figure 11. Comparison of Annual Deferred Maintenance by Scenario.



Budget Analysis

Figure 12 illustrates the percent change in pavement condition for each scenario at the end of FY 33/34. Scenarios 3, 4 and 5 will significantly increase the proportion of the network in the "Good" condition with no portion in the "Fair" and "Poor" conditions. In contrast, under Scenario 1, the proportion of the network in the "Good" condition will slightly increase, with a substantially increased portion of the "Very Poor" condition. As for Scenario 2, both portions of the network in "Good" and "Very Poor" conditions will increase compared to the current conditions. Appendix F shows maps of the PCI conditions for all the scenarios' results in FY 33/34, in addition to the current conditions in FY 24/25.

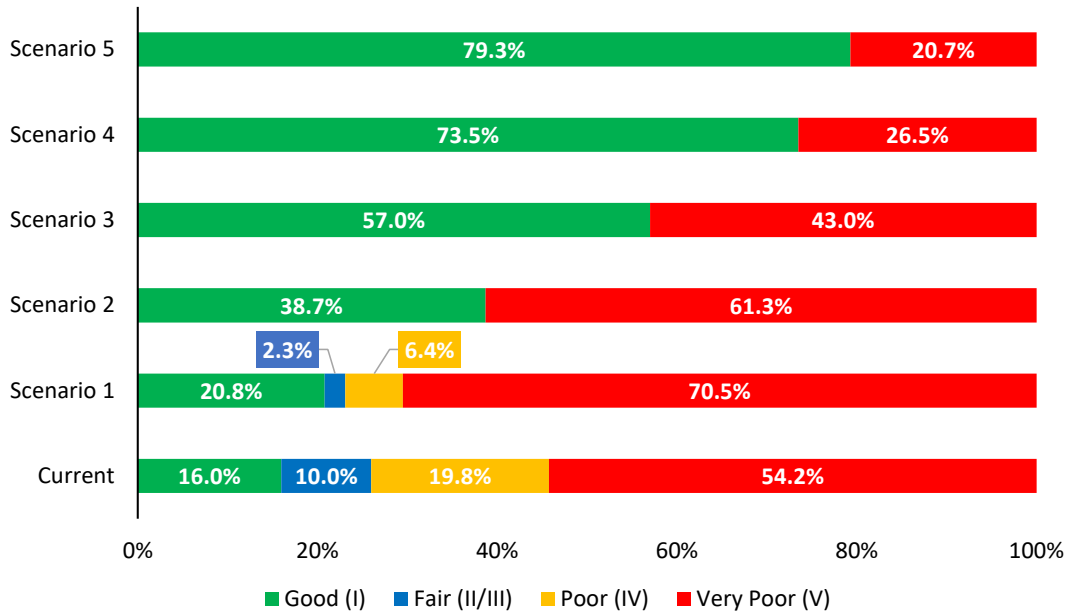


Figure 12. Comparison of Pavement Condition by FY 33/34 by Scenarios.

It is important to note that to improve the network condition and reduce the deferred maintenance, the City will need to increase the annual budget significantly. Scenarios 2, 3, 4 and 5 will require an average of \$440.0 thousand, \$1.1 million, \$1.6 million and \$1.8 million more every year, respectively, compared to Scenario 1.



6 Conclusions and Recommendations

The City of San Joaquin has made a substantial investment of \$35.9 million in its pavement network. Overall, the pavement network is in the “Poor” condition with a PCI of 34. The City’s existing budget (Scenario 1) of \$2.0 million over 10 years is expected to reduce the overall network PCI from 34 to 21. Under Scenario 2, PCI would remain at 34 by FY 33/34 with an investment of \$6.5 million. Under Scenario 3, PCI would increase to 50 by FY 33/34 with an investment of \$12.5 million. As for Scenario 4, PCI would increase to 65, the statewide PCI, by FY 33/34 with an investment of \$18.3 million. Finally, for Scenario 5, PCI would increase to 70 by FY 33/34 with an investment of \$20.4 million, reached the Fresno COG PCI goal.

6.1 Recommendations

NCE recommends that the City increase the funding level to improve the network condition and decrease deferred maintenance. Scenario 3 accomplishes both these objectives by increasing PCI from 34 to 50 and decreasing the current deferred maintenance from \$21.3 million to \$17.8 million by the end of FY 33/34. However, if the City determines that Scenario 3 is unrealistic to implement due to significant financial commitment, **NCE recommends that the City pursue Scenario 2 for first three years and then follow Scenario 3 to improve the PCI from “Poor” to “Fair” condition.** The sections selected for treatment for these scenarios are included in Appendix E. The City should consider the following which would help implement the recommended scenario:

1. **Additional Funding** – Actively pursue additional pavement funding sources to fill the gap between the City’s existing funding and Scenario 3. Here are some potential sources of funding the City can pursue:

Federal Funding Sources

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Demo-High Priority Projects Program
- Highway Bridge Program (HBP)

State Funding Sources

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- State Transportation Improvement Program (STIP)
- State SB1 Local Partnership Program (LPP)

Local/Regional Funding Sources

- General funds
- Local sales tax measures



Conclusions

- Transportation mitigation fees
2. **Pavement Maintenance Strategies** – Continue with a well-funded preventive maintenance program to preserve the good streets in “Fair” condition and rehabilitation projects to improve pavements in poor condition. This is necessary to maintain at least the portion of the street network in “Fair” condition and avoid increasing the deferred maintenance.
 3. **Inspection Strategies** – Monitor future pavement performance and ongoing maintenance needs by updating the required inventory of the City’s major streets (collectors) every 2 to 3 years at a minimum. NCE recommends that the City also inspect the residential street network every 4 to 5 years.
 4. **M&R Decision Tree** – Review and update the M&R treatment strategies and associated unit costs annually to reflect new construction techniques and costs so that the budget analysis results remain reliable and accurate.

Appendix A

Section Description Inventory – Average (Weighted by Area) PCI

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 (FC), 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 on the next page.

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
Functional Class	Functional Classification (C – Collector, R – Residential, O – Other/Alleyway, NCR – Non-County Road)
Surface Type	Surface Type (AC = Asphalt Concrete, AC/AC = Asphalt Concrete Overlay of existing Asphalt Concrete 8' 8")
Lanes	Number of lanes 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
PCI	Average Inspected PCI for the section
Condition Category	"Good" = PCI > 70, "Fair" = PCI > 50 & < 70, "Poor" = PCI > 25 & < 50, "Very Poor" = PCI < 25

Appendix A-1
Sections Listed By Name

Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
11TH	ELEVENTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	641	37	23,717	60	1/6/2025	Fair
11TH	ELEVENTH	0200	NEVADA AVE	CALIFORNIA AVE	R	AC	2	660	37	24,420	8	1/6/2025	Very Poor
12TH	TWELFTH	0100	COLORADO AVE	CALIFORNIA AVE	R	AC	2	1,349	37	49,913	11	1/6/2025	Very Poor
12TH	TWELFTH	0200	CALIFORNIA AVE	ARIZONA AVE	R	AC	2	637	37	23,569	26	1/6/2025	Poor
1ST	FIRST	0100	COLORADO AVE	550' N/O COLORADO AVE	R	AC	2	550	37	20,350	13	1/6/2025	Very Poor
1ST	FIRST	0200	550' N/O COLORADO AVE	ANNABELLA AVE	R	AC	2	180	37	6,660	54	1/6/2025	Fair
1ST CT	FIRST CT	0100	FIRST ST	CDS WEST	R	AC	2	240	36	8,640	27	1/6/2025	Poor
2ND	SECOND	0100	ANNABELLA AVE	ELM AVE	R	AC	2	509	36	18,324	51	1/6/2025	Fair
2ND CT	SECOND CT	0100	CDS WEST	SECOND ST	R	AC	2	114	40	4,560	58	1/6/2025	Fair
3RD	THIRD	0100	ANNABELLA AVE	382' N/O ANNABELLA AVE	R	AC	2	382	37	14,134	49	1/6/2025	Poor
3RD	THIRD	0200	382' N/O ANNABELLA AVE	CALIFORNIA AVE	R	AC	2	376	37	13,912	18	1/6/2025	Very Poor
4TH	FOURTH	0100	ANNABELLA AVE	NEVADA AVE	R	AC	2	255	32	8,160	15	1/6/2025	Very Poor
5TH	FIFTH	0100	COLORADO AVE	928' N/O COLORADO AVE	R	AC	2	928	35	32,480	13	1/6/2025	Very Poor
5TH	FIFTH	0200	928' N/O COLORADO AVE	CALIFORNIA AVE	R	AC	2	406	37	15,022	44	1/6/2025	Poor
6TH	SIXTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	656	35	22,960	13	1/20/2025	Very Poor
6TH	SIXTH	0200	NEVADA AVE	CALIFORNIA AVE	R	AC	2	684	37	25,308	5	1/6/2025	Very Poor
6TH	SIXTH	0300	CALIFORNIA AVE	NORTH END	R	AC	3	336	37	12,432	55	1/6/2025	Fair
7TH	SEVENTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	640	37	23,680	8	1/6/2025	Very Poor
8TH	EIGHTH	0100	COLORADO AVE	265' N/O COLORADO AVE	R	AC/AC	2	265	37	9,805	57	1/6/2025	Fair
8TH	EIGHTH	0150	265' N/O COLORADO AVE	NEVADA AVE	R	AC	2	372	37	13,764	13	1/6/2025	Very Poor
8TH	EIGHTH	0200	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	R	AC	2	333	37	12,321	44	1/6/2025	Poor
8TH	EIGHTH	0300	333' N/O CALIFORNIA AVE	NORTH END	R	AC	2	487	37	18,019	44	1/6/2025	Poor
9TH	NINTH	0100	PINE AVE	RAILROAD ST	R	AC	2	1,441	60	86,460	84	1/5/2025	Good
9TH	NINTH	0200	RAILROAD ST	290' E/O RAILROAD ST	R	AC/AC	2	290	62	17,980	84	1/5/2025	Good
9TH	NINTH	0250	290' E/O RAILROAD ST	COLORADO AVE	R	AC	2	139	62	8,618	13	1/5/2025	Very Poor
9TH	NINTH	0300	COLORADO AVE	CALIFORNIA AVE	R	AC	2	1,326	46	60,996	16	1/6/2025	Very Poor
9TH	NINTH	0400	CALIFORNIA AVE	PUNJAB	R	AC	2	396	37	14,652	39	1/6/2025	Poor
AMAN	AMAN	0100	PUNJAB	ARIZONA AVE	R	AC	2	390	33	12,870	49	1/6/2025	Poor
ANNAB	ANNABELLA	0100	ELM AVE	PAVEMENT CHANGE	R	AC	2	1,029	37	38,073	61	1/20/2025	Fair
ANNAB	ANNABELLA	0200	PAVEMENT CHANGE	FOURTH ST	R	AC	2	102	32	3,264	4	1/20/2025	Very Poor
ARIZONA	ARIZONA	0100	EIGHTH ST	MAIN ST	R	AC	2	761	37	28,157	34	1/20/2025	Poor
ARIZONA	ARIZONA	0200	MAIN ST	EAST END	R	AC	2	897	30	26,910	16	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0100	THRID ST	FIFTH ST	R	AC	2	656	48	31,488	45	1/6/2025	Poor
CALIFORNIA	CALIFORNIA	0200	FIFTH ST	EIGHTH ST	R	AC	2	1,160	46	53,360	9	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0300	EIGHTH ST	MAIN ST	R	AC	2	780	46	35,880	14	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0400	MAIN ST	ELEVENTH ST	R	AC	2	373	46	17,158	12	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0500	ELEVENTH ST	END	R	AC	2	536	46	24,656	28	1/6/2025	Poor
CHERRY	CHERRY	0100	WEST CITY LIMIT	SUTTER AVE	O	G	2	703	16	11,248	-	-	-
COLO CT	COLORADO CT	0100	COLORADO AVE	NORHT END	R	AC	2	176	32	5,632	56	1/6/2025	Fair
COLORADO	COLORADO	0100	SUTTER AVE	WIDTH CHANGE	C	AC	2	1,108	53	58,724	42	1/6/2025	Poor
COLORADO	COLORADO	0200	WIDTH CHANGE	FIFTH ST	C	AC	2	886	46	40,756	31	1/6/2025	Poor
COLORADO	COLORADO	0300	FIFTH ST	SIXTH ST	C	AC	2	365	46	16,790	14	1/6/2025	Very Poor
COLORADO	COLORADO	0400	SIXTH ST	NINTH ST	C	AC	2	1,173	52	60,996	49	1/6/2025	Poor
COLORADO	COLORADO	0500	NINTH ST	TWELFTH ST	C	AC	2	1,223	52	63,596	16	1/20/2025	Very Poor
COLORADO	COLORADO	0600	TWELFTH TH	MANNING AVE	C	AC	2	928	52	48,256	18	1/5/2025	Very Poor
COLORADO	COLORADO	0700	MANNING AVE	660' S/O MANNING AVE	C	AC/AC	2	660	42	27,720	35	1/5/2025	Poor
COLORADO	COLORADO	0750	660' S/O MANNING AVE	PLACER AVE	N	AC	2	993	42	41,706	100	1/5/2025	Good

City of San Joaquin
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Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
COLORADO	COLORADO	0800	PLACER AVE	SPRINGFIELD AVE	N	AC/AC	2	2,247	42	94,374	100	1/5/2025	Good
COLUSA	COLUSA	0100	SOUTH CITY LIMIT	WIDTH CHANGE	C	AC	2	743	30	22,290	19	1/6/2025	Very Poor
COLUSA	COLUSA	0200	WIDTH CHANGE	MANNING AVE WEST	C	AC	2	652	40	26,080	16	1/6/2025	Very Poor
DEEP	DEEP	0100	PUNJAB	ARIZONA AVE	R	AC	2	372	33	12,276	19	1/6/2025	Very Poor
DONNA	DONNA	0100	SOUTH END	MANNING AVE WEST	R	AC	2	659	37	24,383	60	1/6/2025	Fair
ELM	ELM	0100	COLORADO AVE	PAVEMENT CHANGE	R	AC	2	775	48	37,200	77	1/6/2025	Good
ELM	ELM	0200	PAVEMENT CHANGE	THIRD ST	R	AC	2	1,101	30	33,030	5	1/6/2025	Very Poor
IDAHO	IDAHO	0100	PINE AVE	NINTH AVE	R	AC	2	886	36	31,896	7	1/6/2025	Very Poor
IDAHO	IDAHO	0200	NINTH ST	MAIN ST	R	AC	2	850	36	30,600	5	1/6/2025	Very Poor
IDAHO	IDAHO	0300	MAIN ST	MANNING AVE WEST	R	AC	2	310	36	11,160	11	1/6/2025	Very Poor
KAREN	KAREN	0100	DONNA	COLUSA ST	R	AC	2	519	37	19,203	14	1/6/2025	Very Poor
MAIN	MAIN ST	0100	MANNING AVE	RR TRACKS	C	AC	2	1,130	60	67,800	75	1/6/2025	Good
MAIN	MAIN ST	0200	RR TRACKS	CALIFORNIA AVE	C	AC	2	1,534	66	101,244	67	1/6/2025	Fair
MAIN	MAIN ST	0300	CALIFORNIA AVE	164' N/O ARIZONA AVE	C	AC	2	848	64	54,272	25	1/6/2025	Poor
MAIN	MAIN ST	0400	164' N/O ARIZONA AVE	ELM/PLACER AVE	C	AC	2	1,544	37	57,128	95	1/6/2025	Good
MANNING	MANNING	0100	CITY LIMIT WEST	SUTTER AVE	C	AC	2	710	53	37,630	9	1/6/2025	Very Poor
MANNING	MANNING	0200	SUTTER AVE	PINE AVE	C	AC	2	1,401	30	42,030	80	1/6/2025	Good
MANNING	MANNING	0300	PINE ST	DONNA ST	C	AC	2	1,056	38	40,128	17	1/6/2025	Very Poor
MANNING	MANNING	0400	DONNA ST	IDAHO AVE	C	AC/AC	2	1,056	62	65,472	14	1/6/2025	Very Poor
MANNING	MANNING	0450	IDAHO AVE	RAILROAD ST	C	AC	2	528	62	32,736	9	1/6/2025	Very Poor
MANNING	MANNING	0500	RAILROAD ST	COLORADO AVE	C	AC	2	648	37	23,976	9	1/6/2025	Very Poor
MANNING	MANNING	0600	COLORADO AVE	WIDTH CHANGE	C	AC	2	718	54	38,772	61	1/6/2025	Fair
MANNING	MANNING	0700	WIDTH CHANGE	PLACER AVE	C	AC	2	606	32	19,392	9	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0100	THIRD ST	260' E/O THIRD ST	R	AC	2	260	37	9,620	4	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0200	260' E/O THIRD ST	FIFTH ST	R	AC	2	341	32	10,912	6	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0300	FIFTH ST	591' S/O FIFTH ST	R	AC	2	591	50	29,550	97	1/6/2025	Good
NEVADA	NEVADA AVE	0400	591' S/O FIFTH ST	1091' S/O FIFTH ST	R	AC	2	500	46	23,000	4	1/7/2025	Very Poor
NEVADA	NEVADA AVE	0450	1091' S/O FIFTH ST	NINTH ST	R	AC/AC	2	433	46	19,918	10	1/7/2025	Very Poor
NEVADA	NEVADA AVE	0500	NINTH ST	MAIN ST	R	AC	2	371	50	18,550	17	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0600	MAIN ST	TWELFTH ST	R	AC	2	752	53	39,856	10	1/6/2025	Very Poor
OREGON	OREGON	0100	PINE ST	NINTH ST	R	AC	2	556	37	20,572	20	1/6/2025	Very Poor
OREGON	OREGON	0200	NINTH ST	MANNING AVE WEST	R	AC	2	826	37	30,562	98	1/6/2025	Good
ORLANDO	ORLANDO	0100	CALIFORNIA AVE	CDS NORTH	R	AC	2	202	37	7,474	95	1/6/2025	Good
PINE	PINE	0100	MANNING AVE WEST	OREGON AVE	R	AC/AC	2	934	30	28,020	9	1/5/2025	Very Poor
PINE	PINE	0200	OREGON AVE	RAILROAD ST	R	AC	2	1,035	30	31,050	7	1/5/2025	Very Poor
PLACER	PLACER AVE	0100	MANNING AVE WEST	PARLIER AVE	C	AC	2	2,652	25	66,300	34	1/6/2025	Poor
PLACER	PLACER AVE	0200	PARLIER AVE	MAIN ST	C	AC	2	1,410	25	35,250	21	1/6/2025	Very Poor
PUNJAB	PUNJAB	0100	NINTH ST	MAIN ST	R	AC	2	513	37	18,981	3	1/6/2025	Very Poor
PUNJAB	PUNJAB	0200	MAIN ST	AMAN ST	R	AC	2	520	33	17,160	5	1/6/2025	Very Poor
RAILROAD	RAILROAD	0100	MANNING AVE	MAIN ST	R	AC	2	1,101	40	44,040	8	1/5/2025	Very Poor
RAILROAD	RAILROAD	0200	MAIN ST	NINTH ST	R	AC	2	512	40	20,480	12	1/5/2025	Very Poor
RAILROAD	RAILROAD	0300	NINTH ST	PINE AVE	R	AC	2	1,246	40	49,840	20	1/5/2025	Very Poor
RAILROAD	RAILROAD	0400	PINE AVE	710' N/O PINE	R	AC	2	710	26	18,460	35	1/6/2025	Poor
RAILROAD	RAILROAD	0500	710' N/O PINE	SUTTER AVE	R	G	2	1,138	26	29,588	-	-	-
SPRINGF	SPRINGFIELD	0100	CITY LIMIT WEST	PLACER AVE	R	AC	2	1,385	18	24,930	17	1/20/2025	Very Poor
SPRINGF	SPRINGFIELD	0200	PLACER AVE	COLORADO AVE	R	AC	2	1,628	18	29,304	100	1/20/2025	Good
SUTTER	SUTTER	0100	CHERRY LN	MANNING AVE	C	AC	2	1,335	36	48,060	100	1/20/2025	Good

Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
SUTTER	SUTTER	0200	MANNING AVE	PARLIER AVE	C	AC	2	2,659	36	95,724	22	1/20/2025	Very Poor
SUTTER	SUTTER	0300	PARLIER AVE	COLORADO AVE	C	AC	2	1,101	36	39,636	13	1/20/2025	Very Poor
SUTTER	SUTTER	0400	COLORADO AVE	CITY LIMIT NORTH	R	G	2	190	20	3,800	-	-	-
UTAH	UTAH	0100	PINE AVE	NINETH ST	R	AC	2	228	37	8,436	29	1/6/2025	Poor
UTAH	UTAH	0200	NINTH ST	MANNING AVE WEST	R	AC	2	406	37	15,022	11	1/6/2025	Very Poor
WHITE	WHITE	0100	THIRD ST	FIFTH ST	R	AC	2	592	37	21,904	28	1/6/2025	Poor

Appendix A-2
Sections Listed by PCI

Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
COLORADO	COLORADO	0750	660' S/O MANNING AVE	PLACER AVE	N	AC	2	993	42	41,706	100	1/5/2025	Good
COLORADO	COLORADO	0800	PLACER AVE	SPRINGFIELD AVE	N	AC/AC	2	2,247	42	94,374	100	1/5/2025	Good
SPRINGF	SPRINGFIELD	0200	PLACER AVE	COLORADO AVE	R	AC	2	1,628	18	29,304	100	1/20/2025	Good
SUTTER	SUTTER	0100	CHERRY LN	MANNING AVE	C	AC	2	1,335	36	48,060	100	1/20/2025	Good
OREGON	OREGON	0200	NINTH ST	MANNING AVE WEST	R	AC	2	826	37	30,562	98	1/6/2025	Good
NEVADA	NEVADA AVE	0300	FIFTH ST	591' S/O FIFTH ST	R	AC	2	591	50	29,550	97	1/6/2025	Good
MAIN	MAIN ST	0400	164' N/O ARIZONA AVE	ELM/PLACER AVE	C	AC	2	1,544	37	57,128	95	1/6/2025	Good
ORLANDO	ORLANDO	0100	CALIFORNIA AVE	CDS NORTH	R	AC	2	202	37	7,474	95	1/6/2025	Good
9TH	NINTH	0100	PINE AVE	RAILROAD ST	R	AC	2	1,441	60	86,460	84	1/5/2025	Good
9TH	NINTH	0200	RAILROAD ST	290' E/O RAILROAD ST	R	AC/AC	2	290	62	17,980	84	1/5/2025	Good
MANNING	MANNING	0200	SUTTER AVE	PINE AVE	C	AC	2	1,401	30	42,030	80	1/6/2025	Good
ELM	ELM	0100	COLORADO AVE	PAVEMENT CHANGE	R	AC	2	775	48	37,200	77	1/6/2025	Good
MAIN	MAIN ST	0100	MANNING AVE	RR TRACKS	C	AC	2	1,130	60	67,800	75	1/6/2025	Good
MAIN	MAIN ST	0200	RR TRACKS	CALIFORNIA AVE	C	AC	2	1,534	66	101,244	67	1/6/2025	Fair
ANNAB	ANNABELLA	0100	ELM AVE	PAVEMENT CHANGE	R	AC	2	1,029	37	38,073	61	1/20/2025	Fair
MANNING	MANNING	0600	COLORADO AVE	WIDTH CHANGE	C	AC	2	718	54	38,772	61	1/6/2025	Fair
11TH	ELEVENTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	641	37	23,717	60	1/6/2025	Fair
DONNA	DONNA	0100	SOUTH END	MANNING AVE WEST	R	AC	2	659	37	24,383	60	1/6/2025	Fair
2ND CT	SECOND CT	0100	CDS WEST	SECOND ST	R	AC	2	114	40	4,560	58	1/6/2025	Fair
8TH	EIGHTH	0100	COLORADO AVE	265' N/O COLORADO AVE	R	AC/AC	2	265	37	9,805	57	1/6/2025	Fair
COLO CT	COLORADO CT	0100	COLORADO AVE	NORHT END	R	AC	2	176	32	5,632	56	1/6/2025	Fair
6TH	SIXTH	0300	CALIFORNIA AVE	NORTH END	R	AC	3	336	37	12,432	55	1/6/2025	Fair
1ST	FIRST	0200	550' N/O COLORADO AVE	ANNABELLA AVE	R	AC	2	180	37	6,660	54	1/6/2025	Fair
2ND	SECOND	0100	ANNABELLA AVE	ELM AVE	R	AC	2	509	36	18,324	51	1/6/2025	Fair
3RD	THIRD	0100	ANNABELLA AVE	382' N/O ANNABELLA AVE	R	AC	2	382	37	14,134	49	1/6/2025	Poor
AMAN	AMAN	0100	PUNJAB	ARIZONA AVE	R	AC	2	390	33	12,870	49	1/6/2025	Poor
COLORADO	COLORADO	0400	SIXTH ST	NINTH ST	C	AC	2	1,173	52	60,996	49	1/6/2025	Poor
CALIFORNIA	CALIFORNIA	0100	THRID ST	FIFTH ST	R	AC	2	656	48	31,488	45	1/6/2025	Poor
5TH	FIFTH	0200	928' N/O COLORADO AVE	CALIFORNIA AVE	R	AC	2	406	37	15,022	44	1/6/2025	Poor
8TH	EIGHTH	0200	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	R	AC	2	333	37	12,321	44	1/6/2025	Poor
8TH	EIGHTH	0300	333' N/O CALIFORNIA AVE	NORTH END	R	AC	2	487	37	18,019	44	1/6/2025	Poor
COLORADO	COLORADO	0100	SUTTER AVE	WIDTH CHANGE	C	AC	2	1,108	53	58,724	42	1/6/2025	Poor
9TH	NINTH	0400	CALIFORNIA AVE	PUNJAB	R	AC	2	396	37	14,652	39	1/6/2025	Poor
COLORADO	COLORADO	0700	MANNING AVE	660' S/O MANNING AVE	C	AC/AC	2	660	42	27,720	35	1/5/2025	Poor
RAILROAD	RAILROAD	0400	PINE AVE	710' N/O PINE	R	AC	2	710	26	18,460	35	1/6/2025	Poor
ARIZONA	ARIZONA	0100	EIGHTH ST	MAIN ST	R	AC	2	761	37	28,157	34	1/20/2025	Poor
PLACER	PLACER AVE	0100	MANNING AVE WEST	PARLIER AVE	C	AC	2	2,652	25	66,300	34	1/6/2025	Poor
COLORADO	COLORADO	0200	WIDTH CHANGE	FIFTH ST	C	AC	2	886	46	40,756	31	1/6/2025	Poor
UTAH	UTAH	0100	PINE AVE	NINETH ST	R	AC	2	228	37	8,436	29	1/6/2025	Poor
CALIFORNIA	CALIFORNIA	0500	ELEVENTH ST	END	R	AC	2	536	46	24,656	28	1/6/2025	Poor
WHITE	WHITE	0100	THIRD ST	FIFTH ST	R	AC	2	592	37	21,904	28	1/6/2025	Poor
1ST CT	FIRST CT	0100	FIRST ST	CDS WEST	R	AC	2	240	36	8,640	27	1/6/2025	Poor
12TH	TWELFTH	0200	CALIFORNIA AVE	ARIZONA AVE	R	AC	2	637	37	23,569	26	1/6/2025	Poor
MAIN	MAIN ST	0300	CALIFORNIA AVE	164' N/O ARIZONA AVE	C	AC	2	848	64	54,272	25	1/6/2025	Poor
SUTTER	SUTTER	0200	MANNING AVE	PARLIER AVE	C	AC	2	2,659	36	95,724	22	1/20/2025	Very Poor
PLACER	PLACER AVE	0200	PARLIER AVE	MAIN ST	C	AC	2	1,410	25	35,250	21	1/6/2025	Very Poor
OREGON	OREGON	0100	PINE ST	NINTH ST	R	AC	2	556	37	20,572	20	1/6/2025	Very Poor

Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
RAILROAD	RAILROAD	0300	NINTH ST	PINE AVE	R	AC	2	1,246	40	49,840	20	1/5/2025	Very Poor
COLUSA	COLUSA	0100	SOUTH CITY LIMIT	WIDTH CHANGE	C	AC	2	743	30	22,290	19	1/6/2025	Very Poor
DEEP	DEEP	0100	PUNJAB	ARIZONA AVE	R	AC	2	372	33	12,276	19	1/6/2025	Very Poor
3RD	THIRD	0200	382' N/O ANNABELLA AVE	CALIFORNIA AVE	R	AC	2	376	37	13,912	18	1/6/2025	Very Poor
COLORADO	COLORADO	0600	TWELFTH TH	MANNING AVE	C	AC	2	928	52	48,256	18	1/5/2025	Very Poor
MANNING	MANNING	0300	PINE ST	DONNA ST	C	AC	2	1,056	38	40,128	17	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0500	NINTH ST	MAIN ST	R	AC	2	371	50	18,550	17	1/6/2025	Very Poor
SPRINGF	SPRINGFIELD	0100	CITY LIMIT WEST	PLACER AVE	R	AC	2	1,385	18	24,930	17	1/20/2025	Very Poor
9TH	NINTH	0300	COLORADO AVE	CALIFORNIA AVE	R	AC	2	1,326	46	60,996	16	1/6/2025	Very Poor
ARIZONA	ARIZONA	0200	MAIN ST	EAST END	R	AC	2	897	30	26,910	16	1/6/2025	Very Poor
COLORADO	COLORADO	0500	NINTH ST	TWELFTH ST	C	AC	2	1,223	52	63,596	16	1/20/2025	Very Poor
COLUSA	COLUSA	0200	WIDTH CHANGE	MANNING AVE WEST	C	AC	2	652	40	26,080	16	1/6/2025	Very Poor
4TH	FOURTH	0100	ANNABELLA AVE	NEVADA AVE	R	AC	2	255	32	8,160	15	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0300	EIGHTH ST	MAIN ST	R	AC	2	780	46	35,880	14	1/6/2025	Very Poor
COLORADO	COLORADO	0300	FIFTH ST	SIXTH ST	C	AC	2	365	46	16,790	14	1/6/2025	Very Poor
KAREN	KAREN	0100	DONNA	COLUSA ST	R	AC	2	519	37	19,203	14	1/6/2025	Very Poor
MANNING	MANNING	0400	DONNA ST	IDAHO AVE	C	AC/AC	2	1,056	62	65,472	14	1/6/2025	Very Poor
1ST	FIRST	0100	COLORADO AVE	550' N/O COLORADO AVE	R	AC	2	550	37	20,350	13	1/6/2025	Very Poor
5TH	FIFTH	0100	COLORADO AVE	928' N/O COLORADO AVE	R	AC	2	928	35	32,480	13	1/6/2025	Very Poor
6TH	SIXTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	656	35	22,960	13	1/20/2025	Very Poor
8TH	EIGHTH	0150	265' N/O COLORADO AVE	NEVADA AVE	R	AC	2	372	37	13,764	13	1/6/2025	Very Poor
9TH	NINTH	0250	290' E/O RAILROAD ST	COLORADO AVE	R	AC	2	139	62	8,618	13	1/5/2025	Very Poor
SUTTER	SUTTER	0300	PARLIER AVE	COLORADO AVE	C	AC	2	1,101	36	39,636	13	1/20/2025	Very Poor
CALIFORNIA	CALIFORNIA	0400	MAIN ST	ELEVENTH ST	R	AC	2	373	46	17,158	12	1/6/2025	Very Poor
RAILROAD	RAILROAD	0200	MAIN ST	NINTH ST	R	AC	2	512	40	20,480	12	1/5/2025	Very Poor
12TH	TWELFTH	0100	COLORADO AVE	CALIFORNIA AVE	R	AC	2	1,349	37	49,913	11	1/6/2025	Very Poor
IDAHO	IDAHO	0300	MAIN ST	MANNING AVE WEST	R	AC	2	310	36	11,160	11	1/6/2025	Very Poor
UTAH	UTAH	0200	NINTH ST	MANNING AVE WEST	R	AC	2	406	37	15,022	11	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0450	1091' S/O FIFTH ST	NINTH ST	R	AC/AC	2	433	46	19,918	10	1/7/2025	Very Poor
NEVADA	NEVADA AVE	0600	MAIN ST	TWELFTH ST	R	AC	2	752	53	39,856	10	1/6/2025	Very Poor
CALIFORNIA	CALIFORNIA	0200	FIFTH ST	EIGHTH ST	R	AC	2	1,160	46	53,360	9	1/6/2025	Very Poor
MANNING	MANNING	0100	CITY LIMIT WEST	SUTTER AVE	C	AC	2	710	53	37,630	9	1/6/2025	Very Poor
MANNING	MANNING	0450	IDAHO AVE	RAILROAD ST	C	AC	2	528	62	32,736	9	1/6/2025	Very Poor
MANNING	MANNING	0500	RAILROAD ST	COLORADO AVE	C	AC	2	648	37	23,976	9	1/6/2025	Very Poor
MANNING	MANNING	0700	WIDTH CHANGE	PLACER AVE	C	AC	2	606	32	19,392	9	1/6/2025	Very Poor
PINE	PINE	0100	MANNING AVE WEST	OREGON AVE	R	AC/AC	2	934	30	28,020	9	1/5/2025	Very Poor
11TH	ELEVENTH	0200	NEVADA AVE	CALIFORNIA AVE	R	AC	2	660	37	24,420	8	1/6/2025	Very Poor
7TH	SEVENTH	0100	COLORADO AVE	NEVADA AVE	R	AC	2	640	37	23,680	8	1/6/2025	Very Poor
RAILROAD	RAILROAD	0100	MANNING AVE	MAIN ST	R	AC	2	1,101	40	44,040	8	1/5/2025	Very Poor
IDAHO	IDAHO	0100	PINE AVE	NINTH AVE	R	AC	2	886	36	31,896	7	1/6/2025	Very Poor
PINE	PINE	0200	OREGON AVE	RAILROAD ST	R	AC	2	1,035	30	31,050	7	1/5/2025	Very Poor
NEVADA	NEVADA AVE	0200	260' E/O THIRD ST	FIFTH ST	R	AC	2	341	32	10,912	6	1/6/2025	Very Poor
6TH	SIXTH	0200	NEVADA AVE	CALIFORNIA AVE	R	AC	2	684	37	25,308	5	1/6/2025	Very Poor
ELM	ELM	0200	PAVEMENT CHANGE	THIRD ST	R	AC	2	1,101	30	33,030	5	1/6/2025	Very Poor
IDAHO	IDAHO	0200	NINTH ST	MAIN ST	R	AC	2	850	36	30,600	5	1/6/2025	Very Poor
PUNJAB	PUNJAB	0200	MAIN ST	AMAN ST	R	AC	2	520	33	17,160	5	1/6/2025	Very Poor
ANNAB	ANNABELLA	0200	PAVEMENT CHANGE	FOURTH ST	R	AC	2	102	32	3,264	4	1/20/2025	Very Poor

Street ID	Street Name	Section ID	Begin Location	End Location	Functional Class	Surface Type	Lanes	Length (LF)	Width (LF)	Area (SF)	PCI	PCI Date	Condition Category
NEVADA	NEVADA AVE	0100	THIRD ST	260' E/O THIRD ST	R	AC	2	260	37	9,620	4	1/6/2025	Very Poor
NEVADA	NEVADA AVE	0400	591' S/O FIFTH ST	1091' S/O FIFTH ST	R	AC	2	500	46	23,000	4	1/7/2025	Very Poor
PUNJAB	PUNJAB	0100	NINTH ST	MAIN ST	R	AC	2	513	37	18,981	3	1/6/2025	Very Poor
CHERRY	CHERRY	0100	WEST CITY LIMIT	SUTTER AVE	O	G	2	703	16	11,248	-	-	-
RAILROAD	RAILROAD	0500	710' N/O PINE	SUTTER AVE	R	G	2	1,138	26	29,588	-	-	-
SUTTER	SUTTER	0400	COLORADO AVE	CITY LIMIT NORTH	R	G	2	190	20	3,800	-	-	-

Appendix B

Maintenance and Rehabilitation (M&R) Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

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

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

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

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

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

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

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g., overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e., CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e., SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e., SURFACE treatment) will be performed prior to performing the treatment application in the third row.

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



Decision Tree

Printed: 6/26/2025

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	
Decision Tree:		Default							
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$17.25		5		
			Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$31.00			2	
		II - Good, Non-Load Related		1.5" MILL AND HMA OVERLAY	\$31.00				
			III - Good, Load Related	1.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$60.75				
	AC/AC	IV - Poor		2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$90.50				
			V - Very Poor	3" HMA+ 6" AB	\$175.00				
			I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
		Surface Treatment		SURFACE SEAL W/ CRACK SEAL	\$17.25		5		
		II - Good, Non-Load Related	Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$31.00			2	
	III - Good, Load Related		1.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$60.75					
	IV - Poor		2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$90.50					
	AC/PCC	V - Very Poor		3" HMA+ 6" AB	\$175.00				
			I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
				Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$17.25		5	
Restoration Treatment				1.5" MILL AND HMA OVERLAY	\$31.00			2	
II - Good, Non-Load Related				1.5" MILL AND HMA OVERLAY	\$31.00				
		III - Good, Load Related	1.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$60.75					
PCC		IV - Poor		2.5" MILL AND HMA OVERLAY	\$90.50				
			V - Very Poor	3" HMA+ 6" AB	\$175.00				
			I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		

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



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Decision Tree

Printed: 6/26/2025

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
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Decision Tree: Default

Arterial			Surface Treatment	LIGHT MAINTENANCE	\$6.32		5	
			Restoration Treatment	LIGHT REHABILITATION	\$43.07			5
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$24.01		5	
		III - Good, Load Related		LIGHT REHABILITATION	\$43.07			
		IV - Poor		HEAVY REHABILITATION	\$86.13			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$186.62			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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



Decision Tree

Printed: 6/26/2025

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	
Decision Tree:		Default							
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$10.75		5		
			Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$29.75			2	
		II - Good, Non-Load Related		SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$22.00		5		
				SURFACE SEAL W/ CRACK SEAL	\$10.75				
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$10.75		5		
			Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$29.75			2	
		II - Good, Non-Load Related		SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$22.75		5		
				SURFACE SEAL W/ CRACK SEAL	\$10.75				
	AC/PCC	I - Very Good	II - Good, Non-Load Related		SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$22.75		5	
					SURFACE SEAL W/ CRACK SEAL	\$10.75			
					2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$87.25			
			III - Good, Load Related		3" HMA+ 6" AB	\$121.00			
					SEAL CRACKS	\$1.56	3		
I - Very Good		Crack Treatment	SEAL CRACKS	\$1.56	3				
		Surface Treatment	LIGHT MAINTENANCE	\$5.62		5			
		Restoration Treatment	LIGHT REHABILITATION	\$35.89			2		
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$19.51		5		
		III - Good, Load Related		LIGHT REHABILITATION	\$35.89				
PCC	IV - Poor		HEAVY REHABILITATION	\$71.78					
			RECONSTRUCT STRUCTURE (AC)	\$143.55					
			SEAL CRACKS	\$1.56	3				
	V - Very Poor		LIGHT MAINTENANCE	\$5.62		3			
			HEAVY REHABILITATION	\$71.78					

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



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Decision Tree

Printed: 6/26/2025

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
Decision Tree:		Default						
Collector			Restoration Treatment	LIGHT REHABILITATION	\$35.89			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$19.51		5	
		III - Good, Load Related		LIGHT REHABILITATION	\$35.89			
		IV - Poor		HEAVY REHABILITATION	\$71.78			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$143.55			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.47			

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



Decision Tree

Printed: 6/26/2025

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	
Decision Tree:		Default							
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$10.00		5		
			Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$27.50			2	
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL	\$10.00		5		
		III - Good, Load Related		SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$28.25		5		
			IV - Poor		2" MILL AND HMA OVERLAY W/ DIGOUTS	\$57.25			
			V - Very Poor		2" HMA+ 4" AB	\$68.25			
		AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
	Surface Treatment			SURFACE SEAL W/ CRACK SEAL	\$10.00		5		
	Restoration Treatment			1.5" MILL AND HMA OVERLAY	\$27.50			2	
II - Good, Non-Load Related			SURFACE SEAL W/ CRACK SEAL	\$10.00		5			
III - Good, Load Related			SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$28.25					
		IV - Poor		2" MILL AND HMA OVERLAY W/ DIGOUTS	\$57.25				
		V - Very Poor		2" HMA+ 4" AB	\$68.25				
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3			
Surface Treatment			LIGHT MAINTENANCE	\$4.91		5			
Restoration Treatment			LIGHT REHABILITATION	\$28.71			2		
II - Good, Non-Load Related			HEAVY MAINTENANCE	\$15.01		5			
III - Good, Load Related			LIGHT REHABILITATION	\$28.71					
		IV - Poor		HEAVY REHABILITATION	\$57.42				
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$114.84				
	PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3			
Surface Treatment			LIGHT MAINTENANCE	\$4.91		5			



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



Decision Tree

Printed: 6/26/2025

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
Decision Tree:		Default						
Residential/Local			Restoration Treatment	LIGHT REHABILITATION	\$28.71			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$15.01		5	
		III - Good, Load Related		LIGHT REHABILITATION	\$28.71			
		IV - Poor		HEAVY REHABILITATION	\$57.42			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$114.84			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

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



Decision Tree

Printed: 6/26/2025

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
Decision Tree:		Default						
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SURFACE SEAL W/ CRACK SEAL	\$10.00		5	
			Restoration Treatment	1.5" MILL AND HMA OVERLAY	\$27.50			2
		II - Good, Non-Load Related		SURFACE SEAL W/ CRACK SEAL	\$10.00		5	
		III - Good, Load Related		SLURRY SEAL W/ CRACK SEAL AND DIGOUTS	\$28.25			
		IV - Poor		2" MILL AND HMA OVERLAY	\$57.25			
		V - Very Poor		2" HMA+ 4" AB	\$68.25			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		
			Surface Treatment	LIGHT MAINTENANCE	\$4.91		5	
			Restoration Treatment	LIGHT REHABILITATION	\$28.71			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$15.01			
		III - Good, Load Related		LIGHT REHABILITATION	\$28.71			
		IV - Poor		HEAVY REHABILITATION	\$57.42			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$114.84			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		
			Surface Treatment	LIGHT MAINTENANCE	\$4.91		5	
			Restoration Treatment	LIGHT REHABILITATION	\$28.71			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$15.01		5	
		III - Good, Load Related		LIGHT REHABILITATION	\$28.71			
		IV - Poor		HEAVY REHABILITATION	\$57.42			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$114.84			
	PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		
			Surface Treatment	LIGHT MAINTENANCE	\$4.91		5	
			Restoration Treatment	LIGHT REHABILITATION	\$28.71			2

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



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Decision Tree

Printed: 6/26/2025

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
Decision Tree:		Default						
Other		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$15.01			5
		III - Good, Load Related		LIGHT REHABILITATION	\$28.71			
		IV - Poor		HEAVY REHABILITATION	\$57.42			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$114.84			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11			
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51			
		IV - Poor		SINGLE CHIP SEAL	\$1.92			
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27			

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

Appendix C
Budget Needs

Budget Needs Reports

The purpose of this section 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 Scenario 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.

Budget Needs reports included in this appendix are listed below:

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

Appendix C-1

Projected PCI Cost Summary

Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the ten-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

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 10-year period.



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Needs - Projected PCI/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2025	97	34	\$131,811	\$21,177,536	\$21,309,347
2026	91	30	\$0	\$335,286	\$335,286
2027	89	26	\$80	\$0	\$80
2028	88	24	\$56,428	\$138,660	\$195,088
2029	87	22	\$91,004	\$16,866	\$107,870
2030	86	21	\$191,316	\$0	\$191,316
2031	84	20	\$63,545	\$23,091	\$86,636
2032	89	19	\$3,292,982	\$8,724	\$3,301,706
2033	88	17	\$300,460	\$0	\$300,460
2034	86	16	\$165,883	\$0	\$165,883
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		16.52%	\$4,293,509	\$21,700,163	\$25,993,672

Appendix C-2

Preventive Maintenance Treatment Cost Summary

Needs - Preventive Maintenance Treatment/Cost Summary

This report summarizes each preventive maintenance treatment type, quantity of pavement affected, and total costs over the analysis 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., 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033 and 2034).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed:
 6/26/2025

Treatment	Year	Area Treated	Cost
2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	2033	4,230.33 sq. yd.	\$184,881
	2034	2,036 sq. yd.	\$91,650
	Total	6,266.33	\$276,531
CRACK SEAL+SLURRY SEAL	2025	13,150.67 sq. yd.	\$131,507
	2028	4,670 sq. yd.	\$54,858
	2029	7,274.67 sq. yd.	\$88,018
	2030	15,040 sq. yd.	\$187,431
	2031	5,111.11 sq. yd.	\$61,029
	2032	259,418.67 sq. yd.	\$3,291,771
	2033	9,089.33 sq. yd.	\$115,141
	2034	5,663.11 sq. yd.	\$73,891
	Total	319,417.56	\$4,003,646
SEAL CRACKS	2025	202.83 sq. yd.	\$304
	2027	50.42 sq. yd.	\$80
	2028	958.26 sq. yd.	\$1,571
	2029	1,768.97 sq. yd.	\$2,986
	2030	2,233.92 sq. yd.	\$3,885
	2031	1,404.32 sq. yd.	\$2,515
	2032	656.05 sq. yd.	\$1,210
	2033	230.85 sq. yd.	\$439
	2034	174.89 sq. yd.	\$342
	Total	7,680.51	\$13,333
	Total Quantity	333,364.4	\$4,293,509

Appendix C-3

Rehabilitation Treatment Cost Summary

Needs - Rehabilitation Treatment/Cost Summary

This report summarizes each rehabilitation treatment type, quantity of pavement affected, and total costs over the analysis 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., 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033 and 2034).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.



City of San Joaquin
 1900 Colorado Avenue
 San Joaquin, CA 93660

Needs - Rehabilitation Treatment/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Treatment	Year	Area Treated	Cost
1.5" MILL W/ 1.5" HMA OVERLAY	2025	11,722 sq.yd.	\$495,255
	Total	11,722 sq.yd.	\$495,255
2" HMA W/ CIR+BASE REPAIR	2025	25,091.78 sq.yd.	\$1,681,149
	Total	25,091.78 sq.yd.	\$1,681,149
2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	2025	36,443.22 sq.yd.	\$2,112,199
	Total	36,443.22 sq.yd.	\$2,112,199
CRACK SEAL+SLURRY SEAL	2025	6,183.78 sq.yd.	\$86,573
	2026	6,183.78 sq.yd.	\$89,170
	2031	1,381.33 sq.yd.	\$23,091
	2032	506.67 sq.yd.	\$8,724
	Total	14,255.56 sq.yd.	\$207,558
CRACK SEAL+SLURRY SEAL+BASE REPAIR	2025	11,799.89 sq.yd.	\$238,948
	2026	11,799.89 sq.yd.	\$246,116
	2028	6,266.33 sq.yd.	\$138,660
	2029	740 sq.yd.	\$16,866
	Total	30,606.11 sq.yd.	\$640,589
RECONSTRUCT STRUCTURE (AC)	2025	173,011 sq.yd.	\$16,563,412
	Total	173,011 sq.yd.	\$16,563,412
Total Cost			\$21,700,163

Appendix D
Scenario Results

Appendix D-1
Scenario 1



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2025	10%	\$200,000	II	\$0	Non-Project	\$0	\$21,133,136	Funded	\$20,000
			III	\$0				Unmet	\$129,472
			IV	\$176,210				Project	\$0
			V	\$0					
			Total Project	\$176,210					
2026	0%	\$200,000	II	\$0	Non-Project	\$0	\$22,510,947	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$119,606				Project	\$0
			V	\$32,872					
			Total Project	\$152,478					
2027	0%	\$200,000	II	\$0	Non-Project	\$0	\$23,450,154	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$176,042				Project	\$0
			V	\$0					
			Total Project	\$176,042					
2028	0%	\$200,000	II	\$0	Non-Project	\$0	\$24,329,539	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$190,163				Project	\$0
			V	\$0					
			Total Project	\$190,163					
2029	1%	\$200,000	II	\$0	Non-Project	\$0	\$25,503,292	Funded	\$2,000
			III	\$0				Unmet	\$1,768
			IV	\$181,216				Project	\$0
			V	\$0					
			Total Project	\$181,216					
2030	5%	\$200,000	II	\$0	Non-Project	\$0	\$27,051,073	Funded	\$10,000
			III	\$0				Unmet	\$190,125
			IV	\$169,021				Project	\$0
			V	\$0					
			Total Project	\$169,021					
2031	0%	\$200,000	II	\$0	Non-Project	\$0	\$28,007,628	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$149,475				Project	\$0
			V	\$0					
			Total Project	\$149,475					
2032	0%	\$200,000	II	\$0	Non-Project	\$0	\$28,890,609	Funded	\$0
			III	\$0				Unmet	\$1,536
			IV	\$187,977				Project	\$0
			V	\$0					
			Total Project	\$187,977					

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2033	0%	\$200,000	II	\$170,372	Non-Project	\$0	\$29,749,878	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0					
			V	\$0					
			Total Project	\$170,372					
2034	1%	\$200,000	II	\$64,738	Non-Project	\$0	\$30,576,009	Funded	\$2,000
			III	\$0				Unmet	\$2,369
			IV	\$0					
			V	\$110,227					
			Total Project	\$174,965					

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	\$176,042	\$0	\$13,763	\$136,753
Residential/Local	\$1,551,877	\$0	\$20,237	\$188,516
Grand Total:	\$1,727,919	\$0	\$34,000	\$325,269



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$200,000	10%	2029	\$200,000	1%	2033	\$200,000	0%
2026	\$200,000	0%	2030	\$200,000	5%	2034	\$200,000	1%
2027	\$200,000	0%	2031	\$200,000	0%			
2028	\$200,000	0%	2032	\$200,000	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	34	0.14	0.28
2026	30	30	0.11	0.22
2027	26	28	0.14	0.28
2028	24	26	0.15	0.29
2029	22	25	0.13	0.26
2030	21	24	0.12	0.30
2031	20	23	0.10	0.20
2032	19	22	0.12	0.24
2033	17	21	0.27	0.55
2034	16	21	0.21	0.43

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	7.6%	0.0%	16.2%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	8.6%	0.0%	17.1%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	8.7%	0.0%	16.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	7.0%	13.8%	0.0%	20.8%
II / III	0.0%	2.3%	0.0%	0.0%	2.3%
IV	0.0%	3.9%	2.5%	0.0%	6.4%
V	0.0%	30.1%	40.3%	0.0%	70.5%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Appendix D-2
Scenario 2



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	0%	\$268,500	II	\$268,184	Non-Project	\$304	\$0	\$21,040,858	Funded	\$0
			III	\$0					Unmet	\$149,254
			IV	\$0						
			V	\$0						
			Total Project	\$268,184						
2026	8%	\$1,643,000	II	\$0	Non-Project	\$135,452	\$0	\$20,925,444	Funded	\$0
			III	\$358,693					Unmet	\$0
			IV	\$1,148,732					Project	\$0
			V	\$0						
			Total Project	\$1,507,424						
2027	0%	\$1,195,000	II	\$0	Non-Project	\$80	\$0	\$20,828,350	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$821,714					Project	\$0
			V	\$342,939						
			Total Project	\$1,164,653						
2028	7%	\$749,500	II	\$0	Non-Project	\$55,400	\$0	\$21,108,629	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$87,546					Project	\$0
			V	\$568,167						
			Total Project	\$655,713						
2029	16%	\$553,000	II	\$0	Non-Project	\$89,200	\$0	\$21,616,685	Funded	\$0
			III	\$0					Unmet	\$2,704
			IV	\$145,044					Project	\$0
			V	\$259,376						
			Total Project	\$404,420						
2030	31%	\$601,000	II	\$0	Non-Project	\$187,673	\$0	\$22,104,547	Funded	\$0
			III	\$0					Unmet	\$175,412
			IV	\$246,763					Project	\$0
			V	\$157,694						
			Total Project	\$404,457						
2031	12%	\$518,500	II	\$0	Non-Project	\$61,510	\$710	\$22,482,233	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$256,528					Project	\$0
			V	\$195,886						
			Total Project	\$452,414						
2032	29%	\$292,500	II	\$0	Non-Project	\$85,968	\$0	\$22,991,183	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0					Project	\$0
			V	\$165,518						
			Total Project	\$165,518						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	100%	\$376,000	II	\$0	Non-Project	\$375,542	\$458	\$23,789,086	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$0						
			Total Project	\$0						
2034	100%	\$357,500	II	\$0	Non-Project	\$357,006	\$494	\$24,439,274	Funded	\$0
			III	\$0					Unmet	\$3,135
			IV	\$0	Project	\$0				
			V	\$0						
			Total Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	\$1,471,470	\$666,731	\$0	\$138,212
Residential/Local	\$3,551,314	\$681,402	\$0	\$192,293
Grand Total:	\$5,022,784	\$1,348,133	\$0	\$330,505



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$268,500	0%	2029	\$553,000	16%	2033	\$376,000	100%
2026	\$1,643,000	8%	2030	\$601,000	31%	2034	\$357,500	100%
2027	\$1,195,000	0%	2031	\$518,500	12%			
2028	\$749,500	7%	2032	\$292,500	29%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	34	0.49	0.98
2026	30	34	1.32	2.64
2027	26	34	0.82	1.64
2028	24	34	1.10	2.26
2029	22	34	2.28	4.56
2030	21	34	1.53	3.05
2031	20	34	1.51	3.01
2032	19	34	1.76	3.59
2033	17	34	2.18	4.36
2034	16	34	2.06	4.11

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	7.6%	0.0%	16.2%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	10.6%	7.6%	0.0%	18.2%
II / III	0.0%	3.6%	5.7%	0.0%	9.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	16.3%	22.4%	0.0%	38.7%
V	0.0%	27.0%	34.2%	0.0%	61.3%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Appendix D-3
Scenario 3



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	0%	\$268,500	II	\$268,184	Non-Project	\$304	\$0	Funded	\$0	
			III	\$0				Unmet	\$149,254	
			IV	\$0						
			V	\$0						
			Total Project	\$268,184						
2026	7%	\$1,944,000	II	\$0	Non-Project	\$135,452	\$628	\$20,626,311	Funded	\$0
			III	\$358,693					Unmet	\$0
			IV	\$1,327,978						
			V	\$119,887						
			Total Project	\$1,806,558						
2027	0%	\$1,952,000	II	\$0	Non-Project	\$80	\$0	\$19,736,504	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$637,090						
			V	\$1,311,303						
			Total Project	\$1,948,393						
2028	5%	\$1,144,500	II	\$0	Non-Project	\$55,400	\$1,825	\$19,558,199	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$87,546						
			V	\$993,995						
			Total Project	\$1,081,541						
2029	8%	\$1,136,000	II	\$0	Non-Project	\$89,200	\$1,680	\$19,444,424	Funded	\$0
			III	\$0					Unmet	\$2,704
			IV	\$145,044						
			V	\$834,694						
			Total Project	\$979,738						
2030	14%	\$1,389,000	II	\$0	Non-Project	\$187,705	\$6,755	\$19,082,614	Funded	\$0
			III	\$0					Unmet	\$148,627
			IV	\$246,763						
			V	\$942,198						
			Total Project	\$1,188,961						
2031	5%	\$1,164,500	II	\$0	Non-Project	\$61,526	\$0	\$18,733,952	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$256,528						
			V	\$831,576						
			Total Project	\$1,088,105						
2032	9%	\$987,500	II	\$0	Non-Project	\$86,359	\$2,516	\$18,447,962	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0						
			V	\$848,010						
			Total Project	\$848,010						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	34%	\$1,593,000	II	\$0	Non-Project	\$538,646	\$2,974	\$17,968,553	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$1,032,848						
			Total Project	\$1,032,848	\$0					
2034	33%	\$1,148,500	II	\$0	Non-Project	\$389,942	\$0	\$17,788,032	Funded	\$0
			III	\$0					Unmet	\$3,135
			IV	\$0	Project	\$0				
			V	\$719,577						
			Total Project	\$719,577	\$0					

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	\$1,471,470	\$666,731	\$0	\$138,212
Residential/Local	\$9,490,444	\$877,882	\$0	\$165,508
Grand Total:	\$10,961,914	\$1,544,613	\$0	\$303,720



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$268,500	0%	2029	\$1,136,000	8%	2033	\$1,593,000	34%
2026	\$1,944,000	7%	2030	\$1,389,000	14%	2034	\$1,148,500	33%
2027	\$1,952,000	0%	2031	\$1,164,500	5%			
2028	\$1,144,500	5%	2032	\$987,500	9%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	34	0.49	0.98
2026	30	35	1.53	3.06
2027	26	37	1.16	2.31
2028	24	39	1.31	2.69
2029	22	40	2.53	5.06
2030	21	42	1.97	3.93
2031	20	44	1.71	3.42
2032	19	46	2.46	4.99
2033	17	48	3.38	6.77
2034	16	50	2.70	5.40

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	7.6%	0.0%	16.2%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	10.6%	7.6%	0.0%	18.2%
II / III	0.0%	3.6%	5.7%	0.0%	9.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	16.3%	40.6%	0.0%	57.0%
V	0.0%	27.0%	16.0%	0.0%	43.0%
Total	0.0%	43.4%	56.6%	0.0%	100.0%



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S4-IMPROVE PCI TO 65

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	20%	\$613,000	II	\$268,184	Non-Project	\$131,811	\$0	\$20,696,421	Funded	\$0
			III	\$0					Unmet	\$148,520
			IV	\$212,931					Project	\$0
			V	\$0						
			Total Project	\$481,115					\$0	
2026	0%	\$2,663,000	II	\$0	Non-Project	\$0	\$0	\$19,551,570	Funded	\$0
			III	\$358,693					Unmet	\$0
			IV	\$1,230,290					Project	\$0
			V	\$1,072,996						
			Total Project	\$2,661,979					\$0	
2027	0%	\$2,244,000	II	\$0	Non-Project	\$80	\$0	\$18,366,157	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$511,810					Project	\$0
			V	\$1,699,947						
			Total Project	\$2,211,757					\$0	
2028	0%	\$2,158,500	II	\$0	Non-Project	\$1,063	\$0	\$17,130,954	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$87,546					Project	\$0
			V	\$2,064,640						
			Total Project	\$2,152,187					\$0	
2029	2%	\$1,924,000	II	\$0	Non-Project	\$57,142	\$0	\$16,104,909	Funded	\$0
			III	\$0					Unmet	\$2,704
			IV	\$145,044					Project	\$0
			V	\$1,705,661						
			Total Project	\$1,850,705					\$0	
2030	9%	\$1,997,000	II	\$0	Non-Project	\$187,687	\$0	\$15,039,534	Funded	\$0
			III	\$0					Unmet	\$111,987
			IV	\$246,763					Project	\$0
			V	\$1,545,578						
			Total Project	\$1,792,341					\$0	
2031	1%	\$1,638,000	II	\$366,998	Non-Project	\$62,469	\$0	\$14,385,696	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$256,528					Project	\$0
			V	\$922,082						
			Total Project	\$1,545,608					\$0	
2032	14%	\$2,022,000	II	\$0	Non-Project	\$292,275	\$0	\$13,239,254	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0					Project	\$0
			V	\$1,578,013						
			Total Project	\$1,578,013					\$0	

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	15%	\$1,902,000	II	\$0	Non-Project	\$381,554	\$0	\$12,222,128	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$1,517,730						
			Total Project	\$1,517,730						
2034	25%	\$1,364,500	II	\$0	Non-Project	\$524,493	\$0	\$11,748,282	Funded	\$0
			III	\$0					Unmet	\$3,135
			IV	\$0	Project	\$0				
			V	\$733,980						
			Total Project	\$733,980						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	\$2,101,354	\$579,792	\$0	\$138,212
Residential/Local	\$14,424,062	\$1,058,782	\$0	\$128,134
Grand Total:	\$16,525,416	\$1,638,574	\$0	\$266,345



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S4-IMPROVE PCI TO 65

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$613,000	20%	2029	\$1,924,000	2%	2033	\$1,902,000	15%
2026	\$2,663,000	0%	2030	\$1,997,000	9%	2034	\$1,364,500	25%
2027	\$2,244,000	0%	2031	\$1,638,000	1%			
2028	\$2,158,500	0%	2032	\$2,022,000	14%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	35	1.10	2.20
2026	30	38	1.50	3.00
2027	26	42	1.27	2.54
2028	24	46	1.85	3.76
2029	22	50	2.67	5.34
2030	21	53	2.18	4.36
2031	20	56	2.43	4.86
2032	19	60	3.28	6.62
2033	17	63	3.86	7.72
2034	16	65	3.49	6.97

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	7.6%	0.0%	16.2%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	10.6%	8.8%	0.0%	19.3%
II / III	0.0%	3.6%	5.7%	0.0%	9.3%
IV	0.0%	8.0%	8.5%	0.0%	16.4%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	16.9%	56.6%	0.0%	73.5%
V	0.0%	26.5%	0.0%	0.0%	26.5%
Total	0.0%	43.4%	56.6%	0.0%	100.0%



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S4-IMPROVE PCI TO 70

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	20%	\$613,000	II	\$268,184	Non-Project	\$131,811	\$0	\$20,696,421	Funded	\$0
			III	\$0					Unmet	\$148,520
			IV	\$212,931					Project	\$0
			V	\$0						
			Total Project	\$481,115					\$0	
2026	0%	\$2,663,000	II	\$0	Non-Project	\$0	\$0	\$19,551,570	Funded	\$0
			III	\$358,693					Unmet	\$0
			IV	\$1,230,290					Project	\$0
			V	\$1,072,996						
			Total Project	\$2,661,979					\$0	
2027	0%	\$2,244,000	II	\$0	Non-Project	\$80	\$0	\$18,366,157	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$511,810					Project	\$0
			V	\$1,699,947						
			Total Project	\$2,211,757					\$0	
2028	2%	\$2,158,500	II	\$0	Non-Project	\$55,920	\$0	\$17,155,952	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$87,546					Project	\$0
			V	\$1,984,785						
			Total Project	\$2,072,331					\$0	
2029	0%	\$1,924,000	II	\$0	Non-Project	\$639	\$0	\$16,187,160	Funded	\$0
			III	\$0					Unmet	\$2,704
			IV	\$145,044					Project	\$0
			V	\$1,705,661						
			Total Project	\$1,850,705					\$0	
2030	9%	\$1,997,000	II	\$0	Non-Project	\$187,687	\$0	\$15,135,157	Funded	\$0
			III	\$0					Unmet	\$112,835
			IV	\$246,763					Project	\$0
			V	\$1,534,674						
			Total Project	\$1,781,437					\$0	
2031	5%	\$1,172,500	II	\$366,998	Non-Project	\$62,589	\$0	\$14,949,514	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$256,528					Project	\$0
			V	\$456,756						
			Total Project	\$1,080,282					\$0	
2032	5%	\$2,501,500	II	\$0	Non-Project	\$173,986	\$0	\$13,236,861	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0					Project	\$0
			V	\$2,279,289						
			Total Project	\$2,279,289					\$0	

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	5%	\$2,452,000	II	\$0	Non-Project	\$343,382	\$0	\$11,669,361	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$2,106,173						
			Total Project	\$2,106,173	\$0					
2034	5%	\$2,886,000	II	\$0	Non-Project	\$328,919	\$0	\$9,555,363	Funded	\$0
			III	\$0					Unmet	\$3,135
			IV	\$0	Project	\$0				
			V	\$2,553,326						
			Total Project	\$2,553,326	\$0					

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Collector	\$4,647,023	\$578,330	\$0	\$138,212
Residential/Local	\$14,431,372	\$706,682	\$0	\$128,981
Grand Total:	\$19,078,395	\$1,285,012	\$0	\$267,193



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S4-IMPROVE PCI TO 70

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$613,000	20%	2029	\$1,924,000	0%	2033	\$2,452,000	5%
2026	\$2,663,000	0%	2030	\$1,997,000	9%	2034	\$2,886,000	5%
2027	\$2,244,000	0%	2031	\$1,172,500	5%			
2028	\$2,158,500	2%	2032	\$2,501,500	5%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	35	1.10	2.20
2026	30	38	1.50	3.00
2027	26	42	1.27	2.54
2028	24	46	2.08	4.22
2029	22	49	2.40	4.81
2030	21	53	2.17	4.35
2031	20	55	2.55	5.10
2032	19	60	3.02	6.09
2033	17	65	3.71	7.41
2034	16	70	3.36	6.72

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	8.6%	7.6%	0.0%	16.2%
II / III	0.0%	5.6%	5.7%	0.0%	11.3%
IV	0.0%	8.0%	9.6%	0.0%	17.6%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	10.6%	8.8%	0.0%	19.3%
II / III	0.0%	3.6%	5.7%	0.0%	9.3%
IV	0.0%	8.0%	8.5%	0.0%	16.4%
V	0.0%	21.2%	33.7%	0.0%	54.9%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	22.7%	56.6%	0.0%	79.3%
V	0.0%	20.7%	0.0%	0.0%	20.7%
Total	0.0%	43.4%	56.6%	0.0%	100.0%

Appendix E

Sections Selected for Treatment

Appendix E-1
Scenario 1



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$200,000	10%	2029	\$200,000	1%	2033	\$200,000	0%
2026	\$200,000	0%	2030	\$200,000	5%	2034	\$200,000	1%
2027	\$200,000	0%	2031	\$200,000	0%			
2028	\$200,000	0%	2032	\$200,000	0%			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	44	100	\$96,808	7,773	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	44	100	\$79,402	7,748	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
Treatment Total													\$176,210				
Year 2025 Area Total									27,343	Year 2025 Total			\$176,210				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	42	100	\$119,606	7,620	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	0	100	\$32,872	4,900	RECONSTRUCT STRUCTURE (AC)	
Treatment Total													\$119,606				
Treatment Total													\$32,872				
Year 2026 Area Total									21,283	Year 2026 Total			\$152,478				

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	45	100	\$176,042	7,384	2" HMA W/ CIR+BASE REPAIR	
Treatment Total													\$176,042				
Year 2027 Area Total									22,290	Year 2027 Total			\$176,042				

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	42	100	\$99,532	7,157	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	42	100	\$90,631	7,161	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$190,163				
Year 2028 Area Total									27,004		Year 2028 Total			\$190,163				

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	45	100	\$48,307	6,860	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	42	100	\$132,909	6,990	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$181,216				
Year 2029 Area Total									24,984		Year 2029 Total			\$181,216				

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
SECOND CT	CDS WEST	SECOND ST	2ND CT	0100	114	40	4,560	R	AC		57	47	100	\$34,067	6,551	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
SIXTH	CALIFORNIA AVE	NORTH END	6TH	0300	336	37	12,432	R	AC		54	44	100	\$92,878	6,705	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
COLORADO CT	COLORADO AVE	NORHT END	COLO CT	0100	176	32	5,632	R	AC		55	46	100	\$42,076	6,595	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$169,021				
Year 2030 Area Total									22,624		Year 2030 Total			\$169,021				



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
EIGHTH	COLORADO AVE	265' N/O COLORADO AVE	8TH	0100	265	37	9,805	R	AC/AC		56	45	100	\$75,450	6,392	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
NEVADA AVE	THIRD ST	260' E/O THIRD ST	NEVADA	0100	260	37	9,620	R	AC		60	48	100	\$74,026	6,343	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
Treatment Total												\$149,475					
Year 2031 Area Total									19,425	Year 2031 Total			\$149,475				

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
ELEVENTH	COLORADO AVE	NEVADA AVE	11TH	0100	641	37	23,717	R	AC		59	46	100	\$187,977	6,240	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
Treatment Total												\$187,977					
Year 2032 Area Total									23,717	Year 2032 Total			\$187,977				

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	68	77	\$170,372	5,958	CRACK SEAL+SLURRY SEAL	
Treatment Total												\$170,372					
Year 2033 Area Total									86,460	Year 2033 Total			\$170,372				

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	61	72	\$64,738	5,351	CRACK SEAL+SLURRY SEAL
Treatment Total												\$64,738				
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	0	100	\$110,227	3,868	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S1-IMPACT OF ANNUAL
FUNDING \$200,000/YR

		Treatment Total	\$110,227
Year 2034 Area Total	40,536	Year 2034 Total	\$174,965
Grand Total Section Area:	315,666	Grand Total	\$1,727,919

Appendix E-2
Scenario 2



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$268,500	0%	2029	\$553,000	16%	2033	\$376,000	100%
2026	\$1,643,000	8%	2030	\$601,000	31%	2034	\$357,500	100%
2027	\$1,195,000	0%	2031	\$518,500	12%			
2028	\$749,500	7%	2032	\$292,500	29%			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	66	100	\$268,184	10,386	1.5" MILL W/ 1.5" HMA OVERLAY		
											Treatment Total		\$268,184					
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	80	82	\$304	445,129	SEAL CRACKS		
											Treatment Total		\$304					
Year 2025 Area Total									122,600		Year 2025 Total			\$268,488				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	44	100	\$467,704	7,635	2" HMA W/ CIR+BASE REPAIR	
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	49	100	\$170,915	7,455	2" HMA W/ CIR+BASE REPAIR	
											Treatment Total		\$638,619				
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	42	100	\$99,713	7,643	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	42	100	\$81,784	7,619	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	42	100	\$119,606	7,620	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	43	100	\$209,010	7,597	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	65	100	\$358,693	7,444	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
											Treatment Total		\$868,806				
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	87	\$98,949	9,821	CRACK SEAL+SLURRY SEAL	

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	75	84	\$36,503	9,925	CRACK SEAL+SLURRY SEAL		
												Treatment Total		\$135,452				
Year 2027 Area Total									332,764		Year 2027 Total			\$1,642,876				

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	47	100	\$205,975	7,308	2" HMA W/ CIR+BASE REPAIR		
												Treatment Total		\$205,975				
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	50	100	\$45,534	7,042	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	46	100	\$125,280	7,215	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	45	100	\$96,633	7,274	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	45	100	\$87,991	7,279	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	48	100	\$260,302	7,146	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$615,739				
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	81	83	\$80	580,858	SEAL CRACKS		
												Treatment Total		\$80				
ELEVENTH	NEVADA AVE	CALIFORNIA AVE	11TH	0200	660	37	24,420	R	AC		6	0	100	\$253,315	4,757	RECONSTRUCT STRUCTURE (AC)		
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	21	100	\$89,625	4,757	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$342,939				
Year 2027 Area Total									167,181		Year 2027 Total			\$1,164,734				



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SIXTH	CALIFORNIA AVE	NORTH END	6TH	0300	336	37	12,432	R	AC		54	49	100	\$87,546	6,897	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
Treatment Total													\$87,546			
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	89	95	\$54,858	8,245	CRACK SEAL+SLURRY SEAL
Treatment Total													\$54,858			
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	87	88	\$88	1,183,570	SEAL CRACKS
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	76	\$454	425,853	SEAL CRACKS
Treatment Total													\$543			
TWELFTH	COLORADO AVE	CALIFORNIA AVE 12TH		0100	1,349	37	49,913	R	AC		7	0	100	\$533,293	4,618	RECONSTRUCT STRUCTURE (AC)
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	0	100	\$34,874	4,618	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$568,167			
Year 2028 Area Total									230,239	Year 2028 Total		\$711,113				

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SECOND CT	CDS WEST	SECOND ST	2ND CT	0100	114	40	4,560	R	AC		57	50	100	\$33,075	6,631	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
EIGHTH	COLORADO AVE	265' N/O COLORADO AVE	8TH	0100	265	37	9,805	R	AC/AC		56	50	100	\$71,118	6,558	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
COLORADO CT	COLORADO AVE	NORHT END	COLO CT	0100	176	32	5,632	R	AC		55	48	100	\$40,850	6,683	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
Treatment Total													\$145,044			
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	82	\$88,018	7,610	CRACK SEAL+SLURRY SEAL
Treatment Total													\$88,018			
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	82	84	\$398	493,151	SEAL CRACKS
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	87	88	\$97	1,149,097	SEAL CRACKS
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	87	88	\$36	1,149,097	SEAL CRACKS



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	79	81	\$183	464,259	SEAL CRACKS
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	87	88	\$86	1,149,097	SEAL CRACKS
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	87	88	\$32	1,239,799	SEAL CRACKS
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	89	90	\$249	591,592	SEAL CRACKS
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	89	90	\$101	584,896	SEAL CRACKS
Treatment Total												\$1,182				
TWELFTH	CALIFORNIA AVE	ARIZONA AVE	12TH	0200	637	37	23,569	R	AC		25	13	100	\$259,376	4,484	RECONSTRUCT STRUCTURE (AC)
Treatment Total												\$259,376				
Year 2029 Area Total										528,332	Year 2029 Total		\$493,620			

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ELM	PAVEMENT CHANGE	THIRD ST	ELM	0200	1,101	30	33,030	R	AC		59	50	100	\$246,763	6,450	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
Treatment Total												\$246,763				
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	88	94	\$132,548	8,377	CRACK SEAL+SLURRY SEAL
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	88	94	\$54,884	8,324	CRACK SEAL+SLURRY SEAL
Treatment Total												\$187,431				
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	87	88	\$18	1,189,083	SEAL CRACKS
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	87	88	\$15	1,189,083	SEAL CRACKS
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	87	88	\$21	1,189,083	SEAL CRACKS
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	79	80	\$108	496,955	SEAL CRACKS
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	87	88	\$37	1,189,083	SEAL CRACKS
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	87	88	\$43	1,115,628	SEAL CRACKS
Treatment Total												\$241				



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
THIRD	382' N/O ANNABELLA AVE	CALIFORNIA AVE 3RD		0200	376	37	13,912	R	AC		16	0	100	\$157,694	4,353	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total	\$157,694					
Year 2031 Area Total									303,212		Year 2031 Total			\$592,130				

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
ELEVENTH	COLORADO AVE	NEVADA AVE	11TH	0100	641	37	23,717	R	AC		59	48	100	\$182,502	6,325	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
NEVADA AVE	THIRD ST	260' E/O THIRD ST	NEVADA	0100	260	37	9,620	R	AC		60	48	100	\$74,026	6,343	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total	\$256,528					
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	79	87	\$23,855	9,000	CRACK SEAL+SLURRY SEAL		
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	85	92	\$37,175	6,924	CRACK SEAL+SLURRY SEAL		
												Treatment Total	\$61,029					
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	87	88	\$8	1,154,449	SEAL CRACKS		
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	87	88	\$22	1,154,449	SEAL CRACKS		
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	87	88	\$17	1,154,449	SEAL CRACKS		
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	87	88	\$16	1,154,449	SEAL CRACKS		
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	87	88	\$46	1,154,449	SEAL CRACKS		
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	82	84	\$251	659,626	SEAL CRACKS		
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	89	89	\$120	571,316	SEAL CRACKS		
												Treatment Total	\$481					
FOURTH	ANNABELLA AVE	NEVADA AVE	4TH	0100	255	32	8,160	R	AC		13	0	100	\$95,269	4,227	RECONSTRUCT STRUCTURE (AC)		
NINTH	290' E/O RAILROAD ST	COLORADO AVE 9TH		0250	139	62	8,618	R	AC		11	0	100	\$100,617	4,227	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total	\$195,886					
Year 2031 Area Total									285,334		Year 2031 Total			\$513,925				

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	82	89	\$83,922	8,746	CRACK SEAL+SLURRY SEAL
Treatment Total													\$83,922			
ELEVENTH	NEVADA AVE	CALIFORNIA AVE	11TH	0200	660	37	24,420	R	AC		6	85	86	\$102	433,411	SEAL CRACKS
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	85	86	\$36	433,411	SEAL CRACKS
SIXTH	CALIFORNIA AVE	NORTH END	6TH	0300	336	37	12,432	R	AC		54	87	88	\$16	1,120,824	SEAL CRACKS
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	81	\$531	446,336	SEAL CRACKS
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	82	84	\$276	640,414	SEAL CRACKS
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	82	84	\$101	640,414	SEAL CRACKS
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	76	78	\$233	410,841	SEAL CRACKS
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	82	84	\$246	640,414	SEAL CRACKS
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	77	\$504	377,088	SEAL CRACKS
Treatment Total													\$2,046			
EIGHTH	265' N/O COLORADO AVE	NEVADA AVE	8TH	0150	372	37	13,764	R	AC		11	0	100	\$165,518	4,103	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$165,518			
Year 2032 Area Total									437,770	Year 2032 Total		\$251,486				

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	87	\$121,694	7,992	CRACK SEAL+SLURRY SEAL
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	82	89	\$92,292	8,492	CRACK SEAL+SLURRY SEAL
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	82	89	\$33,727	8,492	CRACK SEAL+SLURRY SEAL
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	76	84	\$44,894	8,005	CRACK SEAL+SLURRY SEAL
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	82	89	\$82,118	8,492	CRACK SEAL+SLURRY SEAL
Treatment Total													\$374,726			
TWELFTH	COLORADO AVE	CALIFORNIA AVE	12TH	0100	1,349	37	49,913	R	AC		7	85	86	\$216	420,788	SEAL CRACKS
SECOND CT	CDS WEST	SECOND ST	2ND CT	0100	114	40	4,560	R	AC		57	87	88	\$6	1,088,179	SEAL CRACKS
EIGHTH	COLORADO AVE	265' N/O COLORADO AVE	8TH	0100	265	37	9,805	R	AC/AC		56	87	88	\$13	1,088,179	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	85	86	\$14	420,788	SEAL CRACKS
COLORADO CT	COLORADO AVE	NORHT END	COLO CT	0100	176	32	5,632	R	AC		55	87	88	\$7	1,088,179	SEAL CRACKS
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	82	84	\$122	621,761	SEAL CRACKS
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	88	89	\$311	529,147	SEAL CRACKS
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	88	89	\$128	532,302	SEAL CRACKS
Treatment Total													\$816			
Year 2033 Area Total										490,528	Year 2033 Total		\$375,542			

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	84	91	\$9,655	6,936	CRACK SEAL+SLURRY SEAL
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	84	91	\$26,565	6,936	CRACK SEAL+SLURRY SEAL
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	84	91	\$20,491	6,936	CRACK SEAL+SLURRY SEAL
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	82	90	\$21,778	7,430	CRACK SEAL+SLURRY SEAL
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	82	90	\$17,862	7,430	CRACK SEAL+SLURRY SEAL
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	82	90	\$26,123	7,430	CRACK SEAL+SLURRY SEAL
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	84	91	\$18,658	6,936	CRACK SEAL+SLURRY SEAL
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	84	91	\$55,196	6,936	CRACK SEAL+SLURRY SEAL
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	82	90	\$45,650	7,430	CRACK SEAL+SLURRY SEAL
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	82	89	\$40,645	8,244	CRACK SEAL+SLURRY SEAL
NEVADA AVE	1091' S/O FIFTH ST	NINTH ST	NEVADA	0450	433	46	19,918	R	AC/AC		96	89	95	\$28,876	9,678	CRACK SEAL+SLURRY SEAL
PINE	OREGON AVE	RAILROAD ST	PINE	0200	1,035	30	31,050	R	AC		94	84	91	\$45,015	9,663	CRACK SEAL+SLURRY SEAL
Treatment Total													\$356,515			
TWELFTH	CALIFORNIA AVE	ARIZONA AVE	12TH	0200	637	37	23,569	R	AC		25	85	86	\$105	408,532	SEAL CRACKS
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	82	84	\$85	498,494	SEAL CRACKS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S2- MAINTAIN PCI AT 34

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ELM	PAVEMENT CHANGE	THIRD ST	ELM	0200	1,101	30	33,030	R	AC		59	87	88	\$44	1,056,485	SEAL CRACKS
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	84	85	\$204	502,556	SEAL CRACKS
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	87	88	\$53	829,692	SEAL CRACKS
Treatment Total													\$491			
Year 2034 Area Total									388,588	Year 2034 Total			\$357,006			
Grand Total Section Area:									3,286,548	Grand Total			\$6,370,920			

Appendix E-3
Scenario 3



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$268,500	0%	2029	\$1,136,000	8%	2033	\$1,593,000	34%
2026	\$1,944,000	7%	2030	\$1,389,000	14%	2034	\$1,148,500	33%
2027	\$1,952,000	0%	2031	\$1,164,500	5%			
2028	\$1,144,500	5%	2032	\$987,500	9%			

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	66	100	\$268,184	10,386	1.5" MILL W/ 1.5" HMA OVERLAY	
												Treatment Total		\$268,184			
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	80	82	\$304	445,129	SEAL CRACKS	
												Treatment Total		\$304			
Year 2025 Area Total									122,600		Year 2025 Total			\$268,488			

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	44	100	\$467,704	7,635	2" HMA W/ CIR+BASE REPAIR
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	49	100	\$170,915	7,455	2" HMA W/ CIR+BASE REPAIR
												Treatment Total		\$638,619		
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	47	100	\$93,818	7,379	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	42	100	\$99,713	7,643	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	42	100	\$81,784	7,619	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	42	100	\$119,606	7,620	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	47	100	\$85,428	7,385	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	43	100	\$209,010	7,597	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	65	100	\$358,693	7,444	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
												Treatment Total	\$1,048,052			
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	87	\$98,949	9,821	CRACK SEAL+SLURRY SEAL
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	75	84	\$36,503	9,925	CRACK SEAL+SLURRY SEAL
												Treatment Total	\$135,452			
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	24	100	\$87,014	4,900	RECONSTRUCT STRUCTURE (AC)
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	0	100	\$32,872	4,900	RECONSTRUCT STRUCTURE (AC)
												Treatment Total	\$119,887			
Year 2026 Area Total									371,672	Year 2026 Total			\$1,942,009			

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	47	100	\$205,975	7,308	2" HMA W/ CIR+BASE REPAIR
												Treatment Total	\$205,975			
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	50	100	\$45,534	7,042	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	46	100	\$125,280	7,215	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	48	100	\$260,302	7,146	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR
												Treatment Total	\$431,115			
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	81	83	\$80	580,858	SEAL CRACKS
												Treatment Total	\$80			
ELEVENTH	NEVADA AVE	CALIFORNIA AVE	11TH	0200	660	37	24,420	R	AC		6	0	100	\$253,315	4,757	RECONSTRUCT STRUCTURE (AC)
TWELFTH	COLORADO AVE	CALIFORNIA AVE 12TH		0100	1,349	37	49,913	R	AC		7	1	100	\$517,760	4,757	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
TWELFTH	CALIFORNIA AVE	ARIZONA AVE	12TH	0200	637	37	23,569	R	AC		25	20	100	\$244,487	4,757	RECONSTRUCT STRUCTURE (AC)	
FIRST	COLORADO AVE	550' N/O COLORADO AVE	1ST	0100	550	37	20,350	R	AC		11	6	100	\$211,096	4,757	RECONSTRUCT STRUCTURE (AC)	
FOURTH	ANNABELLA AVE	NEVADA AVE	4TH	0100	255	32	8,160	R	AC		13	8	100	\$84,646	4,757	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total			\$1,311,303			
Year 2027 Area Total									233,529		Year 2027 Total			\$1,948,473			

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
SIXTH	CALIFORNIA AVE	NORTH END	6TH	0300	336	37	12,432	R	AC		54	49	100	\$87,546	6,897	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR	
											Treatment Total			\$87,546			
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	89	95	\$54,858	8,245	CRACK SEAL+SLURRY SEAL	
											Treatment Total			\$54,858			
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	87	88	\$88	1,183,570	SEAL CRACKS	
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	76	\$454	425,853	SEAL CRACKS	
											Treatment Total			\$543			
THIRD	382' N/O ANNABELLA AVE	CALIFORNIA AVE 3RD		0200	376	37	13,912	R	AC		16	7	100	\$148,642	4,618	RECONSTRUCT STRUCTURE (AC)	
FIFTH	COLORADO AVE	928' N/O COLORADO AVE	5TH	0100	928	35	32,480	R	AC		11	2	100	\$347,031	4,618	RECONSTRUCT STRUCTURE (AC)	
SIXTH	COLORADO AVE	NEVADA AVE	6TH	0100	656	35	22,960	R	AC		11	2	100	\$245,315	4,618	RECONSTRUCT STRUCTURE (AC)	
SEVENTH	COLORADO AVE	NEVADA AVE	7TH	0100	640	37	23,680	R	AC		6	0	100	\$253,008	4,618	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total			\$993,995			
Year 2028 Area Total									270,094		Year 2028 Total			\$1,136,942			



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
SECOND CT	CDS WEST	SECOND ST	2ND CT	0100	114	40	4,560	R	AC		57	50	100	\$33,075	6,631	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
EIGHTH	COLORADO AVE	265' N/O COLORADO AVE	8TH	0100	265	37	9,805	R	AC/AC		56	50	100	\$71,118	6,558	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
COLORADO CT	COLORADO AVE	NORHT END	COLO CT	0100	176	32	5,632	R	AC		55	48	100	\$40,850	6,683	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$145,044				
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	82	\$88,018	7,610	CRACK SEAL+SLURRY SEAL		
												Treatment Total		\$88,018				
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	82	84	\$398	493,151	SEAL CRACKS		
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	87	88	\$97	1,149,097	SEAL CRACKS		
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	87	88	\$36	1,149,097	SEAL CRACKS		
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	79	81	\$183	464,259	SEAL CRACKS		
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	87	88	\$86	1,149,097	SEAL CRACKS		
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	87	88	\$32	1,239,799	SEAL CRACKS		
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	89	90	\$249	591,592	SEAL CRACKS		
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	89	90	\$101	584,896	SEAL CRACKS		
												Treatment Total		\$1,182				
SIXTH	NEVADA AVE	CALIFORNIA AVE 6TH		0200	684	37	25,308	R	AC		3	0	100	\$278,514	4,484	RECONSTRUCT STRUCTURE (AC)		
EIGHTH	265' N/O COLORADO AVE	NEVADA AVE	8TH	0150	372	37	13,764	R	AC		11	0	100	\$151,472	4,484	RECONSTRUCT STRUCTURE (AC)		
NINTH	290' E/O RAILROAD ST	COLORADO AVE 9TH		0250	139	62	8,618	R	AC		11	0	100	\$94,841	4,484	RECONSTRUCT STRUCTURE (AC)		
ARIZONA	EIGHTH ST	MAIN ST	ARIZONA	0100	761	37	28,157	R	AC		33	22	100	\$309,867	4,484	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$834,694				
Year 2029 Area Total									580,610		Year 2029 Total			\$1,068,938				



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
ELM	PAVEMENT CHANGE	THIRD ST	ELM	0200	1,101	30	33,030	R	AC		59	50	100	\$246,763	6,450	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$246,763				
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	88	94	\$132,548	8,377	CRACK SEAL+SLURRY SEAL		
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	88	94	\$54,884	8,324	CRACK SEAL+SLURRY SEAL		
												Treatment Total		\$187,431				
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD ANNABELLA AVE	0100	382	37	14,134	R	AC		48	87	88	\$17	1,189,083	SEAL CRACKS		
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE 5TH		0200	406	37	15,022	R	AC		43	87	88	\$18	1,189,083	SEAL CRACKS		
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH CALIFORNIA AVE	0200	333	37	12,321	R	AC		43	87	88	\$15	1,189,083	SEAL CRACKS		
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	87	88	\$21	1,189,083	SEAL CRACKS		
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	79	80	\$108	496,955	SEAL CRACKS		
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	87	88	\$15	1,189,083	SEAL CRACKS		
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	87	88	\$37	1,189,083	SEAL CRACKS		
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	87	88	\$43	1,115,628	SEAL CRACKS		
												Treatment Total		\$273				
NINTH	COLORADO AVE	CALIFORNIA AVE 9TH		0300	1,326	46	60,996	R	AC		11	0	100	\$691,397	4,353	RECONSTRUCT STRUCTURE (AC)		
NINTH	CALIFORNIA AVE	PUNJAB	9TH	0400	396	37	14,652	R	AC		38	25	100	\$166,082	4,353	RECONSTRUCT STRUCTURE (AC)		
ORLANDO	CALIFORNIA AVE	CDS NORTH	ORLANDO	0100	202	37	7,474	R	AC		18	2	100	\$84,719	4,353	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$942,198				
Year 2030 Area Total									399,426		Year 2030 Total			\$1,376,666				

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ELEVENTH	COLORADO AVE	NEVADA AVE	11TH	0100	641	37	23,717	R	AC		59	48	100	\$182,502	6,325	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
NEVADA AVE	THIRD ST	260' E/O THIRD ST	NEVADA	0100	260	37	9,620	R	AC		60	48	100	\$74,026	6,343	2" MILL W/ 2" HMA OVERLAY+BASE REPAIR		
												Treatment Total		\$256,528				
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	79	87	\$23,855	9,000	CRACK SEAL+SLURRY SEAL		
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	85	92	\$37,175	6,924	CRACK SEAL+SLURRY SEAL		
												Treatment Total		\$61,029				
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE 1ST		0200	180	37	6,660	R	AC		53	87	88	\$8	1,154,449	SEAL CRACKS		
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	85	86	\$35	446,414	SEAL CRACKS		
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	87	88	\$22	1,154,449	SEAL CRACKS		
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	87	88	\$46	1,154,449	SEAL CRACKS		
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	85	86	\$13	446,414	SEAL CRACKS		
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	82	84	\$251	659,626	SEAL CRACKS		
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	89	89	\$120	571,316	SEAL CRACKS		
												Treatment Total		\$496				
ARIZONA	MAIN ST	EAST END	ARIZONA	0200	897	30	26,910	R	AC		14	0	100	\$314,179	4,227	RECONSTRUCT STRUCTURE (AC)		
CALIFORNIA	EIGHTH ST	MAIN ST	CALIFORNIA	0300	780	46	35,880	R	AC		10	0	100	\$418,905	4,227	RECONSTRUCT STRUCTURE (AC)		
UTAH	PINE AVE	NINETH ST	UTAH	0100	228	37	8,436	R	AC		20	0	100	\$98,492	4,227	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$831,576				
Year 2031 Area Total										324,682	Year 2031 Total		\$1,149,630					

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
MAIN ST	164' N/O ARIZONA AVE	ELM/PLACER AVE	MAIN	0400	1,544	37	57,128	MaC	AC		65	82	89	\$83,922	8,746	CRACK SEAL+SLURRY SEAL		
												Treatment Total		\$83,922				
ELEVENTH	NEVADA AVE	CALIFORNIA AVE	11TH	0200	660	37	24,420	R	AC		6	85	86	\$102	433,411	SEAL CRACKS		

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
TWELFTH	COLORADO AVE	CALIFORNIA AVE	12TH	0100	1,349	37	49,913	R	AC		7	85	86	\$209	433,411	SEAL CRACKS		
TWELFTH	CALIFORNIA AVE	ARIZONA AVE	12TH	0200	637	37	23,569	R	AC		25	85	86	\$99	433,411	SEAL CRACKS		
FIRST	COLORADO AVE	550' N/O COLORADO AVE	1ST	0100	550	37	20,350	R	AC		11	85	86	\$85	433,411	SEAL CRACKS		
FOURTH	ANNABELLA AVE	NEVADA AVE	4TH	0100	255	32	8,160	R	AC		13	85	86	\$34	433,411	SEAL CRACKS		
SIXTH	CALIFORNIA AVE	NORTH END	6TH	0300	336	37	12,432	R	AC		54	87	88	\$16	1,120,824	SEAL CRACKS		
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	81	\$531	446,336	SEAL CRACKS		
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	82	84	\$276	640,414	SEAL CRACKS		
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	82	84	\$101	640,414	SEAL CRACKS		
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	76	78	\$233	410,841	SEAL CRACKS		
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	82	84	\$246	640,414	SEAL CRACKS		
MANNING	DONNA ST	IDAHO AVE	MANNING	0400	1,056	62	65,472	MaC	AC/AC		79	74	77	\$504	377,088	SEAL CRACKS		
												Treatment Total		\$2,437				
CALIFORNIA	FIFTH ST	EIGHTH ST	CALIFORNIA	0200	1,160	46	53,360	R	AC		6	0	100	\$641,677	4,103	RECONSTRUCT STRUCTURE (AC)		
CALIFORNIA	MAIN ST	ELEVENTH ST	CALIFORNIA	0400	373	46	17,158	R	AC		10	0	100	\$206,332	4,103	RECONSTRUCT STRUCTURE (AC)		
												Treatment Total		\$848,010				
Year 2032 Area Total									587,876	Year 2032 Total			\$934,369					

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
FIRST CT	FIRST ST	CDS WEST	1ST CT	0100	240	36	8,640	R	AC		26	83	90	\$12,161	7,079	CRACK SEAL+SLURRY SEAL
THIRD	ANNABELLA AVE	382' N/O ANNABELLA AVE	3RD	0100	382	37	14,134	R	AC		48	84	91	\$19,894	7,144	CRACK SEAL+SLURRY SEAL
FIFTH	928' N/O COLORADO AVE	CALIFORNIA AVE	5TH	0200	406	37	15,022	R	AC		43	84	91	\$21,144	7,144	CRACK SEAL+SLURRY SEAL
EIGHTH	CALIFORNIA AVE	333' N/O CALIFORNIA AVE	8TH	0200	333	37	12,321	R	AC		43	84	91	\$17,342	7,144	CRACK SEAL+SLURRY SEAL
EIGHTH	333' N/O CALIFORNIA AVE	NORTH END	8TH	0300	487	37	18,019	R	AC		43	84	91	\$25,362	7,144	CRACK SEAL+SLURRY SEAL
NINTH	PINE AVE	RAILROAD ST	9TH	0100	1,441	60	86,460	R	AC		80	79	87	\$121,694	7,992	CRACK SEAL+SLURRY SEAL
AMAN	PUNJAB	ARIZONA AVE	AMAN	0100	390	33	12,870	R	AC		48	84	91	\$18,115	7,144	CRACK SEAL+SLURRY SEAL
ANNABELLA	PAVEMENT CHANGE	FOURTH ST	ANNAB	0200	102	32	3,264	R	AC		2	83	90	\$4,594	7,079	CRACK SEAL+SLURRY SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2033

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CALIFORNIA	THRID ST	FIFTH ST	CALIFORNIA	0100	656	48	31,488	R	AC		44	84	91	\$44,320	7,144	CRACK SEAL+SLURRY SEAL
COLORADO	SIXTH ST	NINTH ST	COLORADO	0400	1,173	52	60,996	MaC	AC		46	82	89	\$92,292	8,492	CRACK SEAL+SLURRY SEAL
COLUSA	SOUTH CITY LIMIT	WIDTH CHANGE	COLUSA	0100	743	30	22,290	MaC	AC		51	82	89	\$33,727	8,492	CRACK SEAL+SLURRY SEAL
IDAHO	PINE AVE	NINTH AVE	IDAHO	0100	886	36	31,896	R	AC		76	76	84	\$44,894	8,005	CRACK SEAL+SLURRY SEAL
MAIN ST	CALIFORNIA AVE	164' N/O ARIZONA AVE	MAIN	0300	848	64	54,272	MaC	AC		67	82	89	\$82,118	8,492	CRACK SEAL+SLURRY SEAL
Treatment Total													\$537,658			
SECOND CT	CDS WEST	SECOND ST	2ND CT	0100	114	40	4,560	R	AC		57	87	88	\$6	1,088,179	SEAL CRACKS
THIRD	382' N/O ANNABELLA AVE	CALIFORNIA AVE	3RD	0200	376	37	13,912	R	AC		16	85	86	\$60	420,788	SEAL CRACKS
FIFTH	COLORADO AVE	928' N/O COLORADO AVE	5TH	0100	928	35	32,480	R	AC		11	85	86	\$140	420,788	SEAL CRACKS
SIXTH	COLORADO AVE	NEVADA AVE	6TH	0100	656	35	22,960	R	AC		11	85	86	\$99	420,788	SEAL CRACKS
SEVENTH	COLORADO AVE	NEVADA AVE	7TH	0100	640	37	23,680	R	AC		6	85	86	\$102	420,788	SEAL CRACKS
EIGHTH	COLORADO AVE	265' N/O COLORADO AVE	8TH	0100	265	37	9,805	R	AC/AC		56	87	88	\$13	1,088,179	SEAL CRACKS
COLORADO CT	COLORADO AVE	NORHT END	COLO CT	0100	176	32	5,632	R	AC		55	87	88	\$7	1,088,179	SEAL CRACKS
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	82	84	\$122	621,761	SEAL CRACKS
SUTTER	MANNING AVE	PARLIER AVE	SUTTER	0200	2,659	36	95,724	MaC	AC		96	88	89	\$311	529,147	SEAL CRACKS
SUTTER	PARLIER AVE	COLORADO AVE	SUTTER	0300	1,101	36	39,636	MaC	AC		97	88	89	\$128	532,302	SEAL CRACKS
Treatment Total													\$988			
CALIFORNIA	ELEVENTH ST	END	CALIFORNIA	0500	536	46	24,656	R	AC		27	0	100	\$305,394	3,984	RECONSTRUCT STRUCTURE (AC)
DEEP	PUNJAB	ARIZONA AVE	DEEP	0100	372	33	12,276	R	AC		17	0	100	\$152,053	3,984	RECONSTRUCT STRUCTURE (AC)
DONNA	SOUTH END	MANNING AVE WEST	DONNA	0100	659	37	24,383	R	AC		14	0	100	\$302,013	3,984	RECONSTRUCT STRUCTURE (AC)
IDAHO	MAIN ST	MANNING AVE WEST	IDAHO	0300	310	36	11,160	R	AC		5	0	100	\$138,230	3,984	RECONSTRUCT STRUCTURE (AC)
NEVADA AVE	260' E/O THIRD ST	FIFTH ST	NEVADA	0200	341	32	10,912	R	AC		7	0	100	\$135,158	3,984	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$1,032,848			
Year 2033 Area Total									729,528	Year 2033 Total		\$1,571,494				



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year: 2034

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ELEVENTH	NEVADA AVE	CALIFORNIA AVE	11TH	0200	660	37	24,420	R	AC		6	83	90	\$35,403	6,872	CRACK SEAL+SLURRY SEAL
TWELFTH	COLORADO AVE	CALIFORNIA AVE	12TH	0100	1,349	37	49,913	R	AC		7	83	90	\$72,361	6,872	CRACK SEAL+SLURRY SEAL
TWELFTH	CALIFORNIA AVE	ARIZONA AVE	12TH	0200	637	37	23,569	R	AC		25	83	90	\$34,169	6,872	CRACK SEAL+SLURRY SEAL
FIRST	COLORADO AVE	550' N/O COLORADO AVE	1ST	0100	550	37	20,350	R	AC		11	83	90	\$29,502	6,872	CRACK SEAL+SLURRY SEAL
FIRST	550' N/O COLORADO AVE	ANNABELLA AVE	1ST	0200	180	37	6,660	R	AC		53	84	91	\$9,655	6,936	CRACK SEAL+SLURRY SEAL
SECOND	ANNABELLA AVE	ELM AVE	2ND	0100	509	36	18,324	R	AC		50	84	91	\$26,565	6,936	CRACK SEAL+SLURRY SEAL
FOURTH	ANNABELLA AVE	NEVADA AVE	4TH	0100	255	32	8,160	R	AC		13	83	90	\$11,830	6,872	CRACK SEAL+SLURRY SEAL
ANNABELLA	ELM AVE	PAVEMENT CHANGE	ANNAB	0100	1,029	37	38,073	R	AC		52	84	91	\$55,196	6,936	CRACK SEAL+SLURRY SEAL
COLUSA	WIDTH CHANGE	MANNING AVE WEST	COLUSA	0200	652	40	26,080	MaC	AC		52	82	89	\$40,645	8,244	CRACK SEAL+SLURRY SEAL
NEVADA AVE	1091' S/O FIFTH ST	NINTH ST	NEVADA	0450	433	46	19,918	R	AC/AC		96	89	95	\$28,876	9,678	CRACK SEAL+SLURRY SEAL
PINE	OREGON AVE	RAILROAD ST	PINE	0200	1,035	30	31,050	R	AC		94	84	91	\$45,015	9,663	CRACK SEAL+SLURRY SEAL
Treatment Total													\$389,218			
SIXTH	NEVADA AVE	CALIFORNIA AVE	6TH	0200	684	37	25,308	R	AC		3	85	86	\$113	408,532	SEAL CRACKS
EIGHTH	265' N/O COLORADO AVE	NEVADA AVE	8TH	0150	372	37	13,764	R	AC		11	85	86	\$61	408,532	SEAL CRACKS
NINTH	RAILROAD ST	290' E/O RAILROAD ST	9TH	0200	290	62	17,980	R	AC/AC		83	82	84	\$85	498,494	SEAL CRACKS
NINTH	290' E/O RAILROAD ST	COLORADO AVE	9TH	0250	139	62	8,618	R	AC		11	85	86	\$38	408,532	SEAL CRACKS
ARIZONA	EIGHTH ST	MAIN ST	ARIZONA	0100	761	37	28,157	R	AC		33	85	86	\$125	408,532	SEAL CRACKS
ELM	PAVEMENT CHANGE	THIRD ST	ELM	0200	1,101	30	33,030	R	AC		59	87	88	\$44	1,056,485	SEAL CRACKS
MANNING	SUTTER AVE	PINE AVE	MANNING	0200	1,401	30	42,030	MaC	AC		94	84	85	\$204	502,556	SEAL CRACKS
PINE	MANNING AVE WEST	OREGON AVE	PINE	0100	934	30	28,020	R	AC/AC		94	87	88	\$53	829,692	SEAL CRACKS
Treatment Total													\$724			
ELM	COLORADO AVE	PAVEMENT CHANGE	ELM	0100	775	48	37,200	R	AC		17	0	100	\$474,590	3,868	RECONSTRUCT STRUCTURE (AC)
KAREN	DONNA	COLUSA ST	KAREN	0100	519	37	19,203	R	AC		3	0	100	\$244,988	3,868	RECONSTRUCT STRUCTURE (AC)
Treatment Total													\$719,577			



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/26/2025

Scenario: 2025-S3-IMPROVE PCI TO 50

Year 2034 Area Total	519,827	Year 2034 Total	\$1,109,519
Grand Total Section Area:	4,139,844	Grand Total	\$12,506,528

Appendix F
GIS Maps

Appendix F-1
Current PCI Conditions

Appendix F-2

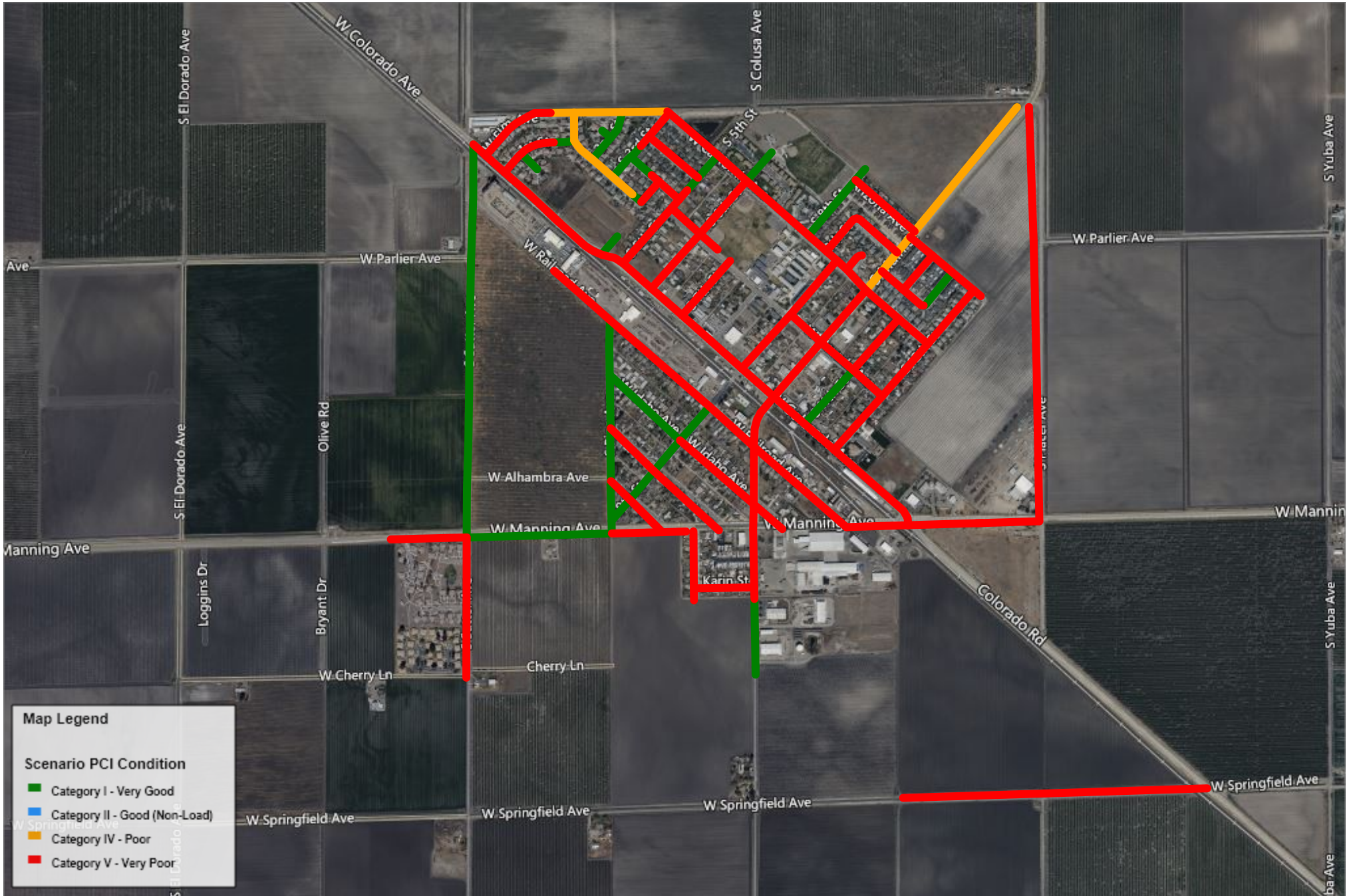
Scenario 1: City's Current Budget - PCI Conditions by FY 33/34



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenario PCI Condition

2025-S1-IMPACT OF ANNUAL FUNDING \$200,000/YR - 2034 Project Period - Total Rehab for 2034: \$174,965 - Printed: 6/26/2025



Appendix F-3

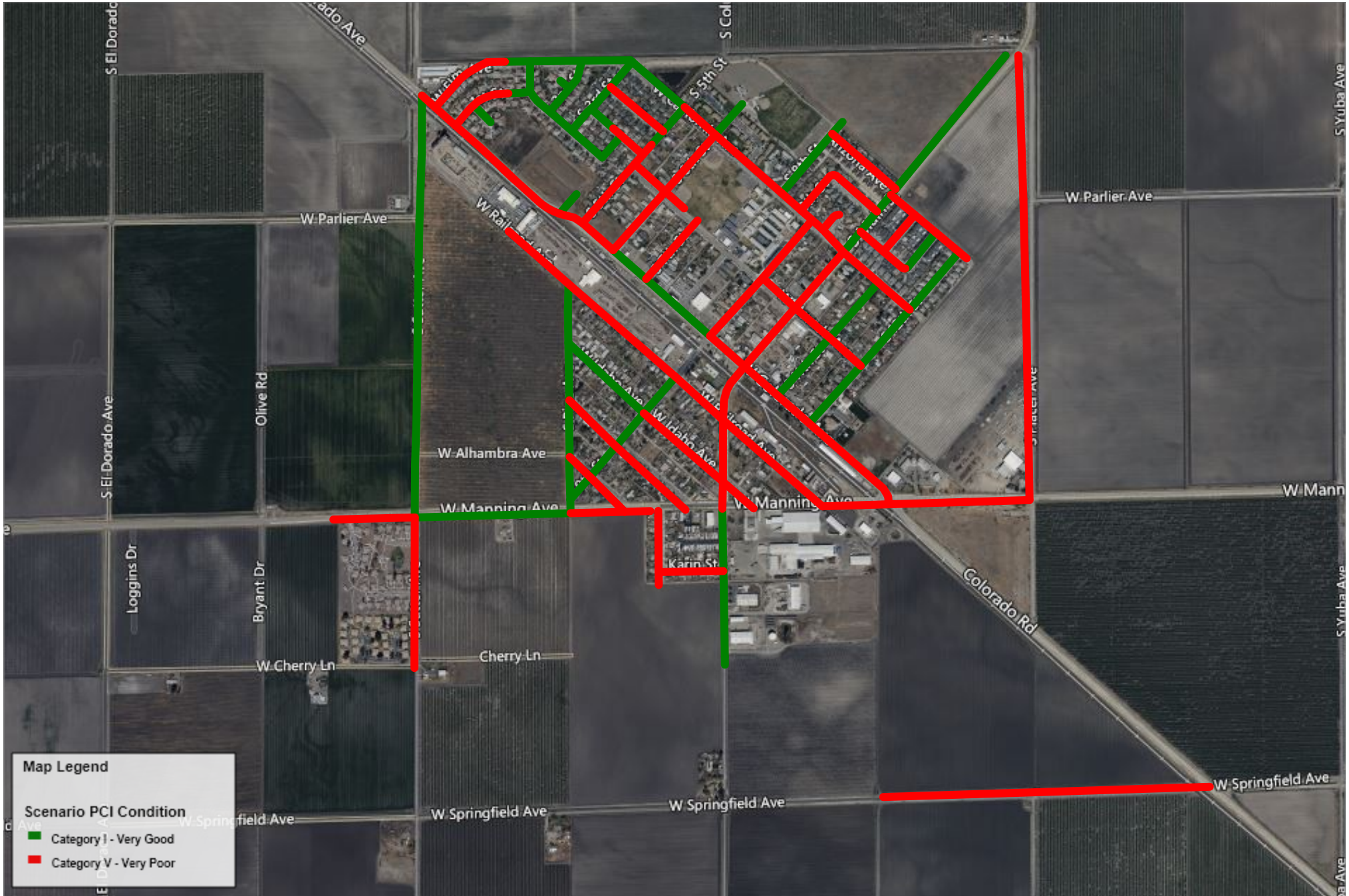
Scenario 2: Maintain Inspected PCI of 34 - PCI Conditions by FY 33/34



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenario PCI Condition

2025-S2- MAINTAIN PCI AT 34 - 2034 Project Period - Total Rehab for 2034: \$0 - Printed: 6/26/2025



Appendix F-4

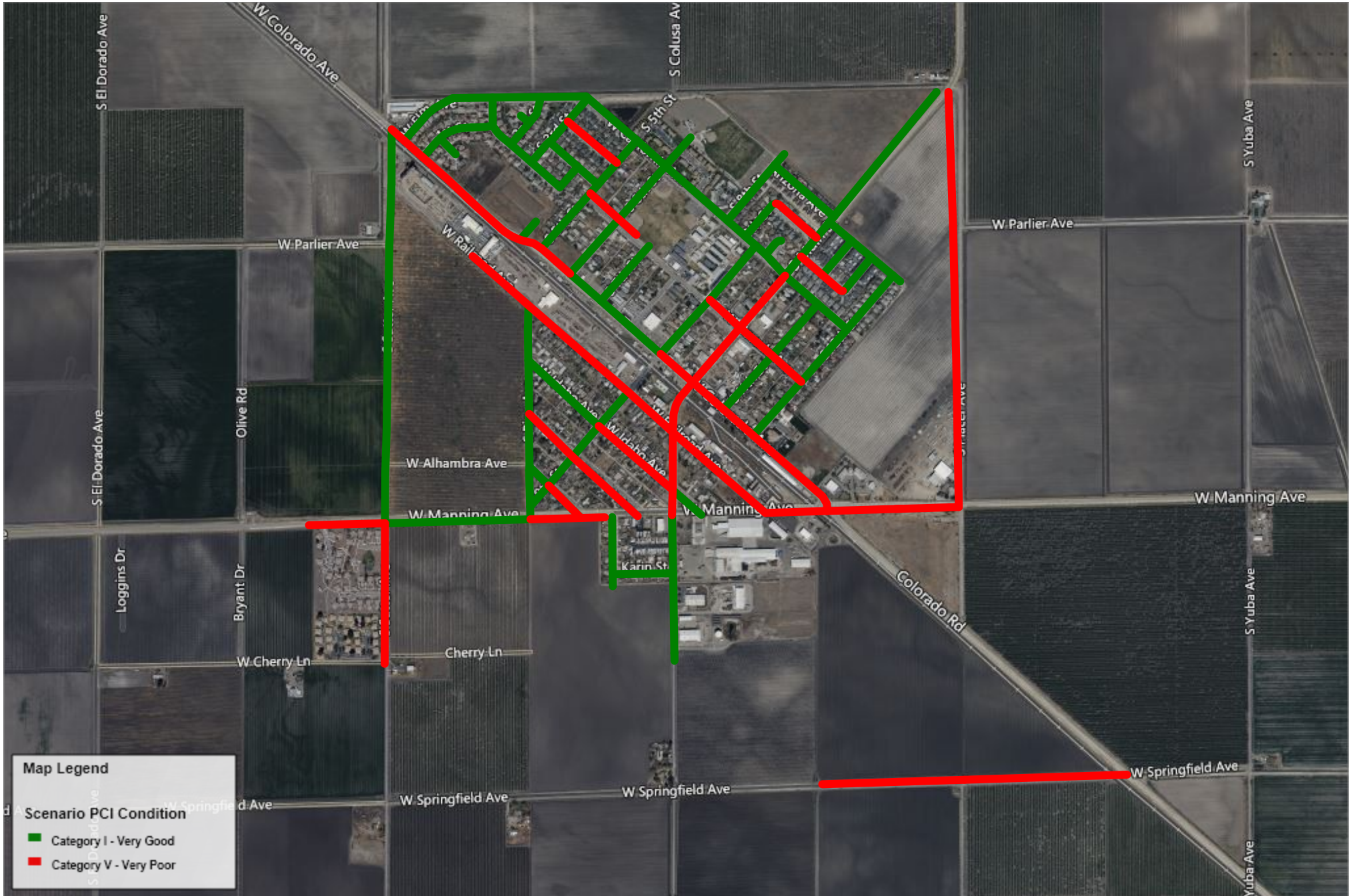
Scenario 3: Improve PCI to 50 - PCI Conditions by FY 33/34



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenario PCI Condition

2025-S3-IMPROVE PCI TO 50 - 2034 Project Period - Total Rehab for 2034: \$719,577 - Printed: 6/26/2025



Appendix F-5

Scenario 4: Improve PCI to 65 - PCI Conditions by FY 33/34



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenario PCI Condition

2025-S4-IMPROVE PCI TO 65 - 2034 Project Period - Total Rehab for 2034: \$733,980 - Printed: 6/26/2025



Appendix F-6

Scenario 5: Improve PCI to 70 - PCI Conditions by FY 33/34



City of San Joaquin
1900 Colorado Avenue
San Joaquin, CA 93660

Scenario PCI Condition

2025-S4-IMPROVE PCI TO 70 - 2034 Project Period - Total Rehab for 2034: \$719,577 - Printed: 6/26/2025

