

2025 Pavement Management Program Update

City of Orange Cove

Public Works Department
808 2nd St.
Orange Cove, CA 93646

September 2025



1003 W. Cutting Blvd., Suite 110
Point Richmond, CA 94804





Final Report
2025 Pavement Management Program Update
City of Orange Cove

September 2025

Prepared for:

City of Orange Cove
Public Works Department
808 2nd St.
Orange Cove, CA 93646

Prepared by:

Debaroti Ghosh, Ph.D.
Project Engineer II

Jolina Karam, Ph.D., EIT (AZ)
Staff Engineer II

Shahram Misaghi, P.E. (CA)
Associate Engineer



NCE
1003 W. Cutting Blvd., Suite 110
Point Richmond, CA 94804
(510) 215-3620

NCE Project No. 992.04.55



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 Orange Cove (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 33.4 centerline miles of streets, representing a substantial investment of approximately \$87.6 million. The street network includes 5.9 centerline miles of arterial streets, 8.3 miles of collector streets, 16.4 miles of residential streets and 2.8 miles of alleyways. 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, 13.6 percent of the City’s street network area is in “Good” condition, approximately 16.9 percent is in “Fair” condition, 18.3 percent is in “Poor” condition, and 51.2 percent is in “Very Poor” condition.

The budget needs analysis indicated that the City needs to spend \$60.5 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	8.8	23	65.1
2	Maintain Current PCI of 34	19.9	34	51.4
3	Improve PCI to 50 by 33/34	33.5	50	35.5
4	Improve PCI to 65 by FY 33/34	46.3	65	20.6
5	Improve PCI to 70 by FY 33/34	50.7	70	15.9

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 \$45.2 million to \$35.5 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 few 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 \$1.1 million and \$2.4 million higher than the City’s Current Budget.



Table of Contents

- 1 Introduction and Background 1**
 - 1.1 Purpose 1
- 2 Network Summary..... 2**
- 3 Pavement Condition 3**
 - 3.1 City’s Current Pavement Condition 4
 - 3.2 PCI Comparison with Neighboring Agencies..... 5
- 4 Maintenance and Rehabilitation Strategies 6**
- 5 Budget Analysis 8**
 - 5.1 Budget Needs..... 8
 - 5.2 Budget Scenarios 9
 - 5.3 Scenario Summary and Comparisons 15
- 6 Conclusions and Recommendations..... 19**
 - 6.1 Recommendations 19



List of Figures

Figure 1. Examples of Streets with Different PCIs.3

Figure 2. Street Network Percent Pavement Area by Condition Category.4

Figure 3. Network PCI for Different Agencies.....5

Figure 4. Costs of Maintaining Arterials over their Service Lives.6

Figure 5. PCI versus Deferred Maintenance for Scenario 1.....10

Figure 6. PCI versus Deferred Maintenance for Scenario 2.....11

Figure 7. PCI versus Deferred Maintenance for Scenario 3.....12

Figure 8. PCI versus Deferred Maintenance for Scenario 4.....13

Figure 9. PCI versus Deferred Maintenance for Scenario 5.....14

Figure 10. Comparison of Annual PCI by Scenario.16

Figure 11. Comparison of Annual Deferred Maintenance by Scenario.....17

Figure 12. Comparison of Pavement Condition by FY 33/34 by Scenarios.18

List of Tables

Table 1. Network Summary Statistics by Functional Class.2

Table 2. Pavement Condition Categories.4

Table 3. Budget Needs.....8

Table 4. Cost Summary for Scenario 1.....10

Table 5. Cost Summary for Scenario 2.....11

Table 6. Cost Summary for Scenario 3.....12

Table 7. Cost Summary for Scenario 4.....13

Table 8. Cost Summary for Scenario 5.....14

Table 9. Budget Scenario Analysis Summary.....15

List of Appendices

Appendix A

Section Description Inventory – Average (Weighted by Area) PCI

Appendix B

Maintenance and Rehabilitation (M&R) Decision Tree

Appendix C



Budget Needs

Appendix D

Scenario Results

Appendix E

Sections Selected for Treatment

Appendix F

GIS Maps



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 Orange Cove (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 33.4 centerline miles of pavement, which includes 5.9 centerline miles of arterials, 8.3 centerline miles of collectors, 16.4 miles of residential streets and 2.8 miles of alleyways. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 27 gravel sections with a total length of approximately 4.3 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
Arterial	5.9	19.2%	52	Fair
Collector	8.3	22.8%	38	Poor
Residential	16.4	54.4%	25	Poor
Alleyways	2.8	3.6%	53	Fair
Total	33.4	100.0%	34	Poor
Gravel	4.3	-	-	-

*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 \$87.6 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
- Bleeding
- Block Cracking
- Bumps and Sags
- Corrugation
- Depression
- Edge Cracking
- Joint Reflection Cracking
- Lane/Shoulder Drop-Off
- Longitudinal/Transverse Cracking
- Patching and Utility Cut Patching
- Polished Aggregate
- Potholes
- Railroad Crossing
- Rutting
- Shoving
- Slippage Cracking
- Swell
- 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.



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 current 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 13.6% in “Good”, 16.9% in “Fair” and 18.3% in “Poor”.

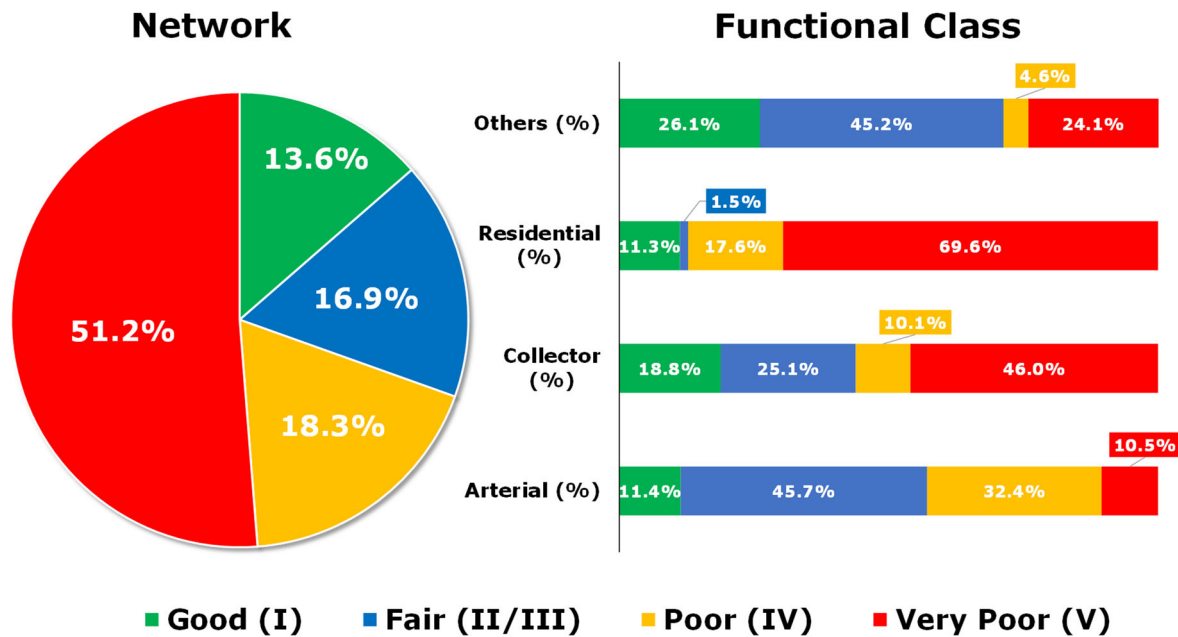


Figure 2. Street Network Percent Pavement Area by Condition Category.



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.

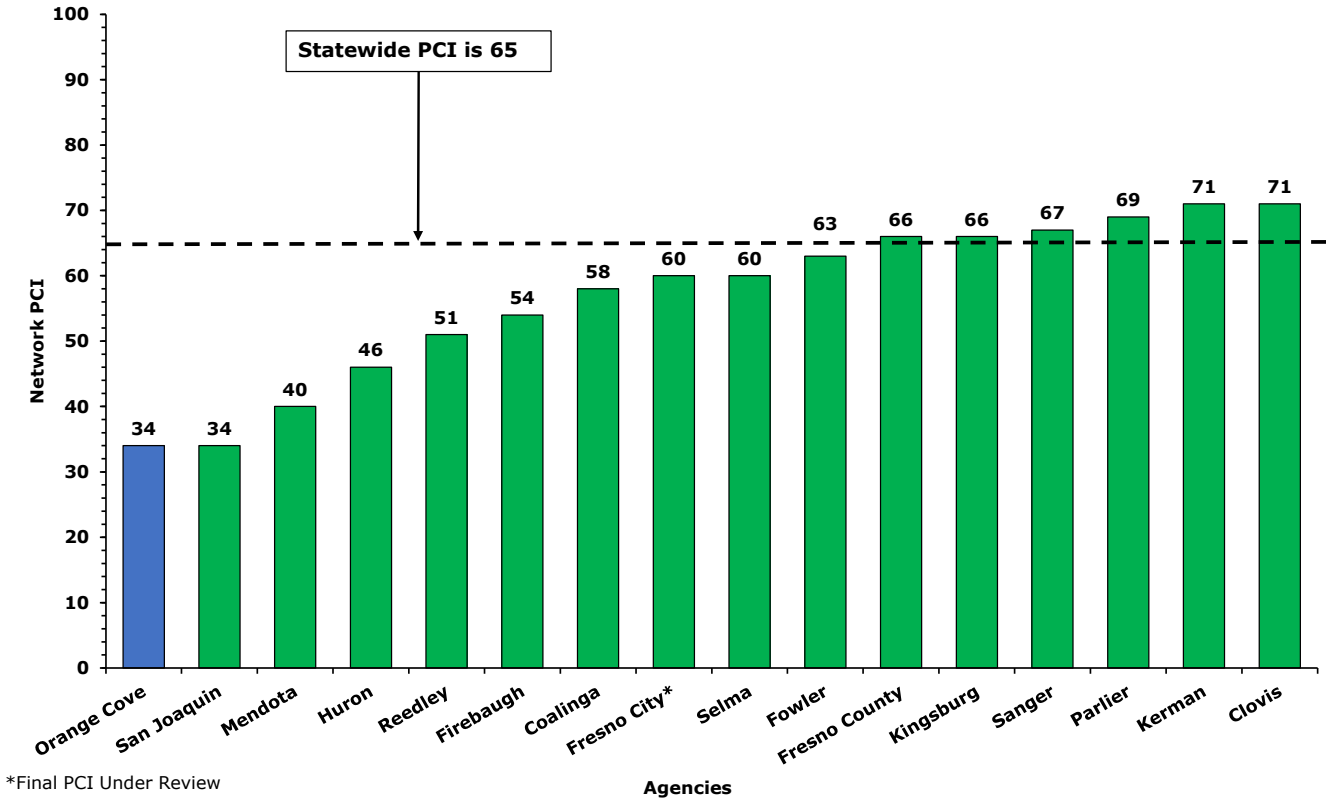


Figure 3. Network PCI for Different Agencies.

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 arterials. This determined the most effective and realistic treatments for each group of streets by functional class and condition category.

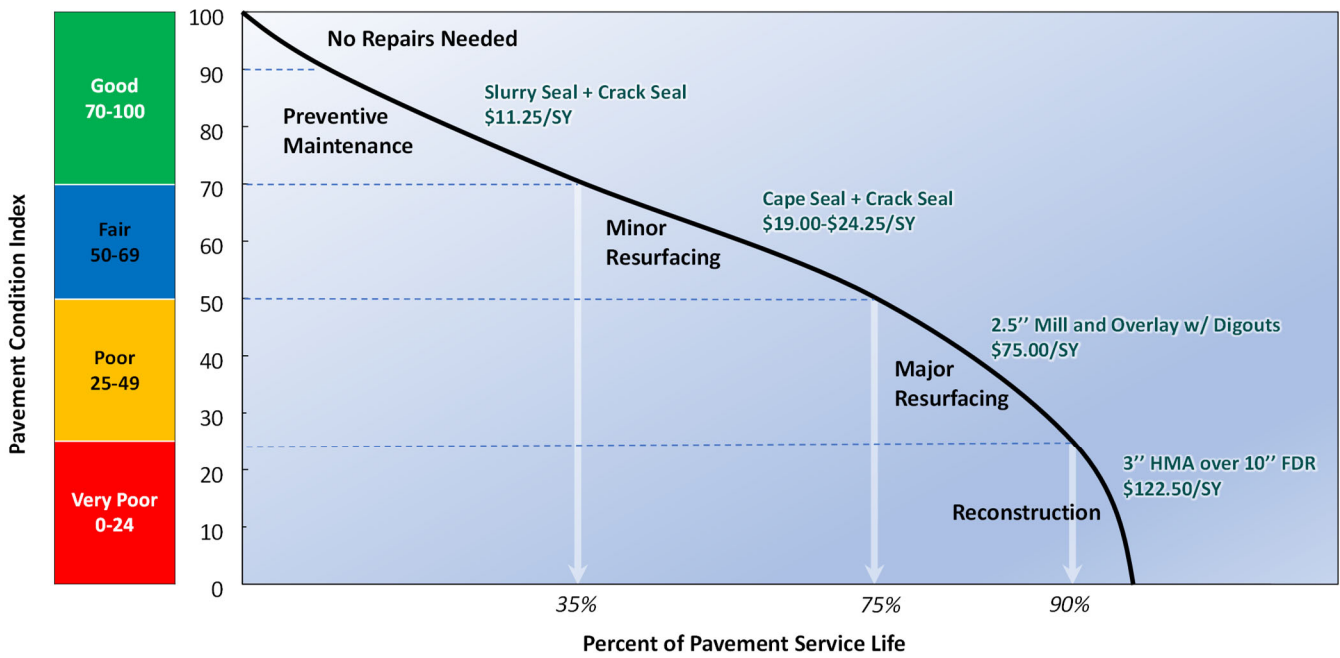


Figure 4. Costs⁵ of Maintaining Arterials over their Service Lives.

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 \$11.25 per square yard to treat with slurry seal may, in a few years, cost about \$122.5 per square yard to reconstruct. Note that a slurry seal can be applied on approximately 11 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

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. At this point, a well-designed pavement will have reached between 35 and 50 percent of its life, and crack sealing followed by a cape seal 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 and overlay (2.0 to 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, arterials 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 \$60.5 million by the end of FY 33/34. Of the total budget needs, approximately \$49.8 million (82.3 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 84 by FY 33/34. Table 3 below shows the impacts of expenditures on the PCI, assuming an 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	45.2	1.4	0.8	1.2	0.1	0.5	1.5	8.7	0.5	0.6	60.5
Rehabilitation (\$M)	NA	44.4	1.3	0.8	1.1	0.1	0.5	0.4	0.9	0.1	0.2	49.8
Preventive Maintenance (\$M)	NA	0.8	0.1	0.0	0.1	0.0	0.0	1.1	7.8	0.4	0.4	10.7
Treated PCI	34	93	88	87	85	84	82	82	87	85	84	NA
Untreated PCI	34	66	32	28	25	23	21	19	18	16	15	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 (\$880.0K/year)
- Scenario 2: Maintain Current PCI of 34 (\$2.0M/year)
- Scenario 3: Improve PCI to 50 by FY 33/34 (\$3.4M/year)
- Scenario 4: Improve PCI to 65 by FY 33/34 (\$4.6M/year)
- Scenario 5: Improve PCI to 70 by FY 33/34 (\$5.0M/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.



5.2.1 Scenario 1: City’s Current Budget (\$880.0K/year)

At the City’s anticipated budget of \$880.0 thousand every year, the network PCI will decrease from 34 to 23 by FY 33/34. Scenario 1 allocated an average of 5.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 25.1 percent of the network will be in “Good” condition, 2.0 percent will be in “Fair”, 2.0 percent will be in “Poor” conditions, and 70.9 percent will be in “Very Poor” condition. The deferred maintenance cost will increase from \$45.2 million to \$65.1 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	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	8.80
Deferred Maintenance (\$M)	45.2	44.3	47.3	49.2	52.1	53.6	56.0	59.0	61.4	63.1	65.1	N/A
Network PCI	34	36	33	31	29	27	26	25	24	24	23	N/A

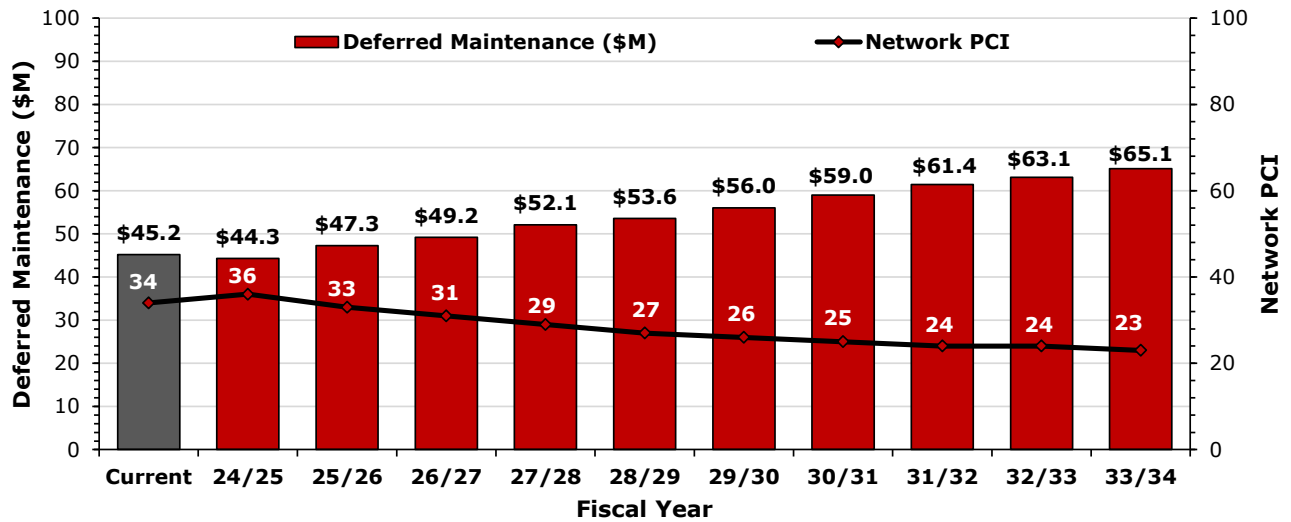


Figure 5. PCI versus Deferred Maintenance for Scenario 1.



5.2.2 Scenario 2: Maintain Current PCI of 34 (\$2.0M/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 \$19.9 million over 10 years. Scenario 2 allocated an average of 4.0 percent of the budget towards preventive maintenance. As a result, the deferred maintenance cost will increase to \$51.4 million by FY 33/34. In this scenario, 39.8 percent of the network will be in “Good” condition and 1.7 percent will be in “Fair” condition, While there will be no streets in “Poor” condition, more than half of the network will be in “Very Poor” condition by the end of the analysis period.

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	0.88	1.49	1.80	1.80	2.50	2.50	2.49	2.50	2.00	2.00	19.96
Deferred Maintenance (\$M)	45.2	44.3	46.7	47.6	49.3	49.1	49.1	50.3	50.8	50.9	51.4	N/A
Network PCI	34	36	34	33	31	31	32	32	33	34	34	N/A

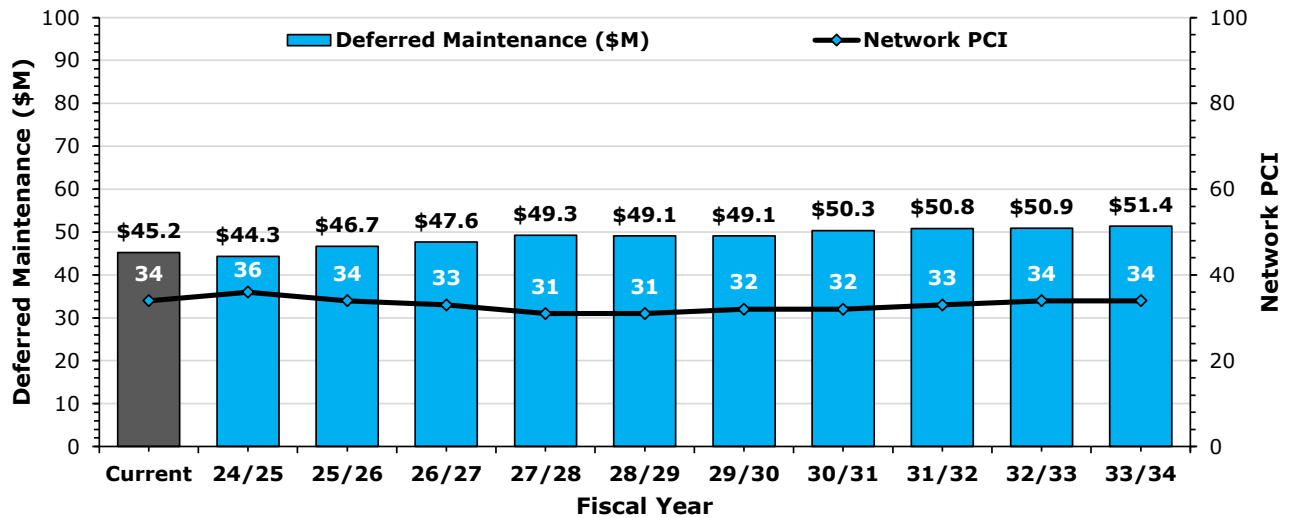


Figure 6. PCI versus Deferred Maintenance for Scenario 2.



5.2.3 Scenario 3: Improve PCI to 50 by FY 33/34 (\$3.4M/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 \$33.5 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 \$35.5 million by FY 33/34. In this scenario, 59.2 percent of the network will be in “Good” condition with 40.8 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.

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	0.88	3.50	4.00	3.99	4.00	3.43	3.31	3.40	3.49	3.50	33.50
Deferred Maintenance (\$M)	45.2	44.3	44.7	43.4	43.1	41.2	40.1	39.0	37.8	36.6	35.5	N/A
Network PCI	34	36	36	37	38	40	41	43	45	48	50	N/A

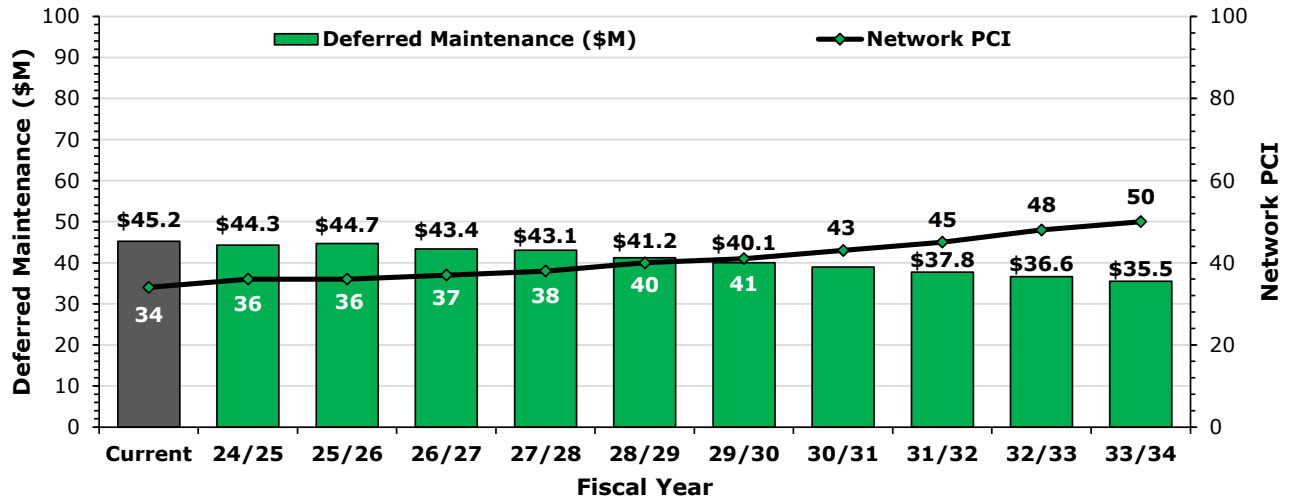


Figure 7. PCI versus Deferred Maintenance for Scenario 3.



5.2.4 Scenario 4: Improve PCI to 65 by FY 33/34 (\$4.6M/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 \$46.3 million over 10 years. Scenario 3 allocates 3.0 percent of the budget towards preventive maintenance (“Good” condition), resulting in deferred maintenance costs decreasing to \$20.6 million by FY 33/34. In this scenario, 77.5 percent of the network will be in “Good” condition with 22.5 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	1.50	5.50	6.00	5.99	4.47	4.49	4.34	4.48	4.49	4.99	46.25
Deferred Maintenance (\$M)	45.2	43.7	42.0	38.7	36.6	33.9	31.2	28.2	26.0	23.6	20.6	N/A
Network PCI	34	37	39	41	45	48	52	55	58	61	65	N/A

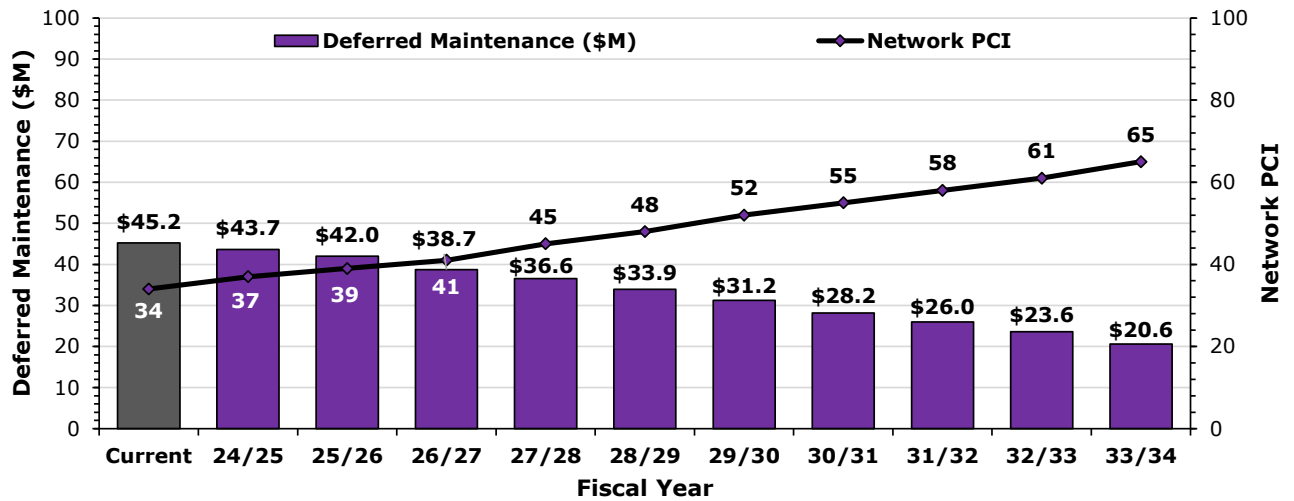


Figure 8. PCI versus Deferred Maintenance for Scenario 4.



5.2.5 Scenario 5: Improve PCI to 70 by FY 33/34 (\$5.0M/year)

This scenario assumes the City will increase. In this scenario, roughly \$44.8 million of the budget is allocated to rehabilitation, and the deferred maintenance cost would be reduced to \$15.9 million by FY 33/34. In this scenario, 83.3 percent of the network will be in “Good” condition, with 16.7 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	2.50	6.50	5.99	5.99	4.99	4.94	4.83	4.98	5.00	5.00	50.72
Deferred Maintenance (\$M)	45.2	42.7	40.0	36.7	34.5	31.2	28.0	24.5	21.8	19.1	15.9	N/A
Network PCI	34	38	41	44	47	51	55	59	63	66	70	N/A

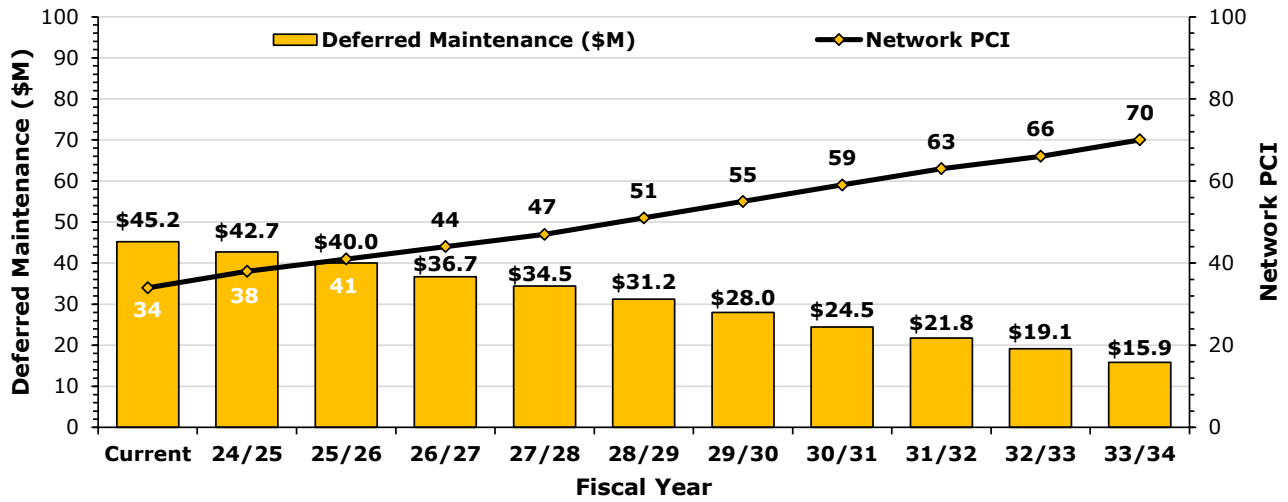


Figure 9. PCI versus Deferred Maintenance for Scenario 5.



5.3 Scenario Summary and Comparisons

Scenario 1: City’s Current Budget (\$880.0K/year) – The network PCI is projected to decrease from 34 to 23 by the end of the 10-year analysis period. The cost of deferred maintenance⁶ will increase from \$45.2 million to \$65.1 million by FY 33/34.

Scenario 2: Maintain Current PCI of 34 (\$2.0M/year) – This scenario assumes that the City will allocate \$2.0 million each year on average to maintain the PCI at 34 by the end of FY 33/34. This will cost \$19.9 million total over 10 years. Deferred maintenance costs will slightly increase from \$45.2 million to \$51.4 million by FY 33/34.

Scenario 3: Improve PCI to 50 by FY 33/35 (\$3.4M/year) – This scenario assumes that the City will increase the Network PCI to 50 by the end of FY 33/34 by spending \$3.4 million each year on average. This will cost a total of \$33.5 million over 10 years, decreasing the deferred maintenance from \$45.2 million to \$35.5 million by FY 33/34.

Scenario 4: Improve PCI to 65 by FY 33/34 (\$4.6M/year) – This scenario assumes that the City will increase the network PCI to 65, the statewide average. This will cost \$46.3 million total over 10 years. Deferred maintenance costs will be reduced to \$20.6 million by FY 33/34.

Scenario 5: Improve PCI to 70 by FY 33/34 (\$5.0M/year) – This scenario assumes that the City will increase the network PCI to 70, the Fresno COG goal. This will cost \$50.7 million total over 10 years. Deferred maintenance costs will be reduced to \$15.9 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 for the recommended scenario, 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	8.8	23	65.1
2	Maintain Current PCI of 34	19.9	34	51.4
3	Improve PCI to 50 by 33/34	33.5	50	35.5
4	Improve PCI to 65 by FY 33/34	46.3	65	20.6
5	Improve PCI to 70 by FY 33/34	50.7	70	15.9

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.



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 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 \$2.0 million annually under Scenario 1, while for the other scenarios, it is projected to either remain the same (Scenario 2) or decrease consistently (Scenarios 3, 4 and 5).



Figure 10. Comparison of Annual PCI by Scenario.

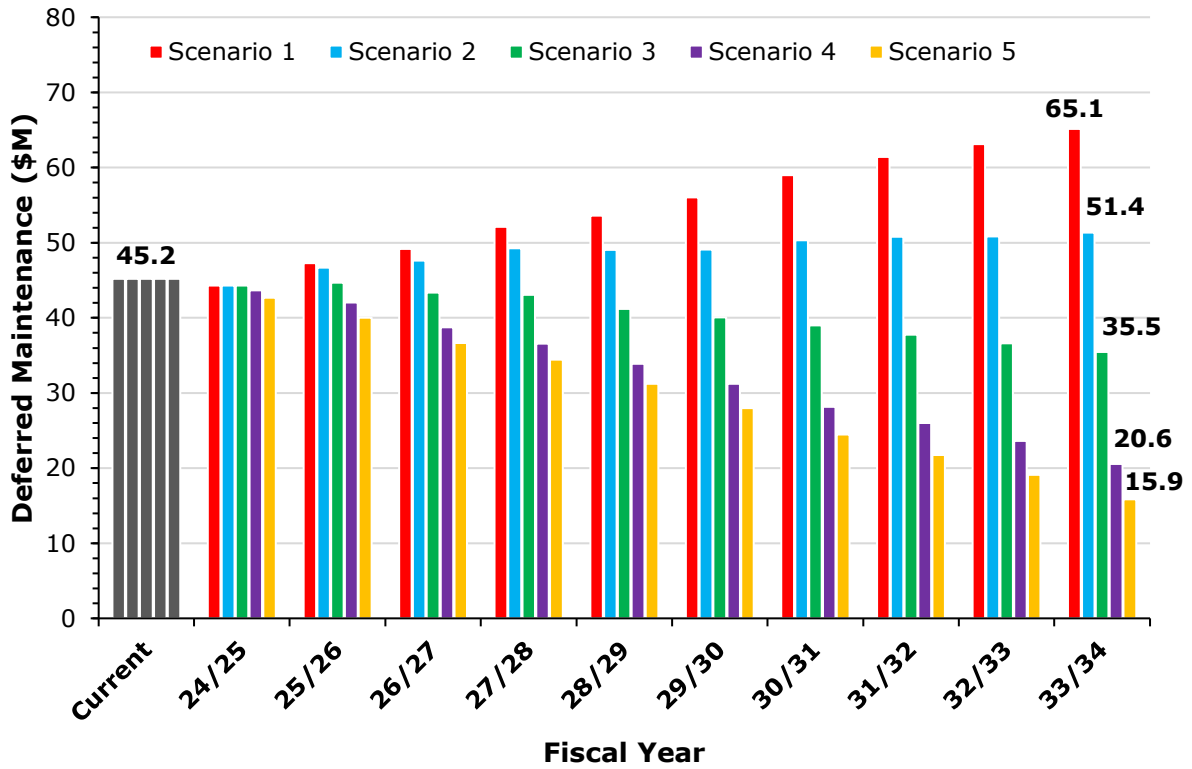


Figure 11. Comparison of Annual Deferred Maintenance by Scenario.



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.

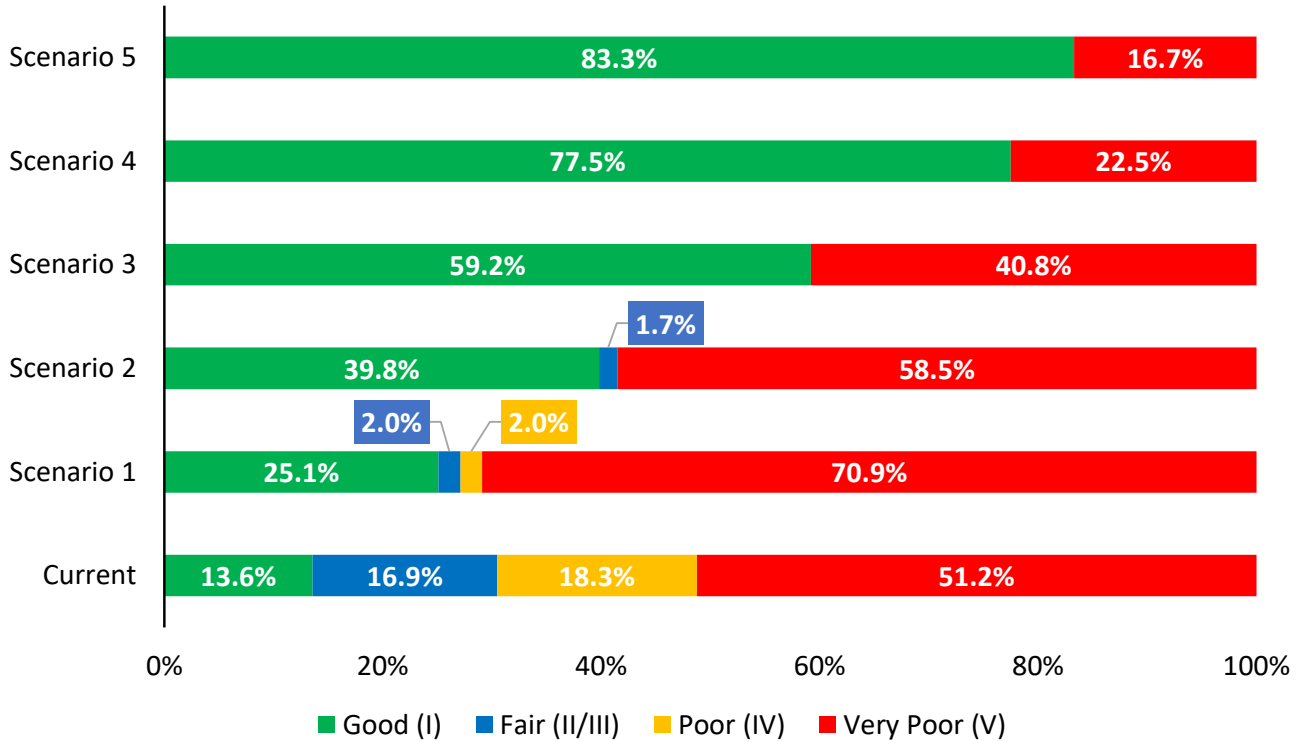


Figure 12. Comparison of Pavement Condition by FY 33/34 by Scenarios.

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 \$1.1 million, \$2.5 million, \$3.7 million and \$4.1 million more every year, respectively, compared to Scenario 1.



6 Conclusions and Recommendations

The City of Orange Cove has made a substantial investment of \$87.6 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 \$8.8 million over 10 years is expected to reduce the overall network PCI from 34 to 23. Under Scenario 2, PCI would remain at 34 by FY 33/34 with an investment of \$19.9 million. Under Scenario 3, PCI would increase to 50 by FY 33/34 with an investment of \$33.5 million. As for Scenario 4, PCI would increase to 65, the statewide PCI, by FY 33/34 with an investment of \$46.3 million. Finally, for Scenario 5, PCI would increase to 70 by FY 33/34 with an investment of \$50.7 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 deferred maintenance from \$45.2 million to \$35.5 million by the end of FY 33/34. The sections selected for treatment for this scenario 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
- 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 arterial and collector streets 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
Begin Location	Beginning limit of the section
End Location	Ending limit of the section
Functional Class	Functional Classification (A – Arterial, C – Collector, R – Residential, O - Other/Alleyways)
Surface Type	Surface Type (AC = Asphalt Concrete, AC/AC = Asphalt Concrete Overlay of existing Asphalt Concrete, G = Gravel)
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

City of Orange Cove
2025 Pavement Management Program Update

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
10TH	10TH ST	0100	J ST	H ST	R	AC	2	999	43	42,957	14	1/9/2025	Very Poor
10TH	10TH ST	0200	H ST	PARK ST	R	AC	2	1,012	45	45,540	16	1/9/2025	Very Poor
10TH	10TH ST	0300	PARK ST	RAILROAD AVE WEST	R	AC	2	258	32	8,256	45	1/9/2025	Poor
10TH	10TH ST	0400	RAILROAD AVE EAST	C ST	R	AC	2	989	52	51,428	6	1/9/2025	Very Poor
10TH	10TH ST	0500	C ST	ADAMS AVE EAST	R	AC	2	866	52	45,032	7	1/9/2025	Very Poor
11TH	11TH ST	0100	SOUTH AVE	I ST	R	AC	2	1,018	36	36,648	15	1/9/2025	Very Poor
11TH	11TH ST	0200	I ST	NORTH END	R	AC	2	1,312	36	47,232	12	1/9/2025	Very Poor
11TH	11TH ST	0300	PARK S	RAILROAD AVE WEST	R	AC	2	510	36	18,360	80	1/7/2025	Good
11TH	11TH ST	0400	RAILROAD AVE EAST	C ST	R	AC	2	560	36	20,160	13	1/9/2025	Very Poor
11TH	11TH ST	0500	C ST	ADAMS AVE EAST	R	AC	2	1,010	36	36,360	6	1/9/2025	Very Poor
12TH	12TH ST	0100	SOUTH ST	I ST	R	AC	2	1,024	36	36,864	14	1/7/2025	Very Poor
12TH	12TH ST	0200	I ST	PARK ST	R	AC	2	1,529	26	39,754	13	1/7/2025	Very Poor
12TH	12TH ST	0300	PARK ST	RAILROAD AVE WEST	R	AC	2	969	36	34,884	14	1/7/2025	Very Poor
12TH	12TH ST	0400	RAILROAD AVE EAST	ADAMS AVE EAST	R	AC	2	1,301	36	46,836	10	1/9/2025	Very Poor
2ND	2ND ST	0100	RAILROAD AVE EAST	PARK ST	R	AC	2	1,702	33	56,166	32	1/9/2025	Poor
2ND	2ND ST	0200	PARK ST	NORTH END	R	AC	2	1,602	36	57,672	31	1/9/2025	Poor
2ND	2ND ST	0300	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	19	1/9/2025	Very Poor
3RD	3RD ST	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	871	30	26,130	14	1/9/2025	Very Poor
3RD	3RD ST	0200	RAILROAD AVE WEST	750' N/O RAILROAD AVE WEST	R	AC/AC	2	750	36	27,000	95	1/9/2025	Good
3RD	3RD ST	0250	750' N/O RAILROAD AVE WEST	G ST	R	AC	2	301	36	10,836	31	1/9/2025	Poor
3RD	3RD ST	0300	G ST	PARK ST	R	AC	2	501	38	19,038	36	1/9/2025	Poor
3RD	3RD ST	0400	PARK ST	D ST	R	AC	2	1,061	36	38,196	8	1/9/2025	Very Poor
3RD	3RD ST	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	33	1/9/2025	Poor
4TH	4TH AVE	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	1,132	31	35,092	6	1/9/2025	Very Poor
4TH	4TH AVE	0200	RAILROAD AVE WEST	PARK ST	R	AC	2	1,088	26	28,288	12	1/9/2025	Very Poor
4TH	4TH AVE	0300	PARK ST	D ST	R	AC	2	998	42	41,916	13	1/9/2025	Very Poor
4TH	4TH AVE	0400	D ST	ADAMS AVE	R	AC	2	1,519	43	65,317	11	1/9/2025	Very Poor
4TH	4TH AVE	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	31	1/9/2025	Poor
5TH	5TH AVE	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	1,346	21	28,266	30	1/9/2025	Poor
5TH	5TH AVE	0200	RAILROAD AVE WEST	PARK ST	R	AC	2	764	52	39,728	9	1/9/2025	Very Poor
5TH	5TH AVE	0300	PARK ST	D ST	R	AC	2	1,032	52	53,664	19	1/9/2025	Very Poor
5TH	5TH AVE	0400	D ST	E ADAMS AVE	R	AC	2	1,555	52	80,860	6	1/9/2025	Very Poor
5TH	5TH AVE	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	10	1/9/2025	Very Poor
6TH	6TH ST	0100	G ST	PARK ST	R	AC	2	490	51	24,990	23	1/9/2025	Very Poor
6TH	6TH ST	0200	PARK ST	D ST	R	AC	2	1,019	52	52,988	12	1/9/2025	Very Poor
6TH	6TH ST	0300	D ST	ADAMS ST EAST	R	AC	2	1,538	52	79,976	13	1/9/2025	Very Poor
6TH	6TH ST	0400	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	17	1/9/2025	Very Poor
8TH	8TH ST	0100	SOUTH ST	I ST	R	AC	2	1,037	53	54,961	11	1/9/2025	Very Poor
8TH	8TH ST	0200	I ST	G ST	R	AC	2	950	53	50,350	22	1/9/2025	Very Poor
8TH	8TH ST	0300	RAILROAD AVE EAST	D ST	R	AC	2	961	52	49,972	8	1/9/2025	Very Poor
8TH	8TH ST	0400	C ST	ADAMS AVE	R	AC	2	998	52	51,896	11	1/9/2025	Very Poor
9TH	9TH ST	0100	SOUTH AVE	H ST	R	AC	2	1,485	53	78,705	12	1/9/2025	Very Poor
9TH	9TH ST	0200	H ST	PARK ST	R	AC	2	999	53	52,947	13	1/9/2025	Very Poor
9TH	9TH ST	0300	RAILROAD AVE EAST	C ST	R	AC	2	1,187	53	62,911	10	1/9/2025	Very Poor
9TH	9TH ST	0400	C ST	ADAM AVE EAST	R	AC	2	998	53	52,894	11	1/9/2025	Very Poor
ADAMS	ADAMS AVE EAST	0100	ANCHOR AVE EAST	10TH ST	C	AC	2	1,385	33	45,705	13	1/7/2025	Very Poor
ADAMS	ADAMS AVE EAST	0150	10TH ST	CENTER ST	C	AC	2	1,158	33	38,214	13	1/7/2025	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
ADAMS	ADAMS AVE EAST	0200	CENTER ST	PAVEMENT CHANGE	C	AC	2	1,127	38	42,826	79	1/7/2025	Good
ADAMS	ADAMS AVE EAST	0300	PAVEMENT CHANGE	BRIDGE W/S	C	AC	2	998	38	37,924	88	1/7/2025	Good
ADAMS	ADAMS AVE EAST	0400	BRIDGE E/S	HILLS VALLEY RD	C	AC	2	305	20	6,100	87	1/7/2025	Good
A-E/OANCHO	ALLEY E/O ANCHOR AVE	0100	B ST	ADAMS AVE ST	O	G	2	894	14	12,516	-	-	-
A-N/O S	ALLEY N/O SOUTH AVE	0100	ANCHOR AVE SOUTH	12TH ST	O	G	1	597	16	9,552	-	-	-
A-N/OPARK	ALLEY N/O PARK ST	0100	8TH ST	6TH ST	O	AC	1	654	17	11,118	15	1/9/2025	Very Poor
A-N/OPARK	ALLEY N/O PARK ST	0200	6TH ST	2ND ST	O	G	1	1,309	22	28,798	-	-	-
ANCHOR	ANCHOR AVE SOUTH	0100	PARLIER AVE EAST	SOUTH AVE EAST	C	AC	3	2,637	60	158,220	50	1/7/2025	Fair
ANCHOR	ANCHOR AVE SOUTH	0200	SOUTH AVE	PARK ST	C	AC	2	2,554	49	125,146	31	1/7/2025	Poor
ANCHOR	ANCHOR AVE SOUTH	0300	PARK ST	ADAMS ST	C	AC	2	2,579	40	103,160	78	1/7/2025	Good
A-S/OPARK	ALLEY S/O PARK ST	0200	12TH ST	11TH ST	O	AC	1	331	12	3,972	0	1/9/2025	Very Poor
A-S/ADAMS	ALLEY S/O ADAMS EAST	0100	ALLEY S/O ANCHOR	ALLEY W/O 12TH	O	G	1	291	16	4,656	-	-	-
A-S/OPARK	ALLEY S/O PARK ST	0300	11TH ST	10TH ST	O	AC	1	342	22	7,524	84	1/9/2025	Good
A-S/OPARK	ALLEY S/O PARK ST	0400	10TH ST	RAILROAD AVE WEST	O	AC	1	564	14	7,896	13	1/9/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0500	6TH ST	4TH ST	O	AC	1	684	18	12,312	0	1/9/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0600	4TH ST	2ND ST	O	AC	1	643	18	11,574	0	1/9/2025	Very Poor
A-S/SOPARK	ALLEY S/O PARK ST	0100	ANCHOR AVE SOUTH	12TH ST	O	AC	1	610	12	7,320	5	1/9/2025	Very Poor
A-W/O 10TH	ALLEY W/O 10TH ST	0100	ADAMS AVE EAST	RAILROAD AVE EAST	O	AC	1	1,567	15	23,505	72	1/9/2025	Good
A-W/O 10TH	ALLEY W/O 10TH ST	0200	J ST	I ST	O	AC	1	444	15	6,660	56	1/9/2025	Fair
A-W/O 10TH	ALLEY W/O 10TH ST	0300	I ST	ALLEY S/O PARK	O	G	1	1,192	14	16,688	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0100	SOUTH AVE	I ST	O	G	1	928	14	12,992	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0200	I ST	ALLEY S/O PARK ST	O	G	1	1,181	14	16,534	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0300	ADAMS AVE EAST	RAILROAD AVE EAST	O	G	1	1,181	14	16,534	-	-	-
A-W/O 12TH	ALLEY W/O 12TH ST	0100	J ST	END OF PAVEMENT (224' N/O I ST)	O	AC	1	695	15	10,425	49	1/9/2025	Poor
A-W/O 12TH	ALLEY W/O 12TH ST	0200	ADAMS AVE EAST	C ST	O	AC	1	935	15	14,025	69	1/9/2025	Fair
A-W/O 12TH	ALLEY W/O 12TH ST	0300	ALLEY S/O PARK ST	224' N/O I ST	O	G	1	929	14	13,006	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0100	RAILROAD AVE EAST	NORTH END	O	G	1	353	12	4,236	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0200	H ST	ALLEY S/O PARK ST	O	G	1	792	12	9,504	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0300	ALLEY N/O PARK ST	NORTH END	O	G	1	940	12	11,280	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0100	SOUTH AVE	RAILROAD WEST	O	G	1	762	14	10,668	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0200	END N/O D ST	ALLEY N/O PARK ST	O	G	1	929	14	13,006	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0300	ALLEY S/O PARK ST	RAILROD AVE EAST	O	G	1	945	14	13,230	-	-	-
A-W/O 4TH	ALLEY W/O 4TH ST	0100	ADAMS AVE EAST	B ST	O	AC	1	473	15	7,095	76	1/9/2025	Good
A-W/O 4TH	ALLEY W/O 4TH ST	0200	B ST	ALLEY N/O PARK ST	O	G	1	1,670	15	25,050	-	-	-
A-W/O 4TH	ALLEY W/O 4TH ST	0300	RAILOAD AVE EAST	ALLEY S/O PARK ST	O	G	1	681	14	9,534	-	-	-
A-W/O 5TH	ALLEY W/O 5TH ST	0100	ADAMS AVE EAST	D ST	O	AC	1	1,351	15	20,265	72	1/9/2025	Good
A-W/O 5TH	ALLEY W/O 5TH ST	0200	D ST	ALLEY N/O PARK ST	O	G	1	774	15	11,610	-	-	-
A-W/O 5TH	ALLEY W/O 5TH ST	0300	G ST	ALLEY S/O PARK ST	O	G	1	326	15	4,890	-	-	-
A-W/O 6TH	ALLEY W/O 6TH ST	0100	ADAMS AVE EAST	D ST	O	G	1	1,366	14	19,124	-	-	-
A-W/O 6TH	ALLEY W/O 6TH ST	0200	D ST	E ST	O	G	1	463	14	6,482	-	-	-
A-W/O 8TH	ALLEY W/O 8TH ST	0100	SOUTH AVE	J ST	O	G	1	471	14	6,594	-	-	-
A-W/O 8TH	ALLEY W/O 8TH ST	0200	D ST	RAILROAD EAST	O	AC	1	717	15	10,755	62	1/9/2025	Fair
A-W/O 8TH	ALLEY W/O 8TH ST	0300	ADAMS AVE EAST	C ST	O	G	1	934	14	13,076	-	-	-
A-W/O 8TH	ALLEY W/O 8TH ST	0400	G ST	J ST	O	AC	1	1,340	14	18,760	68	1/9/2025	Fair
A-W/O 9TH	ALLEY W/O 9TH ST	0100	J ST	ALLEY S/O PARK ST	O	AC	1	1,545	15	23,175	66	1/9/2025	Fair
A-W/O 9TH	ALLEY W/O 9TH ST	0200	ADAMS AVE EAST	RAILROAD AVE EAST	O	AC	1	1,874	15	28,110	67	1/9/2025	Fair
A-W/OCENTE	ALLEY W/O CENTER ST	0100	8TH ST	SOUTH AVE EAST	O	G	1	428	14	5,992	-	-	-

City of Orange Cove
2025 Pavement Management Program Update

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
A-W/OCENTE	ALLEY W/O CENTER ST	0200	G ST	I ST	O	G	1	881	14	12,334	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0300	E ST	D ST	O	G	1	452	14	6,328	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0400	ADAMS AVE EAST	C ST	O	G	1	948	14	13,272	-	-	-
B ST	B ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,396	36	50,256	12	1/7/2025	Very Poor
B ST	B ST	0200	10TH ST	CENTER ST	R	AC	2	1,135	36	40,860	15	1/7/2025	Very Poor
B ST	B ST	0300	CENTER ST	4TH ST	R	AC	2	1,149	36	41,364	15	1/7/2025	Very Poor
BENJAMIN	BENJAMIN ST	0100	JACOBS AVE SOUTH	END	R	AC	2	1,506	33	49,698	22	1/9/2025	Very Poor
C ST	C ST	0100	RAILROAD AVE EAST	9TH ST	R	AC	2	1,541	36	55,476	12	1/7/2025	Very Poor
C ST	C ST	0200	9TH ST	CENTER ST	R	AC	2	737	36	26,532	79	1/7/2025	Good
C ST	C ST	0300	CENTER ST	4TH ST	R	AC	2	1,140	36	41,040	79	1/7/2025	Good
CASUGA	CASUGA ST	0100	RODRIGUEZ ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	792	33	26,136	30	1/9/2025	Poor
CASUGA	CASUGA ST	0200	CELAYA ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	642	33	21,186	19	1/9/2025	Very Poor
CELAYA ST	CELAYA ST	0100	VILLAREAL ST	MARTINEZ ST	R	AC	2	981	36	35,316	40	1/9/2025	Poor
CELAYA WY	CELAYA WY	0100	HOPE AVE	SERNA AVE	R	AC	2	258	40	10,320	80	1/9/2025	Good
CENTER	CENTER ST	0100	SOUTH AVE	I ST	A	AC	2	1,053	53	55,809	79	1/9/2025	Good
CENTER	CENTER ST	0200	I ST	PARK ST	A	AC	2	1,504	53	79,712	78	1/9/2025	Good
CENTER	CENTER ST	0300	D ST	ADAMS AVE	A	AC	2	1,504	53	79,712	65	1/9/2025	Fair
CENTER	CENTER ST	0400	PARK ST	D ST	A	AC	2	1,000	53	53,000	45	1/9/2025	Poor
CITRUS	CITRUS AVE	0100	ADAMS AVE EAST	NORTH END	R	AC	2	381	33	12,573	82	1/9/2025	Good
D ST	D ST	0100	RAILROAD AVE EAST	CENTER ST	C	AC	2	1,660	43	71,380	12	1/7/2025	Very Poor
D ST	D ST	0200	CENTER ST	4TH ST	C	AC	2	1,144	43	49,192	75	1/7/2025	Good
D ST	D ST	0300	4TH ST	2ND ST	R	AC	2	722	33	23,826	26	1/7/2025	Poor
E ST	E ST	0100	12TH ST	11TH ST	R	AC	2	339	32	10,848	9	1/7/2025	Very Poor
E ST	E ST	0200	9TH ST	6TH ST	R	AC	2	1,150	53	60,950	13	1/7/2025	Very Poor
E ST	E ST	0300	6TH ST	2ND ST	R	AC	2	1,527	31	47,337	17	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0100	ANCHOR AVE SOUTH	12TH ST	C	AC	2	785	31	24,335	23	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0200	12TH ST	10TH ST	C	AC	2	945	31	29,295	17	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0300	10TH ST	8TH AVE	C	AC	2	1,001	31	31,031	5	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0400	6TH ST	4TH ST	C	AC	2	927	36	33,372	13	1/9/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0500	4TH ST	2ND ST	C	AC	2	985	24	23,640	12	1/9/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0600	2ND ST	HILLS VALLEY RD SOUTH	C	AC	2	880	24	21,120	14	1/9/2025	Very Poor
G ST	G ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,420	53	75,260	83	1/9/2025	Good
G ST	G ST	0200	10TH ST	CENTER ST	R	AC	2	1,137	53	60,261	84	1/9/2025	Good
G ST	G ST	0300	6TH ST	5TH ST	R	AC	2	325	27	8,775	24	1/9/2025	Very Poor
G ST	G ST	0400	5TH ST	2ND ST	R	AC	2	1,066	44	46,904	23	1/9/2025	Very Poor
GUTIERREZ	GUTIERREZ ST	0100	JACOBS AVE SOUTH	CDS (E)	R	AC	2	1,606	33	52,998	18	1/9/2025	Very Poor
H ST	H ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,411	43	60,673	3	1/9/2025	Very Poor
H ST	H ST	0200	10TH ST	CENTER ST	R	AC	2	1,180	43	50,740	19	1/9/2025	Very Poor
H ST	H ST	0300	4TH ST	2ND ST	R	AC	2	685	24	16,440	13	1/10/2025	Very Poor
HILLSVALLE	HILLS VALLEY RD SOUTH	0100	SOUTH AVE EAST	PARK ST	A	AC	2	2,573	26	66,898	52	1/7/2025	Fair
HILLSVALLE	HILLS VALLEY RD SOUTH	0200	PARK ST	ADAMS AVE	A	AC	2	2,568	26	66,768	61	1/7/2025	Fair
HILLSVALLE	HILLS VALLEY RD SOUTH	0300	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	A	AC	2	415	26	10,790	64	1/7/2025	Fair
HOPE	HOPE AVE	0100	WEST END	CELAYA WY	R	AC	2	613	34	20,842	78	1/9/2025	Good
I ST	I ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,362	36	49,032	82	1/9/2025	Good
I ST	I ST	0200	10TH ST	CENTER ST	R	AC	2	1,186	34	40,324	10	1/9/2025	Very Poor
J ST	J ST	0100	ANCHOR AVE SOUTH	11TH ST	R	AC	2	1,010	35	35,350	11	1/9/2025	Very Poor
J ST	J ST	0200	11TH ST	8TH ST	R	AC	2	1,142	33	37,686	7	1/9/2025	Very Poor

City of Orange Cove
2025 Pavement Management Program Update

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
J ST	J ST	0300	4TH ST	3RD ST	R	AC	2	346	33	11,418	34	1/9/2025	Poor
J ST	J ST	0350	8TH AVE	EAST END	R	AC	2	214	32	6,848	53	1/9/2025	Fair
JACOBS	JACOBS AVE SOUTH	0100	ADAMS AVE EAST	GUTIERREZ ST	C	AC	2	565	30	16,950	17	1/9/2025	Very Poor
JACOBS	JACOBS AVE SOUTH	0200	GUTIERREZ ST	CITY LIMIT (N)	C	AC	2	622	30	18,660	32	1/9/2025	Poor
KIME	KIME ST	0100	RODRIGUEZ ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	810	33	26,730	32	1/9/2025	Poor
KIME	KIME ST	0200	PAVEMENT CHANGE W/O LOPEZ	CELAYA ST	R	AC	2	642	33	21,186	30	1/9/2025	Poor
LOPEZ	LOPEZ LN	0100	SOUTH AVE	VILLAREAL ST	R	AC	2	232	36	8,352	7	1/9/2025	Very Poor
LOPEZ	LOPEZ LN	0200	SOUZA ST	CASUGA ST	R	AC	2	212	36	7,632	39	1/9/2025	Poor
LOPEZ	LOPEZ LN	0300	KIME ST	MARTINEZ ST	R	AC	2	219	36	7,884	34	1/9/2025	Poor
LOPEZ	LOPEZ LN	0400	MARTINEZ ST	HOPE AVE	R	AC	2	154	35	5,390	80	1/9/2025	Good
MANNING	MANNING AVE	0100	HILL AVE (CITY LIMIT)	CULVERT	A	AC	2	1,489	25	37,225	19	1/9/2025	Very Poor
MANNING	MANNING AVE	0200	CULVERT	MONSON AVE	A	AC	2	1,000	25	25,000	14	1/9/2025	Very Poor
MAPLE	MAPLE DR	0100	CITRUS AVE	EAST END	R	AC	2	197	34	6,698	2	1/9/2025	Very Poor
MARTINEZ	MARTINEZ ST	0100	W END	WIDTH CHANGE	R	AC	2	644	30	19,320	43	1/9/2025	Poor
MARTINEZ	MARTINEZ ST	0200	WIDTH CHANGE	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	320	37	11,840	41	1/9/2025	Poor
MARTINEZ	MARTINEZ ST	0300	PAVEMENT CHANGE	ANCHOR AVE	R	AC	2	932	37	34,484	29	1/9/2025	Poor
MONSON	MONSON AVE SOUTH	0100	MANNING AVE EAST	PARLIER AVE EAST	C	AC	2	2,579	20	51,580	50	1/7/2025	Fair
MONSON	MONSON AVE SOUTH	0200	PARLIER AVE EAST	SOUTH AVE	C	AC	2	2,574	17	43,758	11	1/7/2025	Very Poor
MONSON	MONSON AVE SOUTH	0300	SOUTH AVE	SUMNER AVE EAST	C	AC	2	2,587	17	43,979	23	1/7/2025	Very Poor
OLIVE	OLIVE DR	0100	CITRIS AVE	WEST END	R	AC	2	212	32	6,784	6	1/9/2025	Very Poor
ORANGE	ORANGE AVE	0100	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	R	AC	2	1,108	33	36,564	68	1/9/2025	Fair
ORANGE	ORANGE AVE	0200	1,266' S/O SOUTH AVE EAST	SOUTH AVE EAST	R	AC	2	1,266	33	41,778	41	1/9/2025	Poor
ORONA	ORONA WY	0100	HOPE AVE	SERNA AVE	R	AC	2	278	40	11,120	77	1/9/2025	Good
ORONAST	ORONA ST	0100	CASUGA CT	KIME CT	R	AC	2	214	36	7,704	54	1/10/2025	Fair
PALM	PALM	0100	SOUTH END	SOUTH AVE SOUTH	R	AC	1	329	18	5,922	32	1/9/2025	Poor
PARK EB	PARK BLVD EB	0100	ANCHOR AVE SOUTH	CENTER ST	A	AC	2	2,595	39	101,205	41	1/9/2025	Poor
PARK EB	PARK BLVD EB	0200	CENTER ST	HILLS VALLEY RD	A	AC	2	2,563	36	92,268	48	1/9/2025	Poor
PARK WB	PARK BLVD WB	0100	10TH ST	CENTER ST	A	AC	2	2,563	36	92,268	50	1/9/2025	Fair
PARK WB	PARK BLVD WB	0200	10TH ST	ANCHOR AVE SOUTH	A	AC	2	2,595	39	101,205	48	1/9/2025	Poor
PARLIER	PARLIER AVE EAST	0100	MONSON AVE SOUTH	WIDTH CHANGE	C	AC	2	1,870	17	31,790	21	1/7/2025	Very Poor
PARLIER	PARLIER AVE EAST	0200	WIDTH CHANGE	ANCHOR AVE	C	AC	2	650	43	27,950	80	1/7/2025	Good
PARLIER	PARLIER AVE EAST	0300	ANCHOR AVE	WIDTH CHANGE	C	AC	2	1,362	48	65,376	60	1/7/2025	Fair
PARLIER	PARLIER AVE EAST	0400	WIDTH CHANGE	JACOBS AVE	C	AC	2	1,234	20	24,680	19	1/7/2025	Very Poor
RAMONA	RAMONA ST	0100	2ND ST	EAST END	R	AC	2	330	33	10,890	14	1/9/2025	Very Poor
RODRIGUEZ	RODRIGUEZ ST	0100	SOUTH AVE EAST	SOUZA ST	R	AC	2	1,251	37	46,287	31	1/9/2025	Poor
SERNA	SERNA AVE	0100	ORONA WY	CELAYA WY	R	AC	2	492	36	17,712	80	1/9/2025	Good
SOUTH	SOUTH AVE EAST	0100	HILLS VALLEY RD SOUTH	4TH ST	A	AC	2	1,455	35	50,925	69	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0150	4TH ST	CENTER ST	A	AC	2	1,138	35	39,830	64	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0200	CENTER ST	WIDTH CHANGE	A	AC	2	1,245	37	46,065	66	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0300	WIDTH CHANGE	ANCHOR AVE SOUTH	A	AC	2	1,290	48	61,920	9	1/7/2025	Very Poor
SOUTH	SOUTH AVE EAST	0400	ANCHOR AVE SOUTH	WIDTH CHANGE	A	AC	2	1,859	48	89,232	64	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0500	WIDTH CHANGE	MONSON AVE SOUTH	A	AC	2	610	60	36,600	30	1/7/2025	Poor
SOUZA	SOUZA ST	0100	RODRIGUEZ ST	ANCHOR AVE	R	AC	2	1,728	33	57,024	31	1/9/2025	Poor
SUMNER	SUMNER AVE EAST	0100	MONSON AVE SOUTH	WIDTH CHANGE	C	AC	2	1,297	25	32,425	63	1/7/2025	Fair
SUMNER	SUMNER AVE EAST	0200	WIDTH CHANGE (W)	WIDTH CHANGE (E)	C	AC	2	508	51	25,908	59	1/7/2025	Fair
SUMNER	SUMNER AVE EAST	0300	WIDTH CHANGE (E)	ANCHOR AVE	C	AC	2	702	31	21,762	58	1/7/2025	Fair
TAPIA	TAPIA CT	0100	C ST	NORTH END	R	AC	2	230	22	5,060	70	1/9/2025	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
VILLAREAL	VILLA REAL ST	0100	WEST END	CELAYA ST	R	AC	2	748	36	26,928	12	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0100	ANCHOR AVE SOUTH	12TH ST	C	AC	2	709	24	17,016	20	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0200	12TH ST	11TH ST	C	AC	2	442	36	15,912	0	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0300	11TH ST	PARK ST	C	AC	2	910	25	22,750	5	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0400	PARK ST	CNETER ST	C	AC	2	900	33	29,700	11	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0500	CENTER ST	5TH ST	C	AC	2	960	32	30,720	6	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0600	5TH ST	3RD ST	C	AC	2	945	24	22,680	4	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0700	3RD ST	HILLS VALLEY RD SOUTH	C	AC	2	1,344	25	33,600	8	1/9/2025	Very 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
3RD	3RD ST	0200	RAILROAD AVE WEST	750' N/O RAILROAD AVE WEST	R	AC/AC	2	750	36	27,000	95	1/9/2025	Good
ADAMS	ADAMS AVE EAST	0300	PAVEMENT CHANGE	BRIDGE W/S	C	AC	2	998	38	37,924	88	1/7/2025	Good
ADAMS	ADAMS AVE EAST	0400	BRIDGE E/S	HILLS VALLEY RD	C	AC	2	305	20	6,100	87	1/7/2025	Good
A-S/OPARK	ALLEY S/O PARK ST	0300	11TH ST	10TH ST	O	AC	1	342	22	7,524	84	1/9/2025	Good
G ST	G ST	0200	10TH ST	CENTER ST	R	AC	2	1,137	53	60,261	84	1/9/2025	Good
G ST	G ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,420	53	75,260	83	1/9/2025	Good
CITRUS	CITRUS AVE	0100	ADAMS AVE EAST	NORTH END	R	AC	2	381	33	12,573	82	1/9/2025	Good
I ST	I ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,362	36	49,032	82	1/9/2025	Good
11TH	11TH ST	0300	PARK S	RAILROAD AVE WEST	R	AC	2	510	36	18,360	80	1/7/2025	Good
CELAYA WY	CELAYA WY	0100	HOPE AVE	SERNA AVE	R	AC	2	258	40	10,320	80	1/9/2025	Good
LOPEZ	LOPEZ LN	0400	MARTINEZ ST	HOPE AVE	R	AC	2	154	35	5,390	80	1/9/2025	Good
PARLIER	PARLIER AVE EAST	0200	WIDTH CHANGE	ANCHOR AVE	C	AC	2	650	43	27,950	80	1/7/2025	Good
SERNA	SERNA AVE	0100	ORONA WY	CELAYA WY	R	AC	2	492	36	17,712	80	1/9/2025	Good
ADAMS	ADAMS AVE EAST	0200	CENTER ST	PAVEMENT CHANGE	C	AC	2	1,127	38	42,826	79	1/7/2025	Good
C ST	C ST	0200	9TH ST	CENTER ST	R	AC	2	737	36	26,532	79	1/7/2025	Good
C ST	C ST	0300	CENTER ST	4TH ST	R	AC	2	1,140	36	41,040	79	1/7/2025	Good
CENTER	CENTER ST	0100	SOUTH AVE	I ST	A	AC	2	1,053	53	55,809	79	1/9/2025	Good
ANCHOR	ANCHOR AVE SOUTH	0300	PARK ST	ADAMS ST	C	AC	2	2,579	40	103,160	78	1/7/2025	Good
CENTER	CENTER ST	0200	I ST	PARK ST	A	AC	2	1,504	53	79,712	78	1/9/2025	Good
HOPE	HOPE AVE	0100	WEST END	CELAYA WY	R	AC	2	613	34	20,842	78	1/9/2025	Good
ORONA	ORONA WY	0100	HOPE AVE	SERNA AVE	R	AC	2	278	40	11,120	77	1/9/2025	Good
A-W/O 4TH	ALLEY W/O 4TH ST	0100	ADAMS AVE EAST	B ST	O	AC	1	473	15	7,095	76	1/9/2025	Good
D ST	D ST	0200	CENTER ST	4TH ST	C	AC	2	1,144	43	49,192	75	1/7/2025	Good
A-W/O 10TH	ALLEY W/O 10TH ST	0100	ADAMS AVE EAST	RAILROAD AVE EAST	O	AC	1	1,567	15	23,505	72	1/9/2025	Good
A-W/O 5TH	ALLEY W/O 5TH ST	0100	ADAMS AVE EAST	D ST	O	AC	1	1,351	15	20,265	72	1/9/2025	Good
TAPIA	TAPIA CT	0100	C ST	NORTH END	R	AC	2	230	22	5,060	70	1/9/2025	Good
A-W/O 12TH	ALLEY W/O 12TH ST	0200	ADAMS AVE EAST	C ST	O	AC	1	935	15	14,025	69	1/9/2025	Fair
SOUTH	SOUTH AVE EAST	0100	HILLS VALLEY RD SOUTH	4TH ST	A	AC	2	1,455	35	50,925	69	1/7/2025	Fair
A-W/O 8TH	ALLEY W/O 8TH ST	0400	G ST	J ST	O	AC	1	1,340	14	18,760	68	1/9/2025	Fair
ORANGE	ORANGE AVE	0100	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	R	AC	2	1,108	33	36,564	68	1/9/2025	Fair
A-W/O 9TH	ALLEY W/O 9TH ST	0200	ADAMS AVE EAST	RAILROAD AVE EAST	O	AC	1	1,874	15	28,110	67	1/9/2025	Fair
A-W/O 9TH	ALLEY W/O 9TH ST	0100	J ST	ALLEY S/O PARK ST	O	AC	1	1,545	15	23,175	66	1/9/2025	Fair
SOUTH	SOUTH AVE EAST	0200	CENTER ST	WIDTH CHANGE	A	AC	2	1,245	37	46,065	66	1/7/2025	Fair
CENTER	CENTER ST	0300	D ST	ADAMS AVE	A	AC	2	1,504	53	79,712	65	1/9/2025	Fair
HILLSVALLE	HILLS VALLEY RD SOUTH	0300	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	A	AC	2	415	26	10,790	64	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0150	4TH ST	CENTER ST	A	AC	2	1,138	35	39,830	64	1/7/2025	Fair
SOUTH	SOUTH AVE EAST	0400	ANCHOR AVE SOUTH	WIDTH CHANGE	A	AC	2	1,859	48	89,232	64	1/7/2025	Fair
SUMNER	SUMNER AVE EAST	0100	MONSON AVE SOUTH	WIDTH CHANGE	C	AC	2	1,297	25	32,425	63	1/7/2025	Fair
A-W/O 8TH	ALLEY W/O 8TH ST	0200	D ST	RAILROAD EAST	O	AC	1	717	15	10,755	62	1/9/2025	Fair
HILLSVALLE	HILLS VALLEY RD SOUTH	0200	PARK ST	ADAMS AVE	A	AC	2	2,568	26	66,768	61	1/7/2025	Fair
PARLIER	PARLIER AVE EAST	0300	ANCHOR AVE	WIDTH CHANGE	C	AC	2	1,362	48	65,376	60	1/7/2025	Fair
SUMNER	SUMNER AVE EAST	0200	WIDTH CHANGE (W)	WIDTH CHANGE (E)	C	AC	2	508	51	25,908	59	1/7/2025	Fair
SUMNER	SUMNER AVE EAST	0300	WIDTH CHANGE (E)	ANCHOR AVE	C	AC	2	702	31	21,762	58	1/7/2025	Fair
A-W/O 10TH	ALLEY W/O 10TH ST	0200	J ST	I ST	O	AC	1	444	15	6,660	56	1/9/2025	Fair
ORONAST	ORONA ST	0100	CASUGA CT	KIME CT	R	AC	2	214	36	7,704	54	1/10/2025	Fair
J ST	J ST	0350	8TH AVE	EAST END	R	AC	2	214	32	6,848	53	1/9/2025	Fair
HILLSVALLE	HILLS VALLEY RD SOUTH	0100	SOUTH AVE EAST	PARK ST	A	AC	2	2,573	26	66,898	52	1/7/2025	Fair

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
ANCHOR	ANCHOR AVE SOUTH	0100	PARLIER AVE EAST	SOUTH AVE EAST	C	AC	3	2,637	60	158,220	50	1/7/2025	Fair
MONSON	MONSON AVE SOUTH	0100	MANNING AVE EAST	PARLIER AVE EAST	C	AC	2	2,579	20	51,580	50	1/7/2025	Fair
PARK WB	PARK BLVD WB	0100	10TH ST	CENTER ST	A	AC	2	2,563	36	92,268	50	1/9/2025	Fair
A-W/O 12TH	ALLEY W/O 12TH ST	0100	J ST	END OF PAVEMENT (224' N/O I ST)	O	AC	1	695	15	10,425	49	1/9/2025	Poor
PARK EB	PARK BLVD EB	0200	CENTER ST	HILLS VALLEY RD	A	AC	2	2,563	36	92,268	48	1/9/2025	Poor
PARK WB	PARK BLVD WB	0200	10TH ST	ANCHOR AVE SOUTH	A	AC	2	2,595	39	101,205	48	1/9/2025	Poor
10TH	10TH ST	0300	PARK ST	RAILROAD AVE WEST	R	AC	2	258	32	8,256	45	1/9/2025	Poor
CENTER	CENTER ST	0400	PARK ST	D ST	A	AC	2	1,000	53	53,000	45	1/9/2025	Poor
MARTINEZ	MARTINEZ ST	0100	W END	WIDTH CHANGE	R	AC	2	644	30	19,320	43	1/9/2025	Poor
MARTINEZ	MARTINEZ ST	0200	WIDTH CHANGE	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	320	37	11,840	41	1/9/2025	Poor
ORANGE	ORANGE AVE	0200	1,266' S/O SOUTH AVE EAST	SOUTH AVE EAST	R	AC	2	1,266	33	41,778	41	1/9/2025	Poor
PARK EB	PARK BLVD EB	0100	ANCHOR AVE SOUTH	CENTER ST	A	AC	2	2,595	39	101,205	41	1/9/2025	Poor
CELAYA ST	CELAYA ST	0100	VILLAREAL ST	MARTINEZ ST	R	AC	2	981	36	35,316	40	1/9/2025	Poor
LOPEZ	LOPEZ LN	0200	SOUZA ST	CASUGA ST	R	AC	2	212	36	7,632	39	1/9/2025	Poor
3RD	3RD ST	0300	G ST	PARK ST	R	AC	2	501	38	19,038	36	1/9/2025	Poor
J ST	J ST	0300	4TH ST	3RD ST	R	AC	2	346	33	11,418	34	1/9/2025	Poor
LOPEZ	LOPEZ LN	0300	KIME ST	MATINEZ ST	R	AC	2	219	36	7,884	34	1/9/2025	Poor
3RD	3RD ST	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	33	1/9/2025	Poor
2ND	2ND ST	0100	RAILROAD AVE EAST	PARK ST	R	AC	2	1,702	33	56,166	32	1/9/2025	Poor
JACOBS	JACOBS AVE SOUTH	0200	GUTIERREZ ST	CITY LIMIT (N)	C	AC	2	622	30	18,660	32	1/9/2025	Poor
KIME	KIME ST	0100	RODRIGUEZ ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	810	33	26,730	32	1/9/2025	Poor
PALM	PALM	0100	SOUTH END	SOUTH AVE SOUTH	R	AC	1	329	18	5,922	32	1/9/2025	Poor
2ND	2ND ST	0200	PARK ST	NORTH END	R	AC	2	1,602	36	57,672	31	1/9/2025	Poor
3RD	3RD ST	0250	750' N/O RAILROAD AVE WEST	G ST	R	AC	2	301	36	10,836	31	1/9/2025	Poor
4TH	4TH AVE	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	31	1/9/2025	Poor
ANCHOR	ANCHOR AVE SOUTH	0200	SOUTH AVE	PARK ST	C	AC	2	2,554	49	125,146	31	1/7/2025	Poor
RODRIGUEZ	RODRIGUEZ ST	0100	SOUTH AVE EAST	SOUZA ST	R	AC	2	1,251	37	46,287	31	1/9/2025	Poor
SOUZA	SOUZA ST	0100	RODRIGUEZ ST	ANCHOR AVE	R	AC	2	1,728	33	57,024	31	1/9/2025	Poor
5TH	5TH AVE	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	1,346	21	28,266	30	1/9/2025	Poor
CASUGA	CASUGA ST	0100	RODRIGUEZ ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	792	33	26,136	30	1/9/2025	Poor
KIME	KIME ST	0200	PAVEMENT CHANGE W/O LOPEZ	CELAYA ST	R	AC	2	642	33	21,186	30	1/9/2025	Poor
SOUTH	SOUTH AVE EAST	0500	WIDTH CHANGE	MONSON AVE SOUTH	A	AC	2	610	60	36,600	30	1/7/2025	Poor
MARTINEZ	MARTINEZ ST	0300	PAVEMENT CHANGE	ANCHOR AVE	R	AC	2	932	37	34,484	29	1/9/2025	Poor
D ST	D ST	0300	4TH ST	2ND ST	R	AC	2	722	33	23,826	26	1/7/2025	Poor
G ST	G ST	0300	6TH ST	5TH ST	R	AC	2	325	27	8,775	24	1/9/2025	Very Poor
6TH	6TH ST	0100	G ST	PARK ST	R	AC	2	490	51	24,990	23	1/9/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0100	ANCHOR AVE SOUTH	12TH ST	C	AC	2	785	31	24,335	23	1/7/2025	Very Poor
G ST	G ST	0400	5TH ST	2ND ST	R	AC	2	1,066	44	46,904	23	1/9/2025	Very Poor
MONSON	MONSON AVE SOUTH	0300	SOUTH AVE	SUMNER AVE EAST	C	AC	2	2,587	17	43,979	23	1/7/2025	Very Poor
8TH	8TH ST	0200	I ST	G ST	R	AC	2	950	53	50,350	22	1/9/2025	Very Poor
BENJAMIN	BENJAMIN ST	0100	JACOBS AVE SOUTH	END	R	AC	2	1,506	33	49,698	22	1/9/2025	Very Poor
PARLIER	PARLIER AVE EAST	0100	MONSON AVE SOUTH	WIDTH CHANGE	C	AC	2	1,870	17	31,790	21	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0100	ANCHOR AVE SOUTH	12TH ST	C	AC	2	709	24	17,016	20	1/7/2025	Very Poor
2ND	2ND ST	0300	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	19	1/9/2025	Very Poor
5TH	5TH AVE	0300	PARK ST	D ST	R	AC	2	1,032	52	53,664	19	1/9/2025	Very Poor
CASUGA	CASUGA ST	0200	CELAYA ST	PAVEMENT CHANGE W/O LOPEZ	R	AC	2	642	33	21,186	19	1/9/2025	Very Poor
H ST	H ST	0200	10TH ST	CENTER ST	R	AC	2	1,180	43	50,740	19	1/9/2025	Very Poor

City of Orange Cove
2025 Pavement Management Program Update

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
MANNING	MANNING AVE	0100	HILL AVE (CITY LIMIT)	CULVERT	A	AC	2	1,489	25	37,225	19	1/9/2025	Very Poor
PARLIER	PARLIER AVE EAST	0400	WIDTH CHANGE	JACOBS AVE	C	AC	2	1,234	20	24,680	19	1/7/2025	Very Poor
GUTIERREZ	GUTIERREZ ST	0100	JACOBS AVE SOUTH	CDS (E)	R	AC	2	1,606	33	52,998	18	1/9/2025	Very Poor
6TH	6TH ST	0400	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	17	1/9/2025	Very Poor
E ST	E ST	0300	6TH ST	2ND ST	R	AC	2	1,527	31	47,337	17	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0200	12TH ST	10TH ST	C	AC	2	945	31	29,295	17	1/7/2025	Very Poor
JACOBS	JACOBS AVE SOUTH	0100	ADAMS AVE EAST	GUTIERREZ ST	C	AC	2	565	30	16,950	17	1/9/2025	Very Poor
10TH	10TH ST	0200	H ST	PARK ST	R	AC	2	1,012	45	45,540	16	1/9/2025	Very Poor
11TH	11TH ST	0100	SOUTH AVE	I ST	R	AC	2	1,018	36	36,648	15	1/9/2025	Very Poor
A-N/OPARK	ALLEY N/O PARK ST	0100	8TH ST	6TH ST	O	AC	1	654	17	11,118	15	1/9/2025	Very Poor
B ST	B ST	0200	10TH ST	CENTER ST	R	AC	2	1,135	36	40,860	15	1/7/2025	Very Poor
B ST	B ST	0300	CENTER ST	4TH ST	R	AC	2	1,149	36	41,364	15	1/7/2025	Very Poor
10TH	10TH ST	0100	J ST	H ST	R	AC	2	999	43	42,957	14	1/9/2025	Very Poor
12TH	12TH ST	0100	SOUTH ST	I ST	R	AC	2	1,024	36	36,864	14	1/7/2025	Very Poor
12TH	12TH ST	0300	PARK ST	RAILROAD AVE WEST	R	AC	2	969	36	34,884	14	1/7/2025	Very Poor
3RD	3RD ST	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	871	30	26,130	14	1/9/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0600	2ND ST	HILLS VALLEY RD SOUTH	C	AC	2	880	24	21,120	14	1/9/2025	Very Poor
MANNING	MANNING AVE	0200	CULVERT	MONSON AVE	A	AC	2	1,000	25	25,000	14	1/9/2025	Very Poor
RAMONA	RAMONA ST	0100	2ND ST	EAST END	R	AC	2	330	33	10,890	14	1/9/2025	Very Poor
11TH	11TH ST	0400	RAILROAD AVE EAST	C ST	R	AC	2	560	36	20,160	13	1/9/2025	Very Poor
12TH	12TH ST	0200	I ST	PARK ST	R	AC	2	1,529	26	39,754	13	1/7/2025	Very Poor
4TH	4TH AVE	0300	PARK ST	D ST	R	AC	2	998	42	41,916	13	1/9/2025	Very Poor
6TH	6TH ST	0300	D ST	ADAMS ST EAST	R	AC	2	1,538	52	79,976	13	1/9/2025	Very Poor
9TH	9TH ST	0200	H ST	PARK ST	R	AC	2	999	53	52,947	13	1/9/2025	Very Poor
ADAMS	ADAMS AVE EAST	0100	ANCHOR AVE EAST	10TH ST	C	AC	2	1,385	33	45,705	13	1/7/2025	Very Poor
ADAMS	ADAMS AVE EAST	0150	10TH ST	CENTER ST	C	AC	2	1,158	33	38,214	13	1/7/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0400	10TH ST	RAILROAD AVE WEST	O	AC	1	564	14	7,896	13	1/9/2025	Very Poor
E ST	E ST	0200	9TH ST	6TH ST	R	AC	2	1,150	53	60,950	13	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0400	6TH ST	4TH ST	C	AC	2	927	36	33,372	13	1/9/2025	Very Poor
H ST	H ST	0300	4TH ST	2ND ST	R	AC	2	685	24	16,440	13	1/10/2025	Very Poor
11TH	11TH ST	0200	I ST	NORTH END	R	AC	2	1,312	36	47,232	12	1/9/2025	Very Poor
4TH	4TH AVE	0200	RAILROAD AVE WEST	PARK ST	R	AC	2	1,088	26	28,288	12	1/9/2025	Very Poor
6TH	6TH ST	0200	PARK ST	D ST	R	AC	2	1,019	52	52,988	12	1/9/2025	Very Poor
9TH	9TH ST	0100	SOUTH AVE	H ST	R	AC	2	1,485	53	78,705	12	1/9/2025	Very Poor
B ST	B ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,396	36	50,256	12	1/7/2025	Very Poor
C ST	C ST	0100	RAILROAD AVE EAST	9TH ST	R	AC	2	1,541	36	55,476	12	1/7/2025	Very Poor
D ST	D ST	0100	RAILROAD AVE EAST	CENTER ST	C	AC	2	1,660	43	71,380	12	1/7/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0500	4TH ST	2ND ST	C	AC	2	985	24	23,640	12	1/9/2025	Very Poor
VILLAREAL	VILLA REAL ST	0100	WEST END	CELAYA ST	R	AC	2	748	36	26,928	12	1/9/2025	Very Poor
4TH	4TH AVE	0400	D ST	ADAMS AVE	R	AC	2	1,519	43	65,317	11	1/9/2025	Very Poor
8TH	8TH ST	0100	SOUTH ST	I ST	R	AC	2	1,037	53	54,961	11	1/9/2025	Very Poor
8TH	8TH ST	0400	C ST	ADAMS AVE	R	AC	2	998	52	51,896	11	1/9/2025	Very Poor
9TH	9TH ST	0400	C ST	ADAM AVE EAST	R	AC	2	998	53	52,894	11	1/9/2025	Very Poor
J ST	J ST	0100	ANCHOR AVE SOUTH	11TH ST	R	AC	2	1,010	35	35,350	11	1/9/2025	Very Poor
MONSON	MONSON AVE SOUTH	0200	PARLIER AVE EAST	SOUTH AVE	C	AC	2	2,574	17	43,758	11	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0400	PARK ST	CNETER ST	C	AC	2	900	33	29,700	11	1/9/2025	Very Poor
12TH	12TH ST	0400	RAILROAD AVE EAST	ADAMS AVE EAST	R	AC	2	1,301	36	46,836	10	1/9/2025	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
5TH	5TH AVE	0500	GUTIERREZ ST	BENJAMIN ST	R	AC	2	589	33	19,437	10	1/9/2025	Very Poor
9TH	9TH ST	0300	RAILROAD AVE EAST	C ST	R	AC	2	1,187	53	62,911	10	1/9/2025	Very Poor
I ST	I ST	0200	10TH ST	CENTER ST	R	AC	2	1,186	34	40,324	10	1/9/2025	Very Poor
5TH	5TH AVE	0200	RAILROAD AVE WEST	PARK ST	R	AC	2	764	52	39,728	9	1/9/2025	Very Poor
E ST	E ST	0100	12TH ST	11TH ST	R	AC	2	339	32	10,848	9	1/7/2025	Very Poor
SOUTH	SOUTH AVE EAST	0300	WIDTH CHANGE	ANCHOR AVE SOUTH	A	AC	2	1,290	48	61,920	9	1/7/2025	Very Poor
3RD	3RD ST	0400	PARK ST	D ST	R	AC	2	1,061	36	38,196	8	1/9/2025	Very Poor
8TH	8TH ST	0300	RAILROAD AVE EAST	D ST	R	AC	2	961	52	49,972	8	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0700	3RD ST	HILLS VALLEY RD SOUTH	C	AC	2	1,344	25	33,600	8	1/9/2025	Very Poor
10TH	10TH ST	0500	C ST	ADAMS AVE EAST	R	AC	2	866	52	45,032	7	1/9/2025	Very Poor
J ST	J ST	0200	11TH ST	8TH ST	R	AC	2	1,142	33	37,686	7	1/9/2025	Very Poor
LOPEZ	LOPEZ LN	0100	SOUTH AVE	VILLAREAL ST	R	AC	2	232	36	8,352	7	1/9/2025	Very Poor
10TH	10TH ST	0400	RAILROAD AVE EAST	C ST	R	AC	2	989	52	51,428	6	1/9/2025	Very Poor
11TH	11TH ST	0500	C ST	ADAMS AVE EAST	R	AC	2	1,010	36	36,360	6	1/9/2025	Very Poor
4TH	4TH AVE	0100	SOUTH AVE	RAILROAD AVE WEST	R	AC	2	1,132	31	35,092	6	1/9/2025	Very Poor
5TH	5TH AVE	0400	D ST	E ADAMS AVE	R	AC	2	1,555	52	80,860	6	1/9/2025	Very Poor
OLIVE	OLIVE DR	0100	CITRIS AVE	WEST END	R	AC	2	212	32	6,784	6	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0500	CENTER ST	5TH ST	C	AC	2	960	32	30,720	6	1/9/2025	Very Poor
A-S/SOPARK	ALLEY S/O PARK ST	0100	ANCHOR AVE SOUTH	12TH ST	O	AC	1	610	12	7,320	5	1/9/2025	Very Poor
ERAILROAD	RAILROAD AVE EAST	0300	10TH ST	8TH AVE	C	AC	2	1,001	31	31,031	5	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0300	11TH ST	PARK ST	C	AC	2	910	25	22,750	5	1/7/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0600	5TH ST	3RD ST	C	AC	2	945	24	22,680	4	1/9/2025	Very Poor
H ST	H ST	0100	ANCHOR AVE SOUTH	10TH ST	R	AC	2	1,411	43	60,673	3	1/9/2025	Very Poor
MAPLE	MAPLE DR	0100	CITRUS AVE	EAST END	R	AC	2	197	34	6,698	2	1/9/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0200	12TH ST	11TH ST	O	AC	1	331	12	3,972	0	1/9/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0500	6TH ST	4TH ST	O	AC	1	684	18	12,312	0	1/9/2025	Very Poor
A-S/OPARK	ALLEY S/O PARK ST	0600	4TH ST	2ND ST	O	AC	1	643	18	11,574	0	1/9/2025	Very Poor
WRAILROAD	RAILROAD AVE WEST	0200	12TH ST	11TH ST	C	AC	2	442	36	15,912	0	1/7/2025	Very Poor
A-E/OANCHO	ALLEY E/O ANCHOR AVE	0100	B ST	ADAMS AVE ST	O	G	2	894	14	12,516	-	-	-
A-N/O S	ALLEY N/O SOUTH AVE	0100	ANCHOR AVE SOUTH	12TH ST	O	G	1	597	16	9,552	-	-	-
A-N/OPARK	ALLEY N/O PARK ST	0200	6TH ST	2ND ST	O	G	1	1,309	22	28,798	-	-	-
A-S/ADAMS	ALLEY S/O ADAMS EAST	0100	ALLEY S/O ANCHOR	ALLEY W/O 12TH	O	G	1	291	16	4,656	-	-	-
A-W/O 10TH	ALLEY W/O 10TH ST	0300	I ST	ALLEY S/O PARK	O	G	1	1,192	14	16,688	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0100	SOUTH AVE	I ST	O	G	1	928	14	12,992	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0200	I ST	ALLEY S/O PARK ST	O	G	1	1,181	14	16,534	-	-	-
A-W/O 11TH	ALLEY W/O 11TH ST	0300	ADAMS AVE EAST	RAILROAD AVE EAST	O	G	1	1,181	14	16,534	-	-	-
A-W/O 12TH	ALLEY W/O 12TH ST	0300	ALLEY S/O PARK ST	224' N/O I ST	O	G	1	929	14	13,006	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0100	RAILROAD AVE EAST	NORTH END	O	G	1	353	12	4,236	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0200	H ST	ALLEY S/O PARK ST	O	G	1	792	12	9,504	-	-	-
A-W/O 2ND	ALLEY W/O 2ND ST	0300	ALLEY N/O PARK ST	NORTH END	O	G	1	940	12	11,280	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0100	SOUTH AVE	RAILROAD WEST	O	G	1	762	14	10,668	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0200	END N/O D ST	ALLEY N/O PARK ST	O	G	1	929	14	13,006	-	-	-
A-W/O 3RD	ALLEY W/O 3RD ST	0300	ALLEY S/O PARK ST	RAILROD AVE EAST	O	G	1	945	14	13,230	-	-	-
A-W/O 4TH	ALLEY W/O 4TH ST	0200	B ST	ALLEY N/O PARK ST	O	G	1	1,670	15	25,050	-	-	-
A-W/O 4TH	ALLEY W/O 4TH ST	0300	RAILOAD AVE EAST	ALLEY S/O PARK ST	O	G	1	681	14	9,534	-	-	-
A-W/O 5TH	ALLEY W/O 5TH ST	0200	D ST	ALLEY N/O PARK ST	O	G	1	774	15	11,610	-	-	-
A-W/O 5TH	ALLEY W/O 5TH ST	0300	G ST	ALLEY S/O PARK ST	O	G	1	326	15	4,890	-	-	-

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
A-W/O 6TH	ALLEY W/O 6TH ST	0100	ADAMS AVE EAST	D ST	O	G	1	1,366	14	19,124	-	-	-
A-W/O 6TH	ALLEY W/O 6TH ST	0200	D ST	E ST	O	G	1	463	14	6,482	-	-	-
A-W/O 8TH	ALLEY W/O 8TH ST	0100	SOUTH AVE	J ST	O	G	1	471	14	6,594	-	-	-
A-W/O 8TH	ALLEY W/O 8TH ST	0300	ADAMS AVE EAST	C ST	O	G	1	934	14	13,076	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0100	8TH ST	SOUTH AVE EAST	O	G	1	428	14	5,992	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0200	G ST	I ST	O	G	1	881	14	12,334	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0300	E ST	D ST	O	G	1	452	14	6,328	-	-	-
A-W/OCENTE	ALLEY W/O CENTER ST	0400	ADAMS AVE EAST	C ST	O	G	1	948	14	13,272	-	-	-

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: 5/23/2025

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	SLURRY SEAL + CRACK SEAL	\$11.25		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$39.50			3
		II - Good, Non-Load Related	CAPE SEAL+CRACK SEAL	\$19.00				
		III - Good, Load Related	CAPE SEAL+CRACK SEAL	\$24.25				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$75.00					
	V - Very Poor	3" HMA + FDR 10"	\$122.50					
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SLURRY SEAL + CRACK SEAL	\$11.25		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$39.50			3
		II - Good, Non-Load Related	CAPE SEAL+CRACK SEAL	\$19.00				
		III - Good, Load Related	CAPE SEAL+CRACK SEAL	\$24.25				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$75.00					
	V - Very Poor	3" HMA + FDR 10"	\$122.50					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
Surface Treatment			DO NOTHING	\$0.00		7		
Restoration Treatment			DO NOTHING	\$0.00			3	
II - Good, Non-Load Related		DO NOTHING	\$0.00					
III - Good, Load Related		DO NOTHING	\$0.00					
IV - Poor	DO NOTHING	\$0.00						
V - Very Poor	DO NOTHING	\$0.00						
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		7		
		Restoration Treatment	DO NOTHING	\$0.00			3	



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



Decision Tree

Printed: 5/23/2025

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		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		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: 5/23/2025

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	SLURRY SEAL + CRACK SEAL	\$10.75		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$38.00			3
		II - Good, Non-Load Related	CHIP SEAL+CRACK SEAL	\$15.50				
		III - Good, Load Related	CHIP SEAL+CRACK SEAL	\$20.50				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$72.25					
	V - Very Poor	3" HMA + FDR 10"	\$104.13					
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SLURRY SEAL + CRACK SEAL	\$10.75		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$38.00			3
		II - Good, Non-Load Related	CHIP SEAL+CRACK SEAL	\$15.50				
		III - Good, Load Related	CHIP SEAL+CRACK SEAL	\$20.50				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$72.25					
	V - Very Poor	3" HMA + FDR 10"	\$104.13					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
Surface Treatment			DO NOTHING	\$0.00		3		
Restoration Treatment			DO NOTHING	\$0.00			3	
II - Good, Non-Load Related		DO NOTHING	\$0.00					
III - Good, Load Related		DO NOTHING	\$0.00					
IV - Poor	DO NOTHING	\$0.00						
V - Very Poor	DO NOTHING	\$0.00						
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		7		
		Restoration Treatment	DO NOTHING	\$0.00			3	

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



Decision Tree

Printed: 5/23/2025

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		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		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: 5/23/2025

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	SLURRY SEAL + CRACK SEAL	\$10.00		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$35.00			3
		II - Good, Non-Load Related	SLURRY SEAL + CRACK SEAL	\$12.75				
		III - Good, Load Related	SLURRY SEAL + CRACK SEAL	\$16.75				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$59.00					
	V - Very Poor	3" HMA + FDR 10"	\$93.75					
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SLURRY SEAL + CRACK SEAL	\$10.00		7	
			Restoration Treatment	1.5" HMA AND OVERLAY	\$35.00			3
		II - Good, Non-Load Related	SLURRY SEAL + CRACK SEAL	\$12.75				
		III - Good, Load Related	SLURRY SEAL + CRACK SEAL	\$16.75				
	IV - Poor	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$59.00					
	V - Very Poor	3" HMA + FDR 10"	\$93.75					
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
Surface Treatment			DO NOTHING	\$0.00		7		
Restoration Treatment			DO NOTHING	\$0.00			3	
II - Good, Non-Load Related		DO NOTHING	\$0.00					
III - Good, Load Related		DO NOTHING	\$0.00					
IV - Poor	DO NOTHING	\$0.00						
V - Very Poor	DO NOTHING	\$0.00						
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
		Surface Treatment	DO NOTHING	\$0.00		7		
		Restoration Treatment	DO NOTHING	\$0.00			3	

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



Decision Tree

Printed: 5/23/2025

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		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		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: 5/23/2025

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	SLURRY SEAL + CRACK SEAL	\$10.00		7		
			Restoration Treatment	1.5" HMA AND OVERLAY	\$35.00			3	
			II - Good, Non-Load Related		SLURRY SEAL + CRACK SEAL	\$12.75			
			III - Good, Load Related		SLURRY SEAL + CRACK SEAL	\$16.75			
			IV - Poor		2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$59.00			
			V - Very Poor		3" HMA + FDR 10"	\$93.75			
		AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
	Surface Treatment			SLURRY SEAL + CRACK SEAL	\$10.00		7		
	Restoration Treatment			1.5" HMA AND OVERLAY	\$35.00			3	
		II - Good, Non-Load Related		SLURRY SEAL + CRACK SEAL	\$12.75				
		III - Good, Load Related		SLURRY SEAL + CRACK SEAL	\$16.75				
		IV - Poor		2.5" MILL AND HMA OVERLAY W/ DIGOUTS	\$59.00				
		V - Very Poor		3" HMA + FDR 10"	\$93.75				
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
Surface Treatment			DO NOTHING	\$0.00		7			
Restoration Treatment			DO NOTHING	\$0.00			3		
		II - Good, Non-Load Related		DO NOTHING	\$0.00				
		III - Good, Load Related		DO NOTHING	\$0.00				
		IV - Poor		DO NOTHING	\$0.00				
		V - Very Poor		DO NOTHING	\$0.00				
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
Surface Treatment			DO NOTHING	\$0.00		7			
Restoration Treatment			DO NOTHING	\$0.00			3		



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



Decision Tree

Printed: 5/23/2025

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		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		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

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 Orange Cove
 33 Sixth Street
 Orange Cove, CA 93646

Needs - Projected PCI/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2025	93	34	\$764,000	\$44,411,555	\$45,175,555
2026	88	32	\$77,576	\$1,271,440	\$1,349,017
2027	87	28	\$0	\$813,701	\$813,701
2028	85	25	\$57,460	\$1,127,872	\$1,185,332
2029	84	23	\$0	\$90,728	\$90,728
2030	82	21	\$34,778	\$453,577	\$488,355
2031	82	19	\$1,057,718	\$384,188	\$1,441,906
2032	87	18	\$7,778,102	\$903,023	\$8,681,125
2033	85	16	\$350,376	\$103,905	\$454,281
2034	84	15	\$360,159	\$235,310	\$595,470
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		17.39%	\$10,480,169	\$49,795,300	\$60,275,469

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 Orange Cove
 33 Sixth Street
 Orange Cove, CA 93646

Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed:
 5/23/2025

Treatment	Year	Area Treated	Cost
1.5" HMA AND OVERLAY	2031	23,311.11 sq. yd.	\$1,057,718
	2032	17,685.11 sq. yd.	\$859,143
	2033	5,296.67 sq. yd.	\$254,967
	2034	7,264 sq. yd.	\$360,159
	Total	53,556.89	\$2,531,987
SLURRY SEAL + CRACK SEAL	2025	72,658.33 sq. yd.	\$764,000
	2026	7,531.67 sq. yd.	\$77,576
	2028	4,891.56 sq. yd.	\$57,460
	2030	3,000 sq. yd.	\$34,778
	2032	545,552.89 sq. yd.	\$6,918,959
	2033	7,531.67 sq. yd.	\$95,409
Total	641,166.11	\$7,948,182	
Total Quantity		694,723	\$10,480,169

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.



Needs - Rehabilitation Treatment/Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Treatment	Year	Area Treated	Cost
2.5" MILL AND HMA OVERLAY W/ DIGOUTS	2025	133,451.56 sq.yd.	\$8,869,090
	Total	133,451.56 sq.yd.	\$8,869,090
3" HMA + FDR 10"	2025	344,908.78 sq.yd.	\$33,404,527
	Total	344,908.78 sq.yd.	\$33,404,527
CAPE SEAL+CRACK SEAL	2025	54,618.11 sq.yd.	\$1,197,296
	2026	23,343.44 sq.yd.	\$527,623
	2027	7,418.67 sq.yd.	\$190,859
	2028	47,199.44 sq.yd.	\$1,111,733
	2030	5,658.33 sq.yd.	\$159,069
	2031	7,418.67 sq.yd.	\$214,813
	2032	29,514.33 sq.yd.	\$790,013
	2034	5,658.33 sq.yd.	\$179,034
	Total	180,829.33 sq.yd.	\$4,370,441
CHIP SEAL+CRACK SEAL	2025	39,474.56 sq.yd.	\$699,756
	2026	35,871.78 sq.yd.	\$663,230
	2027	26,913.89 sq.yd.	\$535,824
	2029	2,418 sq.yd.	\$42,183
	2030	10,142.67 sq.yd.	\$182,251
	2031	3,602.78 sq.yd.	\$66,680
	2032	5,465.78 sq.yd.	\$104,194
	Total	123,889.44 sq.yd.	\$2,294,117
	SLURRY SEAL + CRACK SEAL	2025	16,555.67 sq.yd.
2026		5,635.78 sq.yd.	\$80,587
2027		6,058.33 sq.yd.	\$87,019
2028		1,158.33 sq.yd.	\$16,138
2029		2,575 sq.yd.	\$48,545
2030		6,708.67 sq.yd.	\$112,256
2031		6,477 sq.yd.	\$102,695
2032		562.22 sq.yd.	\$8,816
2033		6,058.33 sq.yd.	\$103,905
2034		2,575 sq.yd.	\$56,276
Total		54,364.33 sq.yd.	\$857,125
Total Cost			\$49,795,300

Appendix D
Scenario Results

Appendix D-1
Scenario 1



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	5%	\$880,000	II	\$357,151	Non-Project	\$51,153	\$0	\$44,296,511	Funded	\$0
			III	\$29,073					Unmet	\$306,019
			IV	\$441,667						
			V	\$0						
			Total Project	\$827,890					\$0	
2026	5%	\$880,000	II	\$27,848	Non-Project	\$57,285	\$0	\$47,292,528	Funded	\$0
			III	\$0					Unmet	\$758
			IV	\$791,967						
			V	\$0						
			Total Project	\$819,815					\$0	
2027	5%	\$880,000	II	\$0	Non-Project	\$57,342	\$0	\$49,190,824	Funded	\$0
			III	\$0					Unmet	\$671
			IV	\$815,726						
			V	\$0						
			Total Project	\$815,726					\$0	
2028	5%	\$880,000	II	\$174,023	Non-Project	\$45,797	\$0	\$52,103,266	Funded	\$0
			III	\$0					Unmet	\$2,205
			IV	\$658,232						
			V	\$0						
			Total Project	\$832,255					\$0	
2029	4%	\$880,000	II	\$189,402	Non-Project	\$33,180	\$2,020	\$53,590,736	Funded	\$0
			III	\$32,722					Unmet	\$1,677
			IV	\$613,616						
			V	\$0						
			Total Project	\$835,740					\$0	
2030	5%	\$880,000	II	\$162,641	Non-Project	\$52,513	\$0	\$56,028,013	Funded	\$0
			III	\$0					Unmet	\$414,356
			IV	\$645,020						
			V	\$0						
			Total Project	\$807,661					\$0	
2031	4%	\$880,000	II	\$256,157	Non-Project	\$35,822	\$0	\$58,997,068	Funded	\$0
			III	\$179,555					Unmet	\$878
			IV	\$396,326						
			V	\$0						
			Total Project	\$832,037					\$0	
2032	5%	\$880,000	II	\$335,384	Non-Project	\$81,479	\$0	\$61,401,775	Funded	\$0
			III	\$299,908					Unmet	\$0
			IV	\$86,712						
			V	\$50,886						
			Total Project	\$772,890					\$0	

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	5%	\$880,000	II	\$78,549	Non-Project	\$117,680	\$0	\$63,120,394	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$537,586	Project	\$0				
			V	\$142,987						
			Total Project	\$759,121	\$0					
2034	5%	\$880,000	II	\$90,632	Non-Project	\$51,720	\$0	\$65,143,801	Funded	\$0
			III	\$280,239					Unmet	\$1,944
			IV	\$198,228	Project	\$0				
			V	\$255,881						
			Total Project	\$824,979	\$0					

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$5,946,730	\$81,479	\$0	\$59,669
Collector	\$885,968	\$253,104	\$0	\$152,639
Other	\$738,368	\$27,321	\$0	\$12,702
Residential/Local	\$557,050	\$222,068	\$0	\$503,498
Grand Total:	\$8,128,116	\$583,972	\$0	\$728,508



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	5%	2029	\$880,000	4%	2033	\$880,000	5%
2026	\$880,000	5%	2030	\$880,000	5%	2034	\$880,000	5%
2027	\$880,000	5%	2031	\$880,000	4%			
2028	\$880,000	5%	2032	\$880,000	5%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	36	1.57	2.78
2026	32	33	1.01	1.69
2027	28	31	0.75	1.49
2028	25	29	1.54	2.53
2029	23	27	0.99	1.76
2030	21	26	1.30	2.24
2031	19	25	1.38	2.58
2032	18	24	1.32	2.43
2033	16	24	1.29	1.96
2034	15	23	1.14	1.98

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	3.0%	4.3%	6.1%	1.2%	14.6%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	6.2%	3.4%	9.7%	0.0%	19.3%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.1%	4.3%	6.7%	1.6%	18.7%
II / III	5.7%	5.7%	0.2%	1.1%	12.8%
IV	5.3%	3.4%	9.7%	0.0%	18.5%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	3.7%	7.1%	2.5%	25.1%
II / III	0.0%	1.7%	0.0%	0.3%	2.0%
IV	1.4%	0.5%	0.0%	0.0%	2.0%
V	5.9%	17.0%	47.3%	0.8%	70.9%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Appendix D-2
Scenario 2



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	4%	\$880,000	II	\$0	Non-Project	\$33,385	\$1,815	Funded	\$0	
			III	\$0				Unmet	\$307,854	
			IV	\$843,375	Project	\$0				
			V	\$0						
			Total	\$843,375						
			Project	\$0						
2026	4%	\$1,500,000	II	\$122,218	Non-Project	\$69,419	\$0	\$46,677,714	Funded	\$0
			III	\$0					Unmet	\$758
			IV	\$1,302,630	Project	\$0				
			V	\$0						
			Total	\$1,424,848						
			Project	\$0						
2027	4%	\$1,800,000	II	\$0	Non-Project	\$88,830	\$0	\$47,631,341	Funded	\$0
			III	\$0					Unmet	\$671
			IV	\$1,710,463	Project	\$0				
			V	\$0						
			Total	\$1,710,463						
			Project	\$0						
2028	4%	\$1,800,000	II	\$160,333	Non-Project	\$69,990	\$2,010	\$49,257,978	Funded	\$0
			III	\$235,221					Unmet	\$0
			IV	\$1,206,267	Project	\$0				
			V	\$123,342						
			Total	\$1,725,162						
			Project	\$0						
2029	4%	\$2,500,000	II	\$0	Non-Project	\$118,886	\$0	\$49,079,431	Funded	\$0
			III	\$48,545					Unmet	\$1,677
			IV	\$639,834	Project	\$0				
			V	\$1,690,858						
			Total	\$2,379,236						
			Project	\$0						
2030	4%	\$2,500,000	II	\$64,428	Non-Project	\$124,085	\$0	\$49,099,326	Funded	\$0
			III	\$199,545					Unmet	\$377,880
			IV	\$946,780	Project	\$0				
			V	\$1,160,781						
			Total	\$2,371,533						
			Project	\$0						
2031	4%	\$2,500,000	II	\$336,293	Non-Project	\$135,671	\$0	\$50,323,339	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,391,588	Project	\$0				
			V	\$631,423						
			Total	\$2,359,305						
			Project	\$0						
2032	4%	\$2,500,000	II	\$8,816	Non-Project	\$108,063	\$0	\$50,822,585	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,375,794	Project	\$0				
			V	\$1,002,468						
			Total	\$2,387,078						
			Project	\$0						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	4%	\$2,000,000	II	\$78,549	Non-Project	\$83,924	\$0	\$50,850,652	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0						
			V	\$1,834,206						
			Total Project	\$1,912,755						
2034	4%	\$2,000,000	II	\$0	Non-Project	\$95,879	\$0	\$51,369,162	Funded	\$0
			III	\$655,477					Unmet	\$1,944
			IV	\$0						
			V	\$1,244,906						
			Total Project	\$1,900,383						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$11,191,052	\$270,080	\$0	\$29,356
Collector	\$5,937,607	\$251,335	\$0	\$149,343
Other	\$1,190,509	\$27,639	\$0	\$9,361
Residential/Local	\$694,973	\$379,080	\$0	\$502,725
Grand Total:	\$19,014,141	\$928,134	\$0	\$690,784



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	4%	2029	\$2,500,000	4%	2033	\$2,000,000	4%
2026	\$1,500,000	4%	2030	\$2,500,000	4%	2034	\$2,000,000	4%
2027	\$1,800,000	4%	2031	\$2,500,000	4%			
2028	\$1,800,000	4%	2032	\$2,500,000	4%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	36	0.61	1.23
2026	32	34	1.88	3.07
2027	28	33	1.25	2.50
2028	25	31	2.87	4.52
2029	23	31	1.72	2.88
2030	21	32	2.54	4.25
2031	19	32	2.39	4.61
2032	18	33	1.51	2.89
2033	16	34	1.23	1.90
2034	15	34	1.55	2.91

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	3.0%	4.3%	6.1%	1.2%	14.6%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	6.2%	3.4%	9.7%	0.0%	19.3%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.6%	4.3%	6.1%	1.2%	16.2%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	4.6%	3.4%	9.7%	0.0%	17.7%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	19.1%	9.9%	7.4%	3.4%	39.8%
II / III	0.0%	1.7%	0.0%	0.0%	1.7%
V	0.0%	11.3%	47.0%	0.2%	58.5%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Appendix D-3
Scenario 3



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/2/2025

Scenario: Sc3: Improve to 50

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	4%	\$880,000	II	\$0	Non-Project	\$33,385	\$1,815	\$44,298,795	Funded	\$0
			III	\$0					Unmet	\$307,854
			IV	\$843,375					Project	\$0
			V	\$0						
			Total Project	\$843,375					\$0	
2026	4%	\$3,500,000	II	\$395,713	Non-Project	\$138,830	\$1,170	\$44,674,164	Funded	\$0
			III	\$0					Unmet	\$758
			IV	\$2,963,273					Project	\$0
			V	\$0						
			Total Project	\$3,358,987					\$0	
2027	4%	\$4,000,000	II	\$65,784	Non-Project	\$197,192	\$0	\$43,368,616	Funded	\$0
			III	\$342,225					Unmet	\$0
			IV	\$2,450,735					Project	\$0
			V	\$942,425						
			Total Project	\$3,801,169					\$0	
2028	4%	\$4,000,000	II	\$382,726	Non-Project	\$174,142	\$0	\$43,080,093	Funded	\$0
			III	\$117,271					Unmet	\$0
			IV	\$522,412					Project	\$0
			V	\$2,793,303						
			Total Project	\$3,815,712					\$0	
2029	4%	\$4,000,000	II	\$0	Non-Project	\$169,858	\$0	\$41,215,546	Funded	\$0
			III	\$313,012					Unmet	\$0
			IV	\$639,834					Project	\$0
			V	\$2,876,082						
			Total Project	\$3,828,928					\$0	
2030	4%	\$3,500,000	II	\$46,165	Non-Project	\$87,641	\$52,359	\$40,064,261	Funded	\$0
			III	\$199,545					Unmet	\$324,533
			IV	\$946,780					Project	\$0
			V	\$2,146,811						
			Total Project	\$3,339,301					\$0	
2031	4%	\$3,500,000	II	\$186,735	Non-Project	\$0	\$140,000	\$39,015,367	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$995,262					Project	\$0
			V	\$2,127,025						
			Total Project	\$3,309,022					\$0	
2032	4%	\$3,500,000	II	\$335,384	Non-Project	\$41,059	\$98,941	\$37,766,485	Funded	\$0
			III	\$131,990					Unmet	\$0
			IV	\$86,712					Project	\$0
			V	\$2,804,928						
			Total Project	\$3,359,014					\$0	

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2033	4%	\$3,500,000	II	\$78,549	Non-Project	\$189,448	\$0	\$36,599,083	Funded	\$0
			III	\$297,660					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$2,924,194						
			Total Project	\$3,300,403						
2034	4%	\$3,500,000	II	\$0	Non-Project	\$193,687	\$0	\$35,490,534	Funded	\$0
			III	\$711,753					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$2,592,761						
			Total Project	\$3,304,514						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$10,559,906	\$525,744	\$0	\$26,583
Collector	\$14,553,941	\$184,592	\$0	\$92,207
Other	\$1,096,287	\$32,733	\$0	\$10,543
Residential/Local	\$6,050,290	\$482,171	\$0	\$503,813
Grand Total:	\$32,260,424	\$1,225,240	\$0	\$633,146



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 6/2/2025

Scenario: Sc3: Improve to 50

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	4%	2029	\$4,000,000	4%	2033	\$3,500,000	4%
2026	\$3,500,000	4%	2030	\$3,500,000	4%	2034	\$3,500,000	4%
2027	\$4,000,000	4%	2031	\$3,500,000	4%			
2028	\$4,000,000	4%	2032	\$3,500,000	4%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	36	0.61	1.23
2026	32	36	3.54	6.45
2027	28	37	4.44	8.03
2028	25	38	2.90	5.81
2029	23	40	2.68	4.99
2030	21	41	3.04	5.36
2031	19	43	2.66	5.14
2032	18	45	2.44	4.62
2033	16	48	2.63	4.61
2034	15	50	2.93	5.39

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	3.0%	4.3%	6.1%	1.2%	14.6%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	6.2%	3.4%	9.7%	0.0%	19.3%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	4.6%	4.3%	6.1%	1.2%	16.2%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	4.6%	3.4%	9.7%	0.0%	17.7%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	19.1%	22.8%	14.0%	3.2%	59.2%
V	0.0%	0.0%	40.4%	0.4%	40.8%
Total	19.1%	22.8%	54.4%	3.6%	100.0%



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025 Scenario:

Sc4: Improve to 65

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2025	3%	\$1,500,000	II	\$91,622	Non-Project	\$51,153	\$0	Funded	\$0
			III	\$20,016				Unmet	\$305,418
			IV	\$1,335,074	Project	\$0			
			V	\$0					
			Total	\$1,446,711					
			Project	\$0					
2026	3%	\$5,500,000	II	\$358,862	Non-Project	\$166,760	\$0	Funded	\$0
			III	\$529,459				Unmet	\$0
			IV	\$4,443,956	Project	\$0			
			V	\$0					
			Total	\$5,332,277					
			Project	\$0					
2027	3%	\$6,000,000	II	\$125,028	Non-Project	\$245,300	\$0	Funded	\$0
			III	\$104,034				Unmet	\$0
			IV	\$591,434	Project	\$0			
			V	\$4,931,249					
			Total	\$5,751,745					
			Project	\$0					
2028	3%	\$6,000,000	II	\$290,151	Non-Project	\$183,017	\$0	Funded	\$0
			III	\$411,765				Unmet	\$0
			IV	\$522,412	Project	\$0			
			V	\$4,587,480					
			Total	\$5,811,808					
			Project	\$0					
2029	3%	\$4,500,000	II	\$0	Non-Project	\$169,478	\$0	Funded	\$0
			III	\$48,545				Unmet	\$0
			IV	\$639,834	Project	\$0			
			V	\$3,610,762					
			Total	\$4,299,140					
			Project	\$0					
2030	3%	\$4,500,000	II	\$46,165	Non-Project	\$184,974	\$0	Funded	\$0
			III	\$199,545				Unmet	\$256,598
			IV	\$645,020	Project	\$0			
			V	\$3,410,198					
			Total	\$4,300,928					
			Project	\$0					
2031	3%	\$4,500,000	II	\$152,255	Non-Project	\$0	\$135,000	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$4,188,897					
			Total	\$4,341,152					
			Project	\$0					
2032	3%	\$4,500,000	II	\$439,578	Non-Project	\$154,821	\$0	Funded	\$0
			III	\$463,445				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$3,422,124					
			Total	\$4,325,147					
			Project	\$0					

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	3%	\$4,500,000	II	\$78,549	Non-Project	\$130,662	\$4,338	\$23,630,567	Funded	\$0
			III	\$323,016					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$3,957,772						
			Total	\$4,359,338						
Project	\$0									
2034	3%	\$5,000,000	II	\$0	Non-Project	\$150,486	\$0	\$20,574,167	Funded	\$0
			III	\$515,549					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$4,328,599						
			Total	\$4,844,148						
Project	\$0									

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$10,208,494	\$497,898	\$0	\$22,972
Collector	\$13,395,269	\$439,445	\$0	\$60,399
Other	\$1,158,402	\$17,483	\$0	\$10,595
Residential/Local	\$20,050,229	\$481,823	\$0	\$468,049
Grand Total:	\$44,812,394	\$1,436,649	\$0	\$562,015



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc4: Improve to 65

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,500,000	3%	2029	\$4,500,000	3%	2033	\$4,500,000	3%
2026	\$5,500,000	3%	2030	\$4,500,000	3%	2034	\$5,000,000	3%
2027	\$6,000,000	3%	2031	\$4,500,000	3%			
2028	\$6,000,000	3%	2032	\$4,500,000	3%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	37	1.64	2.78
2026	32	39	5.20	10.59
2027	28	41	4.67	7.97
2028	25	45	4.95	9.74
2029	23	48	3.13	5.88
2030	21	52	3.41	6.21
2031	19	55	2.54	4.91
2032	18	58	3.30	6.61
2033	16	61	2.79	4.88
2034	15	65	2.74	4.82

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	3.0%	4.3%	6.1%	1.2%	14.6%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	6.2%	3.4%	9.7%	0.0%	19.3%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	5.5%	4.3%	6.8%	1.8%	18.4%
II / III	7.9%	5.7%	0.2%	1.0%	14.8%
IV	3.7%	3.4%	9.6%	0.0%	16.7%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	19.1%	22.8%	32.2%	3.3%	77.5%
V	0.0%	0.0%	22.2%	0.3%	22.5%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Appendix D-5
Scenario 5



Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc5: Improve PCI to 70

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	3%	\$2,500,000	II	\$357,151	Non-Project	\$84,538	\$0	\$42,679,925	Funded	\$0
			III	\$0					Unmet	\$301,875
			IV	\$2,053,942					Project	\$0
			V	\$0						
			Total	\$2,411,092						
		Project	\$0							
2026	3%	\$6,500,000	II	\$85,367	Non-Project	\$197,382	\$0	\$40,009,274	Funded	\$0
			III	\$630,463					Unmet	\$0
			IV	\$3,651,989					Project	\$0
			V	\$1,930,069						
			Total	\$6,297,887						
		Project	\$0							
2027	3%	\$6,000,000	II	\$125,028	Non-Project	\$200,230	\$0	\$36,650,759	Funded	\$0
			III	\$21,235					Unmet	\$0
			IV	\$591,434					Project	\$0
			V	\$5,053,935						
			Total	\$5,791,632						
		Project	\$0							
2028	3%	\$6,000,000	II	\$382,726	Non-Project	\$174,142	\$5,858	\$34,451,563	Funded	\$0
			III	\$411,765					Unmet	\$0
			IV	\$522,412					Project	\$0
			V	\$4,502,440						
			Total	\$5,819,343						
		Project	\$0							
2029	3%	\$5,000,000	II	\$0	Non-Project	\$183,764	\$0	\$31,212,536	Funded	\$0
			III	\$48,545					Unmet	\$0
			IV	\$639,834					Project	\$0
			V	\$4,116,484						
			Total	\$4,804,862						
		Project	\$0							
2030	3%	\$5,000,000	II	\$46,165	Non-Project	\$87,641	\$62,359	\$28,015,371	Funded	\$0
			III	\$199,545					Unmet	\$229,470
			IV	\$645,020					Project	\$0
			V	\$3,957,339						
			Total	\$4,848,069						
		Project	\$0							
2031	3%	\$5,000,000	II	\$253,414	Non-Project	\$0	\$150,000	\$24,478,191	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0					Project	\$0
			V	\$4,575,646						
			Total	\$4,829,060						
		Project	\$0							
2032	3%	\$5,000,000	II	\$335,384	Non-Project	\$144,391	\$5,609	\$21,770,250	Funded	\$0
			III	\$463,445					Unmet	\$0
			IV	\$0					Project	\$0
			V	\$4,035,396						
			Total	\$4,834,225						
		Project	\$0							

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2033	3%	\$5,000,000	II	\$78,549	Non-Project	\$188,417	\$0	\$19,115,382	Funded	\$0
			III	\$595,092					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$4,134,038						
			Total Project	\$4,807,680						
2034	3%	\$5,000,000	II	\$0	Non-Project	\$150,486	\$0	\$15,861,621	Funded	\$0
			III	\$431,515					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$4,414,768						
			Total Project	\$4,846,283						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$10,313,288	\$566,702	\$0	\$19,105
Collector	\$13,353,398	\$335,633	\$0	\$60,399
Other	\$1,360,353	\$37,308	\$0	\$9,633
Residential/Local	\$24,263,095	\$471,349	\$0	\$442,208
Grand Total:	\$49,290,134	\$1,410,992	\$0	\$531,345



Scenarios - Network Condition Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc5: Improve PCI to 70

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$2,500,000	3%	2029	\$5,000,000	3%	2033	\$5,000,000	3%
2026	\$6,500,000	3%	2030	\$5,000,000	3%	2034	\$5,000,000	3%
2027	\$6,000,000	3%	2031	\$5,000,000	3%			
2028	\$6,000,000	3%	2032	\$5,000,000	3%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	34	38	2.59	4.82
2026	32	41	5.80	10.96
2027	28	44	4.20	7.64
2028	25	47	5.34	10.68
2029	23	51	2.97	5.56
2030	21	55	3.66	6.59
2031	19	59	3.05	5.69
2032	18	63	3.01	5.76
2033	16	66	3.33	5.81
2034	15	70	2.59	4.82

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	3.0%	4.3%	6.1%	1.2%	14.6%
II / III	7.9%	5.7%	0.8%	1.6%	16.0%
IV	6.2%	3.4%	9.7%	0.0%	19.3%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.0%	4.3%	6.7%	1.6%	21.6%
II / III	5.9%	5.7%	0.2%	1.1%	13.0%
IV	2.2%	3.4%	9.7%	0.0%	15.4%
V	2.0%	9.4%	37.7%	0.9%	50.0%
Total	19.1%	22.8%	54.4%	3.6%	100.0%

Condition in year 2034 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	19.1%	22.8%	37.8%	3.6%	83.3%
V	0.0%	0.0%	16.7%	0.0%	16.7%
Total	19.1%	22.8%	54.4%	3.6%	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: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	5%	2029	\$880,000	4%	2033	\$880,000	5%
2026	\$880,000	5%	2030	\$880,000	5%	2034	\$880,000	5%
2027	\$880,000	5%	2031	\$880,000	4%			
2028	\$880,000	5%	2032	\$880,000	5%			

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			
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	66	76	\$168,281	8,003	CAPE SEAL+CRACK SEAL
HILLS VALLEY RD SOUTH	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	HILLSVALLE	0300	415	26	10,790	A	AC		64	65	75	\$29,073	6,082	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	67	77	\$97,248	7,874	CAPE SEAL+CRACK SEAL
Treatment Total													\$294,602			
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	46	100	\$441,667	9,612	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total													\$441,667			
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	68	77	\$39,823	8,087	SLURRY SEAL + CRACK SEAL
ADAMS AVE EAST	CENTER ST	PAVEMENT CHANGE	ADAMS	0200	1,127	38	42,826	C	AC		79	80	88	\$51,153	14,717	SLURRY SEAL + CRACK SEAL
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	69	78	\$51,799	8,220	SLURRY SEAL + CRACK SEAL
Treatment Total													\$142,775			
Year 2025 Area Total									297,067	Year 2025 Total		\$879,044				

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			
PARK BLVD EB	CENTER ST	HILLS VALLEY RD	PARK EB	0200	2,563	36	92,268	A	AC		48	46	100	\$791,967	9,291	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total													\$791,967			
ALLEY S/O PARK ST	11TH ST	10TH ST	A-S/OPARK	0300	342	22	7,524	O	AC		84	84	91	\$8,611	9,650	SLURRY SEAL + CRACK SEAL
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	68	78	\$20,465	8,126	SLURRY SEAL + CRACK SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

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				
ALLEY W/O 4TH ST	ADAMS AVE EAST	B ST	A-W/O 4TH	0100	473	15	7,095	O	AC		76	75	84	\$8,120	9,952	SLURRY SEAL + CRACK SEAL	
LOPEZ LN	MARTINEZ ST	HOPE AVE	LOPEZ	0400	154	35	5,390	R	AC		80	79	87	\$6,169	9,371	SLURRY SEAL + CRACK SEAL	
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	79	87	\$34,386	12,277	SLURRY SEAL + CRACK SEAL	
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$7,383	8,492	SLURRY SEAL + CRACK SEAL	
Treatment Total												\$85,134					
Year 2026 Area Total									159,312	Year 2026 Total			\$877,101				

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				
PARK BLVD WB	10TH ST	CENTER ST	PARK WB	0100	2,563	36	92,268	A	AC		50	45	100	\$815,726	9,068	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
Treatment Total												\$815,726					
11TH ST	PARK S	RAILROAD AVE WEST	11TH	0300	510	36	18,360	R	AC		80	78	86	\$21,642	9,883	SLURRY SEAL + CRACK SEAL	
CITRUS AVE	ADAMS AVE EAST	NORTH END	CITRUS	0100	381	33	12,573	R	AC		82	80	88	\$14,821	9,702	SLURRY SEAL + CRACK SEAL	
SERNA AVE	ORONA WY	CELAYA WY	SERNA	0100	492	36	17,712	R	AC		80	78	86	\$20,879	9,882	SLURRY SEAL + CRACK SEAL	
Treatment Total												\$57,342					
Year 2027 Area Total									140,913	Year 2027 Total			\$873,068				

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			
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	70	79	\$106,266	7,340	CAPE SEAL+CRACK SEAL
Treatment Total												\$106,266				
HILLS VALLEY RD SOUTH	SOUTH AVE EAST	PARK ST	HILLSVALLE	0100	2,573	26	66,898	A	AC		52	44	100	\$609,177	8,870	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
J ST	8TH AVE	EAST END	J ST	0350	214	32	6,848	R	AC		53	48	100	\$49,055	6,781	2.5" MILL AND HMA OVERLAY W/ DIGOUTS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

											Treatment Total			\$658,232				
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	68	78	\$36,386	7,878	SLURRY SEAL + CRACK SEAL		
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	68	77	\$31,371	7,633	SLURRY SEAL + CRACK SEAL		
ADAMS AVE EAST	BRIDGE E/S	HILLS VALLEY RD	ADAMS	0400	305	20	6,100	C	AC		87	83	90	\$7,962	12,931	SLURRY SEAL + CRACK SEAL		
CELAYA WY	HOPE AVE	SERNA AVE	CELAYA WY	0100	258	40	10,320	R	AC		80	76	84	\$12,530	9,541	SLURRY SEAL + CRACK SEAL		
HOPE AVE	WEST END	CELAYA WY	HOPE	0100	613	34	20,842	R	AC		78	74	82	\$25,305	9,254	SLURRY SEAL + CRACK SEAL		
											Treatment Total			\$113,554				
Year 2028 Area Total											200,843		Year 2028 Total			\$878,052		

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					
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	67	76	\$189,402	7,140	CAPE SEAL+CRACK SEAL		
HILLS VALLEY RD SOUTH	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	HILLSVALLE	0300	415	26	10,790	A	AC		64	66	75	\$32,722	5,422	CAPE SEAL+CRACK SEAL		
											Treatment Total			\$222,124				
ALLEY W/O 10TH ST	J ST	I ST	A-W/O 10TH	0200	444	15	6,660	O	AC		56	48	100	\$49,140	6,615	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
ALLEY W/O 12TH ST	J ST	END OF PAVEMENT (224' N/O I ST)	A-W/O 12TH	0100	695	15	10,425	O	AC		49	41	100	\$76,919	6,873	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
ORONA ST	CASUGA CT	KIME CT	ORONAST	0100	214	36	7,704	R	AC		54	47	100	\$56,843	6,629	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
SUMNER AVE EAST	WIDTH CHANGE (W)	WIDTH CHANGE (E)	SUMNER	0200	508	51	25,908	C	AC		59	46	100	\$234,087	6,431	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
SUMNER AVE EAST	WIDTH CHANGE (E)	ANCHOR AVE	SUMNER	0300	702	31	21,762	C	AC		58	44	100	\$196,627	6,463	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
											Treatment Total			\$613,616				
C ST	9TH ST	CENTER ST	C ST	0200	737	36	26,532	R	AC		79	73	82	\$33,180	9,043	SLURRY SEAL + CRACK SEAL		
											Treatment Total			\$33,180				
Year 2029 Area Total											189,493		Year 2029 Total			\$868,920		

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

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					
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	62	72	\$98,213	5,081	CHIP SEAL+CRACK SEAL		
												Treatment Total		\$98,213				
HILLS VALLEY RD SOUTH	PARK ST	ADAMS AVE	HILLSVALLE	0200	2,568	26	66,768	A	AC		61	48	100	\$645,020	8,155	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
												Treatment Total		\$645,020				
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	69	78	\$46,165	7,023	SLURRY SEAL + CRACK SEAL		
ADAMS AVE EAST	PAVEMENT CHANGE	BRIDGE W/S	ADAMS	0300	998	38	37,924	C	AC		88	80	88	\$52,513	10,913	SLURRY SEAL + CRACK SEAL		
ORONA WY	HOPE AVE	SERNA AVE	ORONA	0100	278	40	11,120	R	AC		77	69	78	\$18,262	6,721	SLURRY SEAL + CRACK SEAL		
												Treatment Total		\$116,941				
Year 2030 Area Total									193,114		Year 2030 Total			\$860,174				

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					
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	70	79	\$101,160	5,579	CHIP SEAL+CRACK SEAL		
												Treatment Total		\$101,160				
CENTER ST	SOUTH AVE	I ST	CENTER	0100	1,053	53	55,809	A	AC		79	67	77	\$179,555	5,352	CAPE SEAL+CRACK SEAL		
												Treatment Total		\$179,555				
SOUTH AVE EAST	4TH ST	CENTER ST	SOUTH	0150	1,138	35	39,830	A	AC		64	49	100	\$396,326	7,871	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
												Treatment Total		\$396,326				
3RD ST	RAILROAD AVE WEST	750' N/O RAILROAD AVE WEST	3RD	0200	750	36	27,000	R	AC/AC		95	84	91	\$35,822	7,367	SLURRY SEAL + CRACK SEAL		
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	70	79	\$23,724	7,057	SLURRY SEAL + CRACK SEAL		
C ST	CENTER ST	4TH ST	C ST	0300	1,140	36	41,040	R	AC		79	70	79	\$69,422	6,679	SLURRY SEAL + CRACK SEAL		
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	68	78	\$61,851	6,859	SLURRY SEAL + CRACK SEAL		

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

Treatment Total \$190,819

Year 2031 Area Total 263,460

Year 2031 Total \$867,859

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			
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	63	73	\$264,152	4,968	CAPE SEAL+CRACK SEAL
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	70	79	\$206,964	6,682	CAPE SEAL+CRACK SEAL
HILLS VALLEY RD SOUTH	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	HILLSVALLE	0300	415	26	10,790	A	AC		64	68	78	\$35,756	5,083	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	70	79	\$119,603	6,525	CAPE SEAL+CRACK SEAL
Treatment Total												\$626,475				
ALLEY S/O PARK ST	12TH ST	11TH ST	A-S/OPARK	0200	331	12	3,972	O	AC		0	0	100	\$50,886	3,852	3" HMA + FDR 10"
Treatment Total												\$50,886				
ALLEY W/O 8TH ST	D ST	RAILROAD EAST	A-W/O 8TH	0200	717	15	10,755	O	AC		62	49	100	\$86,712	6,025	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$86,712				
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	80	88	\$81,479	13,215	SLURRY SEAL + CRACK SEAL
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$8,816	7,109	SLURRY SEAL + CRACK SEAL
Treatment Total												\$90,295				
Year 2032 Area Total					289,066						Year 2032 Total	\$854,369				

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			
3RD ST	750' N/O RAILROAD AVE WEST	G ST	3RD	0250	301	36	10,836	R	AC		31	6	100	\$142,987	3,740	3" HMA + FDR 10"
Treatment Total												\$142,987				
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	49	100	\$537,586	7,394	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$537,586				
ALLEY S/O PARK ST	11TH ST	10TH ST	A-S/OPARK	0300	342	22	7,524	O	AC		84	80	88	\$10,590	8,739	SLURRY SEAL + CRACK SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc1: City's Existing Budget
(\$880k/year)

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				
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	70	79	\$42,182	6,868	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	69	78	\$36,367	6,627	SLURRY SEAL + CRACK SEAL	
ADAMS AVE EAST	CENTER ST	PAVEMENT CHANGE	ADAMS	0200	1,127	38	42,826	C	AC		79	75	83	\$64,799	10,413	SLURRY SEAL + CRACK SEAL	
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	73	82	\$42,291	9,076	SLURRY SEAL + CRACK SEAL	
Treatment Total												\$196,230					
Year 2033 Area Total									183,831	Year 2033 Total			\$876,802				

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				
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	69	78	\$280,239	4,910	CAPE SEAL+CRACK SEAL	
Treatment Total												\$280,239					
JACOBS AVE SOUTH	ADAMS AVE EAST	GUTIERREZ ST	JACOBS	0100	565	30	16,950	C	AC		17	0	100	\$255,881	3,884	3" HMA + FDR 10"	
Treatment Total												\$255,881					
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK ST	A-W/O 9TH	0100	1,545	15	23,175	O	AC		66	48	100	\$198,228	5,707	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
Treatment Total												\$198,228					
CITRUS AVE	ADAMS AVE EAST	NORTH END	CITRUS	0100	381	33	12,573	R	AC		82	77	85	\$18,228	8,303	SLURRY SEAL + CRACK SEAL	
I ST	ANCHOR AVE SOUTH	10TH ST	I ST	0100	1,362	36	49,032	R	AC		82	69	78	\$90,632	6,403	SLURRY SEAL + CRACK SEAL	
LOPEZ LN	MARTINEZ ST	HOPE AVE	LOPEZ	0400	154	35	5,390	R	AC		80	74	82	\$7,814	7,931	SLURRY SEAL + CRACK SEAL	
SERNA AVE	ORONA WY	CELAYA WY	SERNA	0100	492	36	17,712	R	AC		80	75	83	\$25,678	8,271	SLURRY SEAL + CRACK SEAL	
Treatment Total												\$142,352					
Year 2034 Area Total									204,544	Year 2034 Total			\$876,699				
Grand Total Section Area:									2,121,643	Grand Total			\$8,712,088				

Appendix E-2
Scenario 2



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	4%	2029	\$2,500,000	4%	2033	\$2,000,000	4%
2026	\$1,500,000	4%	2030	\$2,500,000	4%	2034	\$2,000,000	4%
2027	\$1,800,000	4%	2031	\$2,500,000	4%			
2028	\$1,800,000	4%	2032	\$2,500,000	4%			

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				
PARK BLVD EB	ANCHOR AVE SOUTH	CENTER ST	PARK EB	0100	2,595	39	101,205	A	AC		41	42	100	\$843,375	9,768	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
											Treatment Total		\$843,375				
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	81	89	\$33,385	12,883	SLURRY SEAL + CRACK SEAL	
											Treatment Total		\$33,385				
Year 2025 Area Total									129,155	Year 2025 Total		\$876,760					

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				
10TH ST	PARK ST	RAILROAD AVE WEST	10TH	0300	258	32	8,256	R	AC		45	44	100	\$55,746	7,406	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	43	100	\$454,917	9,497	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
PARK BLVD EB	CENTER ST	HILLS VALLEY RD	PARK EB	0200	2,563	36	92,268	A	AC		48	46	100	\$791,967	9,291	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
											Treatment Total		\$1,302,630				
ALLEY S/O PARK ST	11TH ST	10TH ST	A-S/OPARK	0300	342	22	7,524	O	AC		84	84	91	\$8,611	9,650	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	68	78	\$20,465	8,126	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 4TH ST	ADAMS AVE EAST	B ST	A-W/O 4TH	0100	473	15	7,095	O	AC		76	75	84	\$8,120	9,952	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	66	76	\$41,017	7,771	SLURRY SEAL + CRACK SEAL	
ADAMS AVE EAST	CENTER ST	PAVEMENT CHANGE	ADAMS	0200	1,127	38	42,826	C	AC		79	78	86	\$52,688	13,832	SLURRY SEAL + CRACK SEAL	
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	67	77	\$53,353	7,901	SLURRY SEAL + CRACK SEAL	
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$7,383	8,492	SLURRY SEAL + CRACK SEAL	

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

											Treatment Total	\$191,637	
Year 2026 Area Total					294,728	Year 2026 Total					\$1,494,267		

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			
PARK BLVD WB	10TH ST	CENTER ST	PARK WB	0100	2,563	36	92,268	A	AC		50	45	100	\$815,726	9,068	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
PARK BLVD WB	10TH ST	ANCHOR AVE SOUTH	PARK WB	0200	2,595	39	101,205	A	AC		48	43	100	\$894,737	9,175	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
											Treatment Total	\$1,710,463				
CENTER ST	SOUTH AVE	I ST	CENTER	0100	1,053	53	55,809	A	AC		79	76	84	\$74,010	13,539	SLURRY SEAL + CRACK SEAL
CITRUS AVE	ADAMS AVE EAST	NORTH END	CITRUS	0100	381	33	12,573	R	AC		82	80	88	\$14,821	9,702	SLURRY SEAL + CRACK SEAL
											Treatment Total	\$88,830				
Year 2027 Area Total					261,855	Year 2027 Total					\$1,799,293					

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			
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	68	77	\$92,575	5,956	CHIP SEAL+CRACK SEAL
											Treatment Total	\$92,575				
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	63	73	\$149,938	5,598	CAPE SEAL+CRACK SEAL
											Treatment Total	\$149,938				
3RD ST	750' N/O RAILROAD AVE WEST	G ST	3RD	0250	301	36	10,836	R	AC		31	23	100	\$123,342	4,335	3" HMA + FDR 10"
											Treatment Total	\$123,342				
ALLEY W/O 12TH ST	J ST	END OF PAVEMENT (224' N/O I ST)	A-W/O 12TH	0100	695	15	10,425	O	AC		49	44	100	\$74,679	6,992	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
HILLS VALLEY RD SOUTH	SOUTH AVE EAST	PARK ST	HILLSVALLE	0100	2,573	26	66,898	A	AC		52	44	100	\$609,177	8,870	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
J ST	8TH AVE	EAST END	J ST	0350	214	32	6,848	R	AC		53	48	100	\$49,055	6,781	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
ORONA ST	CASUGA CT	KIME CT	ORONAST	0100	214	36	7,704	R	AC		54	49	100	\$55,187	6,712	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SUMNER AVE EAST	WIDTH CHANGE (W)	WIDTH CHANGE (E)	SUMNER	0200	508	51	25,908	C	AC		59	49	100	\$227,269	6,490	2.5" MILL AND HMA OVERLAY W/ DIGOUTS

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

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				
SUMNER AVE EAST	WIDTH CHANGE (E)	ANCHOR AVE	SUMNER	0300	702	31	21,762	C	AC		58	48	100	\$190,900	6,530	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
											Treatment Total		\$1,206,267				
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	68	78	\$36,386	7,878	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	68	77	\$31,371	7,633	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 8TH ST	G ST	J ST	A-W/O 8TH	0400	1,340	14	18,760	O	AC		68	63	73	\$38,152	5,141	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK ST	A-W/O 9TH	0100	1,545	15	23,175	O	AC		66	61	72	\$47,131	5,169	SLURRY SEAL + CRACK SEAL	
ADAMS AVE EAST	PAVEMENT CHANGE	BRIDGE W/S	ADAMS	0300	998	38	37,924	C	AC		88	84	91	\$49,498	11,634	SLURRY SEAL + CRACK SEAL	
ADAMS AVE EAST	BRIDGE E/S	HILLS VALLEY RD	ADAMS	0400	305	20	6,100	C	AC		87	83	90	\$7,962	12,931	SLURRY SEAL + CRACK SEAL	
CELAYA WY	HOPE AVE	SERNA AVE	CELAYA WY	0100	258	40	10,320	R	AC		80	76	84	\$12,530	9,541	SLURRY SEAL + CRACK SEAL	
											Treatment Total		\$223,030				
Year 2028 Area Total									390,547		Year 2028 Total			\$1,795,153			

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				
ALLEY N/O PARK ST	8TH ST	6TH ST	A-N/OPARK	0100	654	17	11,118	O	AC		15	1	100	\$130,348	4,209	3" HMA + FDR 10"	
ALLEY S/O PARK ST	12TH ST	11TH ST	A-S/OPARK	0200	331	12	3,972	O	AC		0	0	100	\$46,568	4,209	3" HMA + FDR 10"	
MANNING AVE	HILL AVE (CITY LIMIT)	CULVERT	MANNING	0100	1,489	25	37,225	A	AC		19	2	100	\$570,266	4,883	3" HMA + FDR 10"	
MANNING AVE	CULVERT	MONSON AVE	MANNING	0200	1,000	25	25,000	A	AC		14	0	100	\$382,986	4,883	3" HMA + FDR 10"	
SOUTH AVE EAST	WIDTH CHANGE	MONSON AVE SOUTH	SOUTH	0500	610	60	36,600	A	AC		30	14	100	\$560,691	4,883	3" HMA + FDR 10"	
											Treatment Total		\$1,690,858				
ALLEY W/O 10TH ST	J ST	I ST	A-W/O 10TH	0200	444	15	6,660	O	AC		56	48	100	\$49,140	6,615	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
PARLIER AVE EAST	ANCHOR AVE	WIDTH CHANGE	PARLIER	0300	1,362	48	65,376	C	AC		60	47	100	\$590,694	6,387	2.5" MILL AND HMA OVERLAY W/ DIGOUTS	
											Treatment Total		\$639,834				
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK ST	A-W/O 9TH	0100	1,545	15	23,175	O	AC		66	70	79	\$48,545	5,237	SLURRY SEAL + CRACK SEAL	
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	70	79	\$112,146	12,408	SLURRY SEAL + CRACK SEAL	

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

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			
LOPEZ LN	MARTINEZ ST	HOPE AVE	LOPEZ	0400	154	35	5,390	R	AC		80	74	83	\$6,741	9,178	SLURRY SEAL + CRACK SEAL
Treatment Total												\$167,431				
Year 2030 Area Total										294,228	Year 2030 Total		\$2,498,123			

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			
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	69	78	\$159,069	5,551	CAPE SEAL+CRACK SEAL
Treatment Total												\$159,069				
ALLEY S/O PARK ST	10TH ST	RAILROAD AVE WEST	A-S/OPARK	0400	564	14	7,896	O	AC		13	0	100	\$95,350	4,086	3" HMA + FDR 10"
ALLEY S/O PARK ST	ANCHOR AVE SOUTH	12TH ST	A-S/SOPARK	0100	610	12	7,320	O	AC		5	0	100	\$88,395	4,086	3" HMA + FDR 10"
SOUTH AVE EAST	WIDTH CHANGE	ANCHOR AVE SOUTH	SOUTH	0300	1,290	48	61,920	A	AC		9	0	100	\$977,036	4,741	3" HMA + FDR 10"
Treatment Total												\$1,160,781				
HILLS VALLEY RD SOUTH	PARK ST	ADAMS AVE	HILLSVALLE	0200	2,568	26	66,768	A	AC		61	48	100	\$645,020	8,155	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SUMNER AVE EAST	MONSON AVE SOUTH	WIDTH CHANGE	SUMNER	0100	1,297	25	32,425	C	AC		63	47	100	\$301,760	6,206	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$946,780				
11TH ST	PARK S	RAILROAD AVE WEST	11TH	0300	510	36	18,360	R	AC		80	73	82	\$23,649	9,339	SLURRY SEAL + CRACK SEAL
ALLEY W/O 8TH ST	G ST	J ST	A-W/O 8TH	0400	1,340	14	18,760	O	AC		68	70	79	\$40,475	4,964	SLURRY SEAL + CRACK SEAL
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	69	78	\$46,165	7,024	SLURRY SEAL + CRACK SEAL
G ST	10TH ST	CENTER ST	G ST	0200	1,137	53	60,261	R	AC		84	78	86	\$77,621	9,557	SLURRY SEAL + CRACK SEAL
ORONA WY	HOPE AVE	SERNA AVE	ORONA	0100	278	40	11,120	R	AC		77	69	78	\$18,262	6,721	SLURRY SEAL + CRACK SEAL
SERNA AVE	ORONA WY	CELAYA WY	SERNA	0100	492	36	17,712	R	AC		80	73	82	\$22,815	9,340	SLURRY SEAL + CRACK SEAL
Treatment Total												\$228,988				
Year 2030 Area Total										381,577	Year 2030 Total		\$2,495,618			

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

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					
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	70	79	\$101,160	5,586	CHIP SEAL+CRACK SEAL		
												Treatment Total		\$101,160				
ADAMS AVE EAST	ANCHOR AVE EAST	10TH ST	ADAMS	0100	1,385	33	45,705	C	AC		13	0	100	\$631,423	4,245	3" HMA + FDR 10"		
												Treatment Total		\$631,423				
HILLS VALLEY RD SOUTH	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	HILLSVALLE	0300	415	26	10,790	A	AC		64	48	100	\$107,365	7,890	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
SOUTH AVE EAST	4TH ST	CENTER ST	SOUTH	0150	1,138	35	39,830	A	AC		64	49	100	\$396,326	7,871	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
SOUTH AVE EAST	ANCHOR AVE SOUTH	WIDTH CHANGE	SOUTH	0400	1,859	48	89,232	A	AC		64	48	100	\$887,897	7,890	2.5" MILL AND HMA OVERLAY W/ DIGOUTS		
												Treatment Total		\$1,391,588				
3RD ST	RAILROAD AVE WEST	750' N/O RAILROAD AVE WEST	3RD	0200	750	36	27,000	R	AC/AC		95	84	91	\$35,822	7,367	SLURRY SEAL + CRACK SEAL		
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	70	79	\$23,724	7,057	SLURRY SEAL + CRACK SEAL		
C ST	9TH ST	CENTER ST	C ST	0200	737	36	26,532	R	AC		79	70	79	\$44,881	6,679	SLURRY SEAL + CRACK SEAL		
C ST	CENTER ST	4TH ST	C ST	0300	1,140	36	41,040	R	AC		79	70	79	\$69,422	6,679	SLURRY SEAL + CRACK SEAL		
G ST	ANCHOR AVE SOUTH	10TH ST	G ST	0100	1,420	53	75,260	R	AC		83	75	83	\$99,849	9,289	SLURRY SEAL + CRACK SEAL		
HOPE AVE	WEST END	CELAYA WY	HOPE	0100	613	34	20,842	R	AC		78	69	78	\$35,256	6,623	SLURRY SEAL + CRACK SEAL		
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	68	78	\$61,851	6,866	SLURRY SEAL + CRACK SEAL		
												Treatment Total		\$370,805				
Year 2031 Area Total									476,012		Year 2031 Total			\$2,494,976				

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			
ADAMS AVE EAST	10TH ST	CENTER ST	ADAMS	0150	1,158	33	38,214	C	AC		13	0	100	\$543,772	4,121	3" HMA + FDR 10"
RAILROAD AVE EAST	ANCHOR AVE SOUTH	12TH ST	ERAILROAD	0100	785	31	24,335	C	AC		23	0	100	\$346,278	4,121	3" HMA + FDR 10"
G ST	6TH ST	5TH ST	G ST	0300	325	27	8,775	R	AC		24	0	100	\$112,418	3,852	3" HMA + FDR 10"

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

											Treatment Total			\$1,002,468		
ALLEY W/O 8TH ST	D ST	RAILROAD EAST	A-W/O 8TH	0200	717	15	10,755	O	AC		62	49	100	\$86,712	6,025	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	47	100	\$816,964	7,737	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	48	100	\$472,118	7,694	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
											Treatment Total			\$1,375,794		
I ST	ANCHOR AVE SOUTH	10TH ST	I ST	0100	1,362	36	49,032	R	AC		82	72	81	\$67,004	8,787	SLURRY SEAL + CRACK SEAL
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	76	84	\$41,059	9,745	SLURRY SEAL + CRACK SEAL
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$8,816	7,109	SLURRY SEAL + CRACK SEAL
											Treatment Total			\$116,879		
Year 2032 Area Total					289,898					Year 2032 Total			\$2,495,141			

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			
ANCHOR AVE SOUTH	SOUTH AVE	PARK ST	ANCHOR	0200	2,554	49	125,146	C	AC		31	0	100	\$1,834,206	4,001	3" HMA + FDR 10"
											Treatment Total			\$1,834,206		
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	70	79	\$42,182	6,868	SLURRY SEAL + CRACK SEAL
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	69	78	\$36,367	6,627	SLURRY SEAL + CRACK SEAL
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	80	88	\$83,924	12,830	SLURRY SEAL + CRACK SEAL
											Treatment Total			\$162,473		
Year 2033 Area Total					221,916					Year 2033 Total			\$1,996,679			

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			
CENTER ST	SOUTH AVE	I ST	CENTER	0100	1,053	53	55,809	A	AC		79	69	79	\$196,204	4,997	CAPE SEAL+CRACK SEAL
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	68	78	\$280,239	4,898	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	69	78	\$179,034	4,947	CAPE SEAL+CRACK SEAL
											Treatment Total			\$655,477		

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 5/23/2025

Scenario: Sc2: Maintain Current PCI

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			
ALLEY S/O PARK ST	6TH ST	4TH ST	A-S/OPARK	0500	684	18	12,312	O	AC		0	0	100	\$167,337	3,631	3" HMA + FDR 10"
D ST	RAILROAD AVE EAST	CENTER ST	D ST	0100	1,660	43	71,380	C	AC		12	0	100	\$1,077,569	3,884	3" HMA + FDR 10"
Treatment Total												\$1,244,906				
ALLEY S/O PARK ST	11TH ST	10TH ST	A-S/OPARK	0300	342	22	7,524	O	AC		84	79	87	\$10,908	8,711	SLURRY SEAL + CRACK SEAL
ADAMS AVE EAST	CENTER ST	PAVEMENT CHANGE	ADAMS	0200	1,127	38	42,826	C	AC		79	72	81	\$66,743	9,560	SLURRY SEAL + CRACK SEAL
CITRUS AVE	ADAMS AVE EAST	NORTH END	CITRUS	0100	381	33	12,573	R	AC		82	77	85	\$18,228	8,303	SLURRY SEAL + CRACK SEAL
Treatment Total												\$95,879				
Year 2034 Area Total									333,061	Year 2034 Total		\$1,996,262				
Grand Total Section Area:									3,072,977	Grand Total		\$19,942,271				

Appendix E-3
Scenario 3



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve to 50

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$880,000	4%	2029	\$4,000,000	4%	2033	\$3,500,000	4%
2026	\$3,500,000	4%	2030	\$3,500,000	4%	2034	\$3,500,000	4%
2027	\$4,000,000	4%	2031	\$3,500,000	4%			
2028	\$4,000,000	4%	2032	\$3,500,000	4%			

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			
PARK BLVD EB	ANCHOR AVE SOUTH	CENTER ST	PARK EB	0100	2,595	39	101,205	A	AC		41	42	100	\$843,375	9,768	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
											Treatment Total		\$843,375			
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	81	89	\$33,385	12,883	SLURRY SEAL + CRACK SEAL
											Treatment Total		\$33,385			
Year 2025 Area Total									129,155	Year 2025 Total		\$876,760				

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			
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	64	74	\$173,329	7,598	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	65	74	\$100,166	7,491	CAPE SEAL+CRACK SEAL
											Treatment Total		\$273,495			
10TH ST	PARK ST	RAILROAD AVE WEST	10TH	0300	258	32	8,256	R	AC		45	44	100	\$55,746	7,406	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	43	100	\$454,917	9,497	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
PARK BLVD EB	CENTER ST	HILLS VALLEY RD	PARK EB	0200	2,563	36	92,268	A	AC		48	46	100	\$791,967	9,291	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
PARK BLVD WB	10TH ST	CENTER ST	PARK WB	0100	2,563	36	92,268	A	AC		50	48	100	\$791,967	9,156	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
PARK BLVD WB	10TH ST	ANCHOR AVE SOUTH	PARK WB	0200	2,595	39	101,205	A	AC		48	46	100	\$868,676	9,284	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
											Treatment Total		\$2,963,273			
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	68	78	\$20,465	8,126	SLURRY SEAL + CRACK SEAL
ALLEY W/O 4TH ST	ADAMS AVE EAST	B ST	A-W/O 4TH	0100	473	15	7,095	O	AC		76	75	84	\$8,120	9,952	SLURRY SEAL + CRACK SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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			
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	66	76	\$41,017	7,771	SLURRY SEAL + CRACK SEAL
ADAMS AVE EAST	CENTER ST	PAVEMENT CHANGE	ADAMS	0200	1,127	38	42,826	C	AC		79	78	86	\$52,688	13,832	SLURRY SEAL + CRACK SEAL
CENTER ST	SOUTH AVE	I ST	CENTER	0100	1,053	53	55,809	A	AC		79	78	86	\$71,854	13,742	SLURRY SEAL + CRACK SEAL
LOPEZ LN	MARTINEZ ST	HOPE AVE	LOPEZ	0400	154	35	5,390	R	AC		80	79	87	\$6,169	9,371	SLURRY SEAL + CRACK SEAL
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	67	77	\$53,353	7,901	SLURRY SEAL + CRACK SEAL
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$7,383	8,492	SLURRY SEAL + CRACK SEAL
Treatment Total												\$261,049				
Year 2026 Area Total									667,653	Year 2026 Total		\$3,497,817				

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			
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	65	75	\$145,571	5,899	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	4TH ST	CENTER ST	SOUTH	0150	1,138	35	39,830	A	AC		64	60	71	\$113,855	5,577	CAPE SEAL+CRACK SEAL
Treatment Total												\$259,426				
ALLEY S/O PARK ST	12TH ST	11TH ST	A-S/O PARK	0200	331	12	3,972	O	AC		0	0	100	\$43,895	4,465	3" HMA + FDR 10"
MANNING AVE	HILL AVE (CITY LIMIT)	CULVERT	MANNING	0100	1,489	25	37,225	A	AC		19	12	100	\$537,530	5,180	3" HMA + FDR 10"
MANNING AVE	CULVERT	MONSON AVE	MANNING	0200	1,000	25	25,000	A	AC		14	6	100	\$361,001	5,180	3" HMA + FDR 10"
Treatment Total												\$942,425				
ALLEY W/O 12TH ST	J ST	END OF PAVEMENT (224' N/O I ST)	A-W/O 12TH	0100	695	15	10,425	O	AC		49	46	100	\$72,504	7,100	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
ANCHOR AVE SOUTH	PARLIER AVE EAST	SOUTH AVE EAST	ANCHOR	0100	2,637	60	158,220	C	AC		49	43	100	\$1,347,507	6,888	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
HILLS VALLEY RD SOUTH	SOUTH AVE EAST	PARK ST	HILLSVALLE	0100	2,573	26	66,898	A	AC		52	47	100	\$591,434	8,967	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
MONSON AVE SOUTH	MANNING AVE EAST	PARLIER AVE EAST	MONSON	0100	2,579	20	51,580	C	AC		49	43	100	\$439,290	6,896	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$2,450,735				

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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			
11TH ST	PARK S	RAILROAD AVE WEST	11TH	0300	510	36	18,360	R	AC		80	78	86	\$21,642	9,883	SLURRY SEAL + CRACK SEAL
ALLEY S/O PARK ST	11TH ST	10TH ST	A-S/OPARK	0300	342	22	7,524	O	AC		84	82	89	\$8,869	9,915	SLURRY SEAL + CRACK SEAL
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	70	79	\$35,327	8,205	SLURRY SEAL + CRACK SEAL
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	70	79	\$30,457	7,939	SLURRY SEAL + CRACK SEAL
ALLEY W/O 8TH ST	G ST	J ST	A-W/O 8TH	0400	1,340	14	18,760	O	AC		68	65	75	\$37,041	5,349	SLURRY SEAL + CRACK SEAL
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK ST	A-W/O 9TH	0100	1,545	15	23,175	O	AC		66	63	73	\$45,758	5,388	SLURRY SEAL + CRACK SEAL
CELAYA WY	HOPE AVE	SERNA AVE	CELAYA WY	0100	258	40	10,320	R	AC		80	78	86	\$12,165	9,634	SLURRY SEAL + CRACK SEAL
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	75	83	\$105,708	13,323	SLURRY SEAL + CRACK SEAL
CITRUS AVE	ADAMS AVE EAST	NORTH END	CITRUS	0100	381	33	12,573	R	AC		82	80	88	\$14,821	9,702	SLURRY SEAL + CRACK SEAL
ORONA WY	HOPE AVE	SERNA AVE	ORONA	0100	278	40	11,120	R	AC		77	75	83	\$13,108	9,302	SLURRY SEAL + CRACK SEAL
SERNA AVE	ORONA WY	CELAYA WY	SERNA	0100	492	36	17,712	R	AC		80	78	86	\$20,879	9,882	SLURRY SEAL + CRACK SEAL
Treatment Total												\$345,774				
Year 2027 Area Total									687,101	Year 2027 Total		\$3,998,361				

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			
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	68	77	\$92,575	5,956	CHIP SEAL+CRACK SEAL
Treatment Total												\$92,575				
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	69	78	\$183,885	7,503	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	4TH ST	CENTER ST	SOUTH	0150	1,138	35	39,830	A	AC		64	68	78	\$117,271	5,851	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	70	79	\$106,266	7,346	CAPE SEAL+CRACK SEAL
Treatment Total												\$407,422				
ADAMS AVE EAST	ANCHOR AVE EAST	10TH ST	ADAMS	0100	1,385	33	45,705	C	AC		12	0	100	\$577,842	4,638	3" HMA + FDR 10"
ADAMS AVE EAST	10TH ST	CENTER ST	ADAMS	0150	1,158	33	38,214	C	AC		12	0	100	\$483,134	4,638	3" HMA + FDR 10"

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve to 50

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			
RAILROAD AVE EAST	2ND ST	HILLS VALLEY RD SOUTH	ERAILROAD	0600	880	24	21,120	C	AC		14	0	100	\$267,017	4,638	3" HMA + FDR 10"
SOUTH AVE EAST	WIDTH CHANGE	ANCHOR AVE SOUTH	SOUTH	0300	1,290	48	61,920	A	AC		9	0	100	\$920,950	5,029	3" HMA + FDR 10"
SOUTH AVE EAST	WIDTH CHANGE	MONSON AVE SOUTH	SOUTH	0500	610	60	36,600	A	AC		30	19	100	\$544,360	5,029	3" HMA + FDR 10"
Treatment Total												\$2,793,303				
J ST	8TH AVE	EAST END	J ST	0350	214	32	6,848	R	AC		53	48	100	\$49,055	6,781	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
ORONA ST	CASUGA CT	KIME CT	ORONAST	0100	214	36	7,704	R	AC		54	49	100	\$55,187	6,712	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SUMNER AVE EAST	WIDTH CHANGE (W)	WIDTH CHANGE (E)	SUMNER	0200	508	51	25,908	C	AC		59	49	100	\$227,269	6,490	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SUMNER AVE EAST	WIDTH CHANGE (E)	ANCHOR AVE	SUMNER	0300	702	31	21,762	C	AC		58	48	100	\$190,900	6,530	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$522,412				
ADAMS AVE EAST	PAVEMENT CHANGE	BRIDGE W/S	ADAMS	0300	998	38	37,924	C	AC		88	84	91	\$49,498	11,634	SLURRY SEAL + CRACK SEAL
ADAMS AVE EAST	BRIDGE E/S	HILLS VALLEY RD	ADAMS	0400	305	20	6,100	C	AC		87	83	90	\$7,962	12,931	SLURRY SEAL + CRACK SEAL
G ST	ANCHOR AVE SOUTH	10TH ST	G ST	0100	1,420	53	75,260	R	AC		83	80	87	\$91,376	9,668	SLURRY SEAL + CRACK SEAL
HOPE AVE	WEST END	CELAYA WY	HOPE	0100	613	34	20,842	R	AC		78	74	82	\$25,305	9,254	SLURRY SEAL + CRACK SEAL
Treatment Total												\$174,142				
Year 2028 Area Total									620,706	Year 2028 Total		\$3,989,854				

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			
ANCHOR AVE SOUTH	PARK ST	ADAMS ST	ANCHOR	0300	2,579	40	103,160	C	AC		78	70	79	\$264,467	4,734	CHIP SEAL+CRACK SEAL
Treatment Total												\$264,467				
ANCHOR AVE SOUTH	SOUTH AVE	PARK ST	ANCHOR	0200	2,554	49	125,146	C	AC		31	11	100	\$1,629,668	4,503	3" HMA + FDR 10"
D ST	RAILROAD AVE EAST	CENTER ST	D ST	0100	1,660	43	71,380	C	AC		11	0	100	\$929,520	4,503	3" HMA + FDR 10"
RAILROAD AVE EAST	ANCHOR AVE SOUTH	12TH ST	ERAILROAD	0100	785	31	24,335	C	AC		23	0	100	\$316,894	4,503	3" HMA + FDR 10"
Treatment Total												\$2,876,082				

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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			
ALLEY W/O 10TH ST	J ST	I ST	A-W/O 10TH	0200	444	15	6,660	O	AC		56	48	100	\$49,140	6,615	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
PARLIER AVE EAST	ANCHOR AVE	WIDTH CHANGE	PARLIER	0300	1,362	48	65,376	C	AC		60	47	100	\$590,694	6,387	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total													\$639,834			
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK ST	A-W/O 9TH	0100	1,545	15	23,175	O	AC		66	70	79	\$48,545	5,233	SLURRY SEAL + CRACK SEAL
C ST	9TH ST	CENTER ST	C ST	0200	737	36	26,532	R	AC		79	73	82	\$33,180	9,043	SLURRY SEAL + CRACK SEAL
G ST	10TH ST	CENTER ST	G ST	0200	1,137	53	60,261	R	AC		84	79	87	\$75,360	9,640	SLURRY SEAL + CRACK SEAL
I ST	ANCHOR AVE SOUTH	10TH ST	I ST	0100	1,362	36	49,032	R	AC		82	77	85	\$61,318	9,453	SLURRY SEAL + CRACK SEAL
Treatment Total													\$218,403			
Year 2029 Area Total									555,057	Year 2029 Total			\$3,998,786			

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			
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	68	78	\$159,069	5,546	CAPE SEAL+CRACK SEAL
Treatment Total													\$159,069			
ALLEY S/O PARK ST	10TH ST	RAILROAD AVE WEST	A-S/OPARK	0400	564	14	7,896	O	AC		13	0	100	\$95,350	4,086	3" HMA + FDR 10"
RAILROAD AVE EAST	12TH ST	10TH ST	ERAILROAD	0200	945	31	29,295	C	AC		17	0	100	\$392,928	4,372	3" HMA + FDR 10"
RAILROAD AVE EAST	10TH ST	8TH AVE	ERAILROAD	0300	1,001	31	31,031	C	AC		5	0	100	\$416,213	4,372	3" HMA + FDR 10"
RAILROAD AVE EAST	6TH ST	4TH ST	ERAILROAD	0400	927	36	33,372	C	AC		12	0	100	\$447,612	4,372	3" HMA + FDR 10"
RAILROAD AVE EAST	4TH ST	2ND ST	ERAILROAD	0500	985	24	23,640	C	AC		11	0	100	\$317,079	4,372	3" HMA + FDR 10"
JACOBS AVE SOUTH	ADAMS AVE EAST	GUTIERREZ ST	JACOBS	0100	565	30	16,950	C	AC		17	0	100	\$227,347	4,372	3" HMA + FDR 10"
JACOBS AVE SOUTH	GUTIERREZ ST	CITY LIMIT (N)	JACOBS	0200	622	30	18,660	C	AC		32	5	100	\$250,283	4,372	3" HMA + FDR 10"
Treatment Total													\$2,146,811			
HILLS VALLEY RD SOUTH	PARK ST	ADAMS AVE	HILLSVALLE	0200	2,568	26	66,768	A	AC		61	48	100	\$645,020	8,155	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SUMNER AVE EAST	MONSON AVE SOUTH	WIDTH CHANGE	SUMNER	0100	1,297	25	32,425	C	AC		63	47	100	\$301,760	6,206	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total													\$946,780			

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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				
3RD ST	RAILROAD AVE WEST	750' N/O RAILROAD AVE WEST	3RD	0200	750	36	27,000	R	AC/AC		94	86	92	\$34,778	6,828	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 8TH ST	G ST	J ST	A-W/O 8TH	0400	1,340	14	18,760	O	AC		68	69	79	\$40,475	4,962	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 9TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 9TH	0200	1,874	15	28,110	O	AC		67	69	78	\$46,165	7,024	SLURRY SEAL + CRACK SEAL	
C ST	CENTER ST	4TH ST	C ST	0300	1,140	36	41,040	R	AC		79	72	80	\$52,863	8,798	SLURRY SEAL + CRACK SEAL	
Treatment Total												\$174,282					
Year 2030 Area Total									425,872	Year 2030 Total			\$3,426,942				

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			
D ST	CENTER ST	4TH ST	D ST	0200	1,144	43	49,192	C	AC		75	70	79	\$101,160	5,586	CHIP SEAL+CRACK SEAL
Treatment Total												\$101,160				
3RD ST	750' N/O RAILROAD AVE WEST	G ST	3RD	0250	301	36	10,836	R	AC		31	13	100	\$134,779	3,967	3" HMA + FDR 10"
MONSON AVE SOUTH	PARLIER AVE EAST	SOUTH AVE	MONSON	0200	2,574	17	43,758	C	AC		10	0	100	\$604,525	4,245	3" HMA + FDR 10"
MONSON AVE SOUTH	SOUTH AVE	SUMNER AVE EAST	MONSON	0300	2,587	17	43,979	C	AC		23	0	100	\$607,578	4,245	3" HMA + FDR 10"
PARLIER AVE EAST	MONSON AVE SOUTH	WIDTH CHANGE	PARLIER	0100	1,870	17	31,790	C	AC		21	0	100	\$439,185	4,245	3" HMA + FDR 10"
PARLIER AVE EAST	WIDTH CHANGE	JACOBS AVE	PARLIER	0400	1,234	20	24,680	C	AC		19	0	100	\$340,959	4,245	3" HMA + FDR 10"
Treatment Total												\$2,127,025				
HILLS VALLEY RD SOUTH	ADAMS AVE	CITY LIMIT (N - PAVEMENT CHANGE)	HILLSVALLE	0300	415	26	10,790	A	AC		64	48	100	\$107,365	7,890	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
SOUTH AVE EAST	ANCHOR AVE SOUTH	WIDTH CHANGE	SOUTH	0400	1,859	48	89,232	A	AC		64	48	100	\$887,897	7,890	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
Treatment Total												\$995,262				
ALLEY W/O 12TH ST	ADAMS AVE EAST	C ST	A-W/O 12TH	0200	935	15	14,025	O	AC		69	70	79	\$23,724	7,057	SLURRY SEAL + CRACK SEAL
ORANGE AVE	SOUTH END OF STREET	1,266' S/O SOUTH AVE EAST	ORANGE	0100	1,108	33	36,564	R	AC		68	68	78	\$61,851	6,866	SLURRY SEAL + CRACK SEAL

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve to 50

										Treatment Total	\$85,575
Year 2031 Area Total					354,846	Year 2031 Total					\$3,309,022

Year: 2032

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI		Cost	Rating	Treatment
												Before	After			
CENTER ST	D ST	ADAMS AVE	CENTER	0300	1,504	53	79,712	A	AC		65	70	79	\$206,964	6,682	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	4TH ST	CENTER ST	SOUTH	0150	1,138	35	39,830	A	AC		64	69	78	\$131,990	5,213	CAPE SEAL+CRACK SEAL
SOUTH AVE EAST	CENTER ST	WIDTH CHANGE	SOUTH	0200	1,245	37	46,065	A	AC		66	70	79	\$119,603	6,530	CAPE SEAL+CRACK SEAL
										Treatment Total	\$458,557					
11TH ST	RAILROAD AVE EAST	C ST	11TH	0400	560	36	20,160	R	AC		13	0	100	\$258,274	3,852	3" HMA + FDR 10"
ALLEY S/O PARK ST	ANCHOR AVE SOUTH	12TH ST	A-S/SOPARK	0100	610	12	7,320	O	AC		4	0	100	\$93,778	3,852	3" HMA + FDR 10"
RAILROAD AVE WEST	ANCHOR AVE SOUTH	12TH ST	WRAILROAD	0100	709	24	17,016	C	AC		20	0	100	\$242,132	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	12TH ST	11TH ST	WRAILROAD	0200	442	36	15,912	C	AC		0	0	100	\$226,422	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	11TH ST	PARK ST	WRAILROAD	0300	910	25	22,750	C	AC		5	0	100	\$323,724	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	PARK ST	CNETER ST	WRAILROAD	0400	900	33	29,700	C	AC		10	0	100	\$422,620	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	CENTER ST	5TH ST	WRAILROAD	0500	960	32	30,720	C	AC		5	0	100	\$437,135	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	5TH ST	3RD ST	WRAILROAD	0600	945	24	22,680	C	AC		4	0	100	\$322,728	4,121	3" HMA + FDR 10"
RAILROAD AVE WEST	3RD ST	HILLS VALLEY RD SOUTH	WRAILROAD	0700	1,344	25	33,600	C	AC		7	0	100	\$478,116	4,121	3" HMA + FDR 10"
										Treatment Total	\$2,804,928					
ALLEY W/O 8TH ST	D ST	RAILROAD EAST	A-W/O 8TH	0200	717	15	10,755	O	AC		62	49	100	\$86,712	6,025	2.5" MILL AND HMA OVERLAY W/ DIGOUTS
										Treatment Total	\$86,712					
PARLIER AVE EAST	WIDTH CHANGE	ANCHOR AVE	PARLIER	0200	650	43	27,950	C	AC		80	76	84	\$41,059	9,745	SLURRY SEAL + CRACK SEAL
TAPIA CT	C ST	NORTH END	TAPIA	0100	230	22	5,060	R	AC		70	69	79	\$8,816	7,109	SLURRY SEAL + CRACK SEAL
										Treatment Total	\$49,875					
Year 2032 Area Total					409,230	Year 2032 Total					\$3,400,073					



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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				
ANCHOR AVE SOUTH	PARK ST	ADAMS ST	ANCHOR	0300	2,579	40	103,160	C	AC		78	69	78	\$297,660	4,174	CHIP SEAL+CRACK SEAL	
													Treatment Total		\$297,660		
10TH ST	J ST	H ST	10TH	0100	999	43	42,957	R	AC		14	0	100	\$566,840	3,740	3" HMA + FDR 10"	
10TH ST	H ST	PARK ST	10TH	0200	1,012	45	45,540	R	AC		16	0	100	\$600,924	3,740	3" HMA + FDR 10"	
10TH ST	RAILROAD AVE EAST	C ST	10TH	0400	989	52	51,428	R	AC		5	0	100	\$678,619	3,740	3" HMA + FDR 10"	
10TH ST	C ST	ADAMS AVE EAST	10TH	0500	866	52	45,032	R	AC		6	0	100	\$594,221	3,740	3" HMA + FDR 10"	
11TH ST	SOUTH AVE	I ST	11TH	0100	1,018	36	36,648	R	AC		15	0	100	\$483,589	3,740	3" HMA + FDR 10"	
													Treatment Total		\$2,924,194		
10TH ST	PARK ST	RAILROAD AVE WEST	10TH	0300	258	32	8,256	R	AC		45	83	90	\$11,621	7,457	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 10TH ST	ADAMS AVE EAST	RAILROAD AVE EAST	A-W/O 10TH	0100	1,567	15	23,505	O	AC		72	70	79	\$42,182	6,864	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 4TH ST	ADAMS AVE EAST	B ST	A-W/O 4TH	0100	473	15	7,095	O	AC		76	72	81	\$9,986	8,181	SLURRY SEAL + CRACK SEAL	
ALLEY W/O 5TH ST	ADAMS AVE EAST	D ST	A-W/O 5TH	0100	1,351	15	20,265	O	AC		72	69	78	\$36,367	6,622	SLURRY SEAL + CRACK SEAL	
LOPEZ LN	MARTINEZ ST	HOPE AVE	LOPEZ	0400	154	35	5,390	R	AC		80	75	84	\$7,587	8,102	SLURRY SEAL + CRACK SEAL	
PARK BLVD EB	ANCHOR AVE SOUTH	CENTER ST	PARK EB	0100	2,595	39	101,205	A	AC		41	79	86	\$160,254	13,386	SLURRY SEAL + CRACK SEAL	
													Treatment Total		\$267,997		
Year 2033 Area Total									490,481		Year 2033 Total			\$3,489,851			

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				
CENTER ST	SOUTH AVE	I ST	CENTER	0100	1,053	53	55,809	A	AC		79	69	78	\$196,204	4,987	CAPE SEAL+CRACK SEAL	
CENTER ST	I ST	PARK ST	CENTER	0200	1,504	53	79,712	A	AC		78	68	77	\$280,239	4,882	CAPE SEAL+CRACK SEAL	
SOUTH AVE EAST	HILLS VALLEY RD SOUTH	4TH ST	SOUTH	0100	1,455	35	50,925	A	AC		69	69	78	\$179,034	4,943	CAPE SEAL+CRACK SEAL	
													Treatment Total		\$655,477		
11TH ST	I ST	NORTH END	11TH	0200	1,312	36	47,232	R	AC		12	0	100	\$641,948	3,631	3" HMA + FDR 10"	
11TH ST	C ST	ADAMS AVE EAST	11TH	0500	1,010	36	36,360	R	AC		5	0	100	\$494,183	3,631	3" HMA + FDR 10"	

** - Treatment from Project Selection



Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 6/4/2025

Scenario: Sc3: Improve 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			
12TH ST	SOUTH ST	I ST	12TH	0100	1,024	36	36,864	R	AC		14	0	100	\$501,033	3,631	3" HMA + FDR 10"
12TH ST	I ST	PARK ST	12TH	0200	1,529	26	39,754	R	AC		13	0	100	\$540,312	3,631	3" HMA + FDR 10"
2ND ST	GUTIERREZ ST	BENJAMIN ST	2ND	0300	589	33	19,437	R	AC		19	0	100	\$264,176	3,631	3" HMA + FDR 10"
ALLEY N/O PARK ST	8TH ST	6TH ST	A-N/OPARK	0100	654	17	11,118	O	AC		15	0	100	\$151,109	3,631	3" HMA + FDR 10"
Treatment Total													\$2,592,761			
ALLEY S/O PARK ST	12TH ST	11TH ST	A-S/OPARK	0200	331	12	3,972	O	AC		0	82	89	\$5,758	7,231	SLURRY SEAL + CRACK SEAL
ALLEY W/O 9TH ST	J ST	ALLEY S/O PARK A-W/O 9TH ST	A-W/O 9TH ST	0100	1,545	15	23,175	O	AC		66	70	79	\$56,277	4,518	SLURRY SEAL + CRACK SEAL
CENTER ST	PARK ST	D ST	CENTER	0400	1,000	53	53,000	A	AC		45	79	86	\$86,441	12,996	SLURRY SEAL + CRACK SEAL
MANNING AVE	HILL AVE (CITY LIMIT)	CULVERT	MANNING	0100	1,489	25	37,225	A	AC		19	78	86	\$60,713	10,414	SLURRY SEAL + CRACK SEAL
MANNING AVE	CULVERT	MONSON AVE	MANNING	0200	1,000	25	25,000	A	AC		14	78	86	\$40,774	10,414	SLURRY SEAL + CRACK SEAL
Treatment Total													\$249,963			
Year 2034 Area Total									519,583	Year 2034 Total		\$3,498,201				
Grand Total Section Area:									4,859,684	Grand Total		\$33,485,667				

Appendix F
GIS Maps

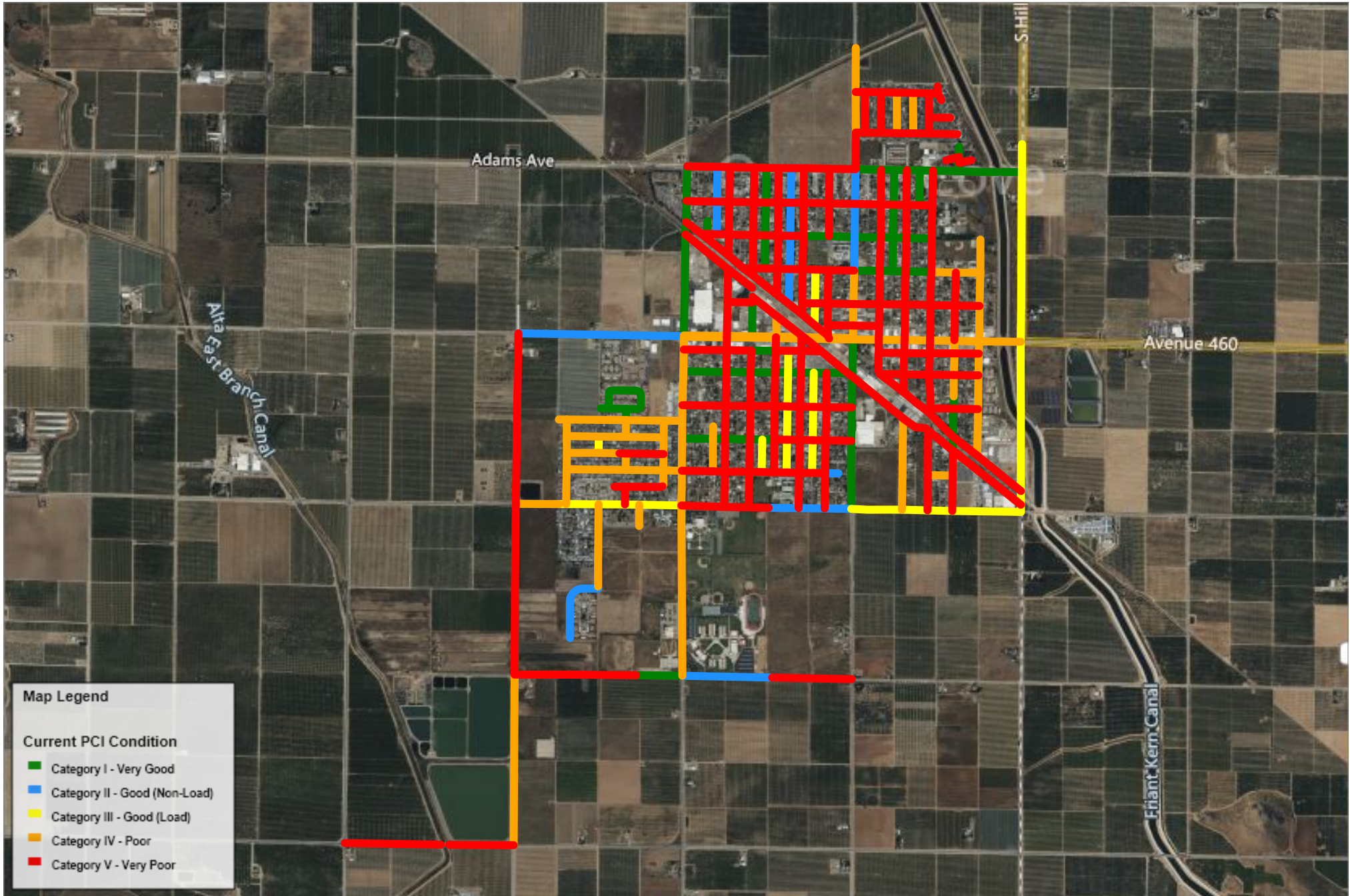
Appendix F-1
Current PCI Conditions



City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Current PCI Condition

Printed: 6/2/2025



Appendix F-2

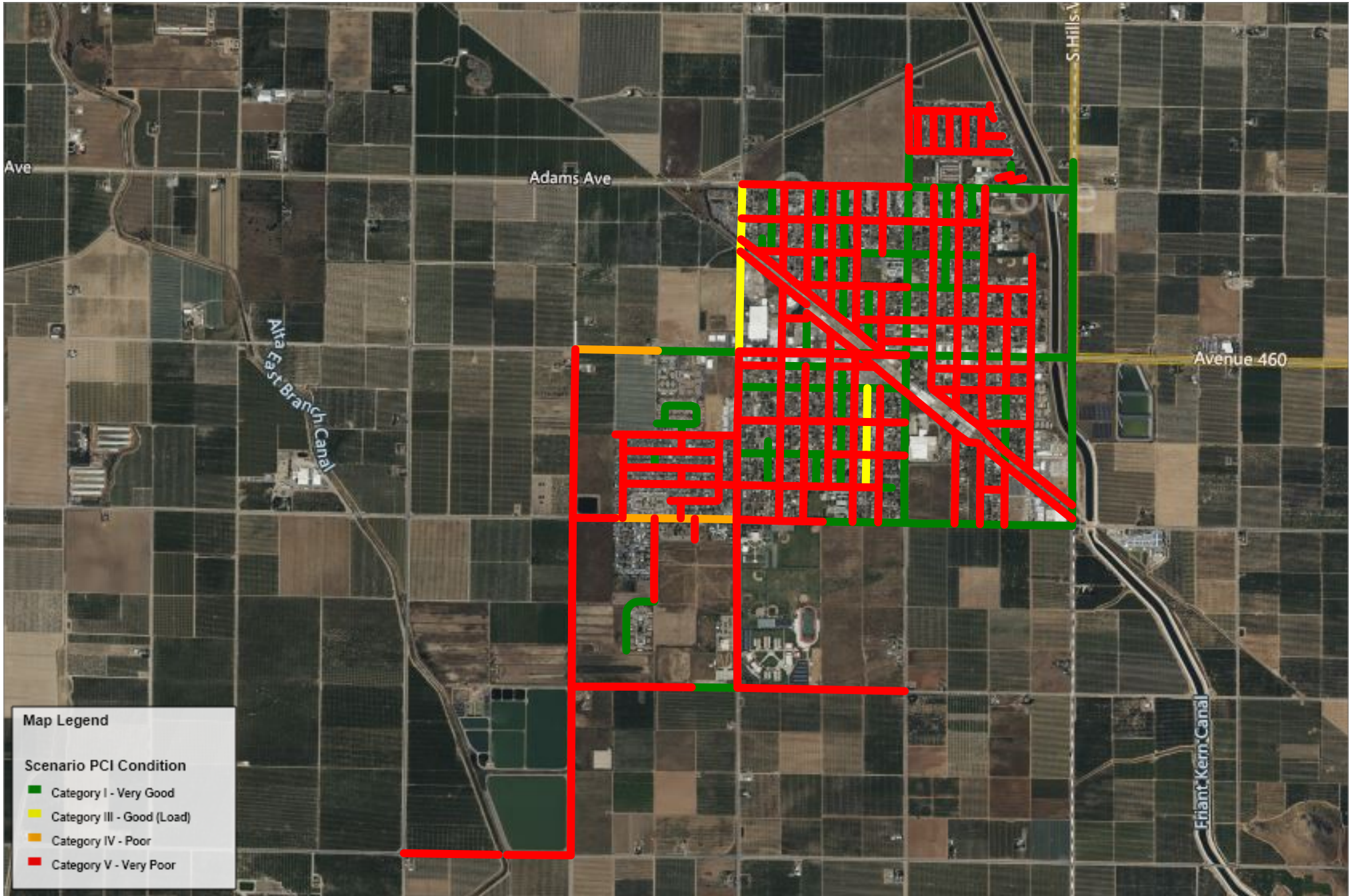
Scenario 1: City's Current Budget - PCI Conditions by FY 33/34



City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Scenario PCI Condition

Sc1: City's Existing Budget (\$880k/year) - 2034 Project Period - Total Rehab for 2034: \$824,979 - Printed: 6/2/2025



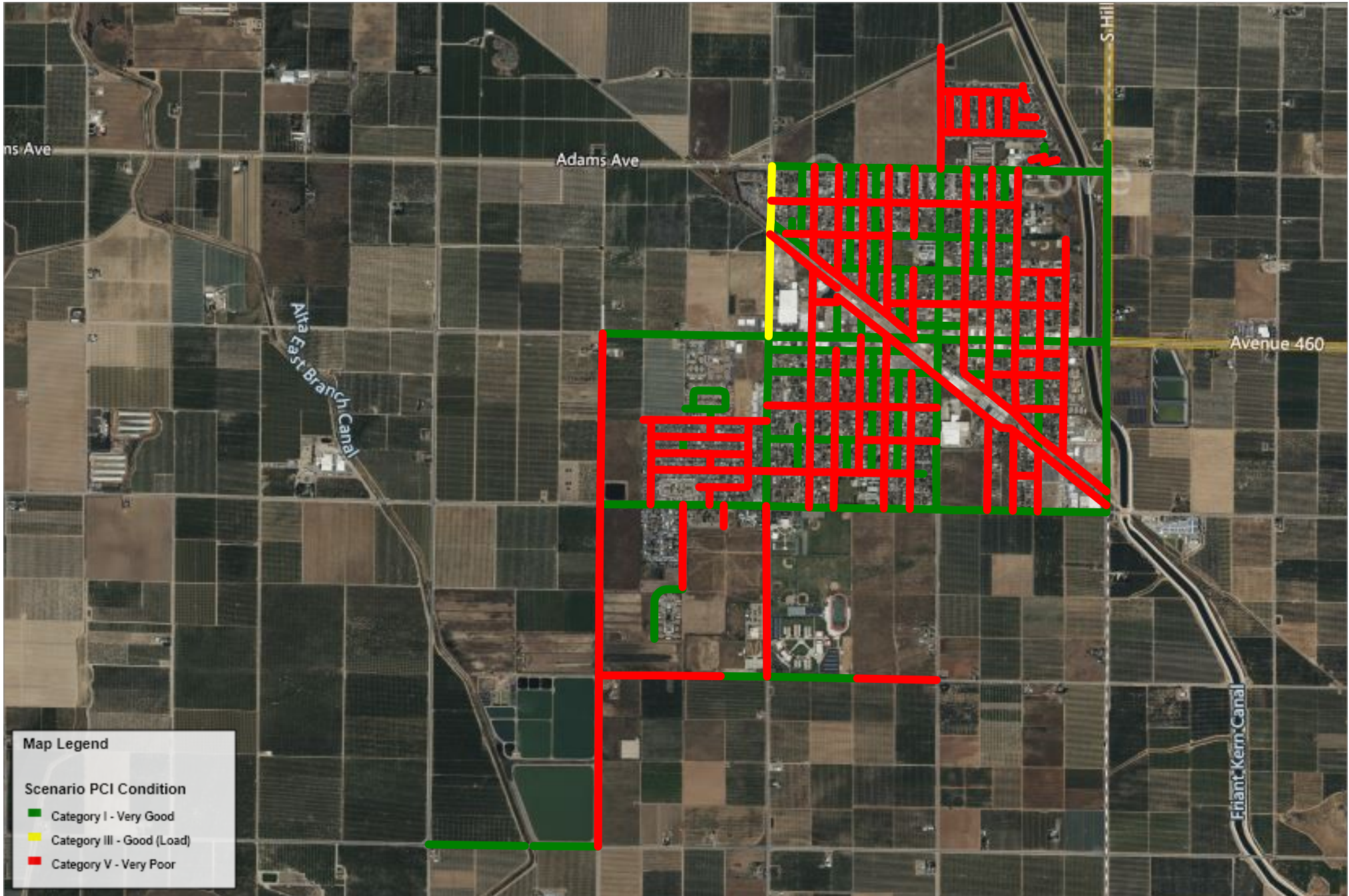
**Scenario 2: Maintain Current PCI of 34 - PCI Conditions by
FY 33/34**



City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Scenario PCI Condition

Sc2: Maintain Current PCI - 2034 Project Period - Total Rehab for 2034: \$1,900,383 - Printed: 6/2/2025



Appendix F-4

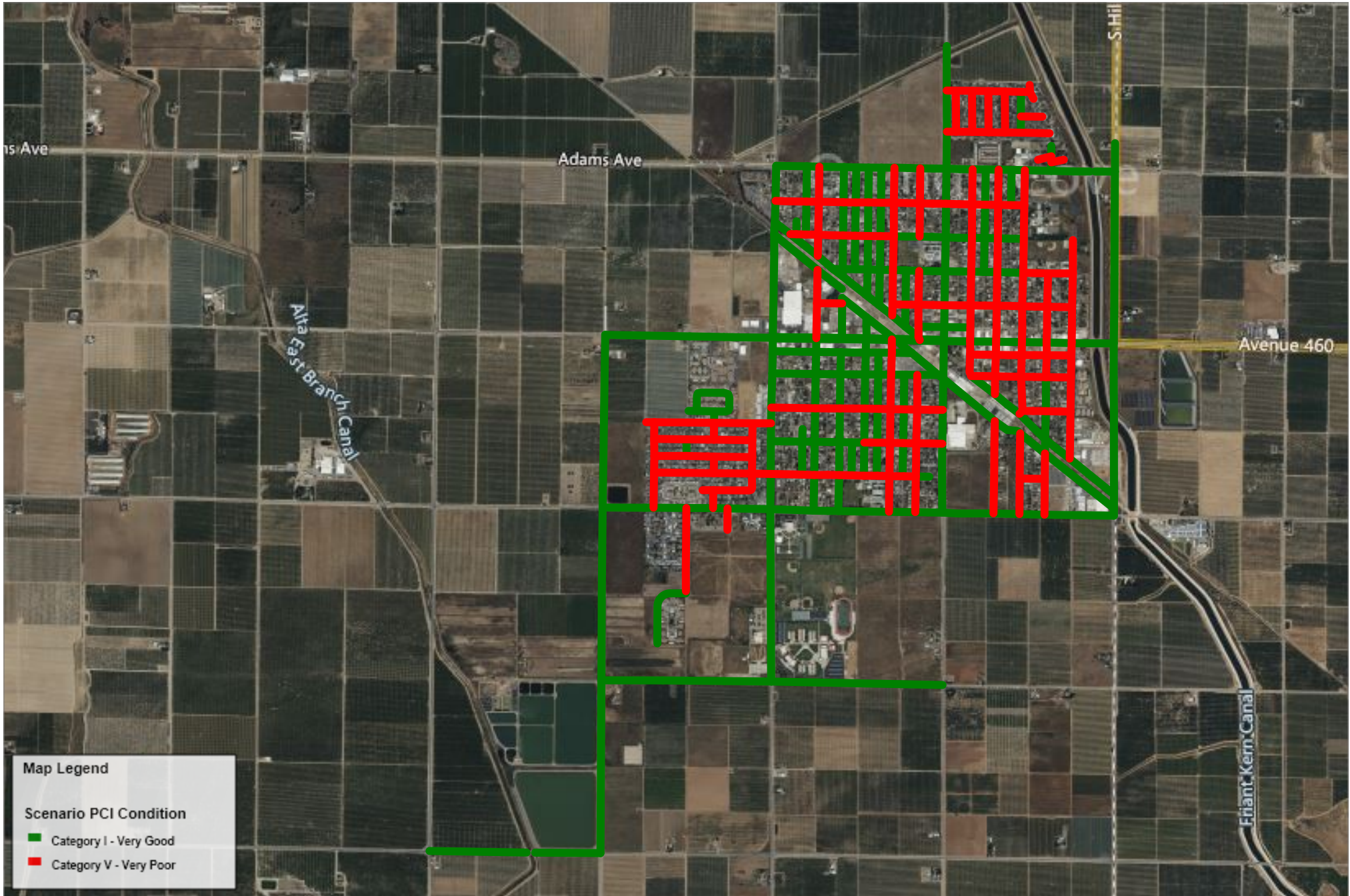
Scenario 3: Improve PCI to 50 - PCI Conditions by FY 33/34



City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Scenario PCI Condition

Sc3: Improve to 50 - 2034 Project Period - Total Rehab for 2034: \$3,304,514 - Printed: 6/2/2025

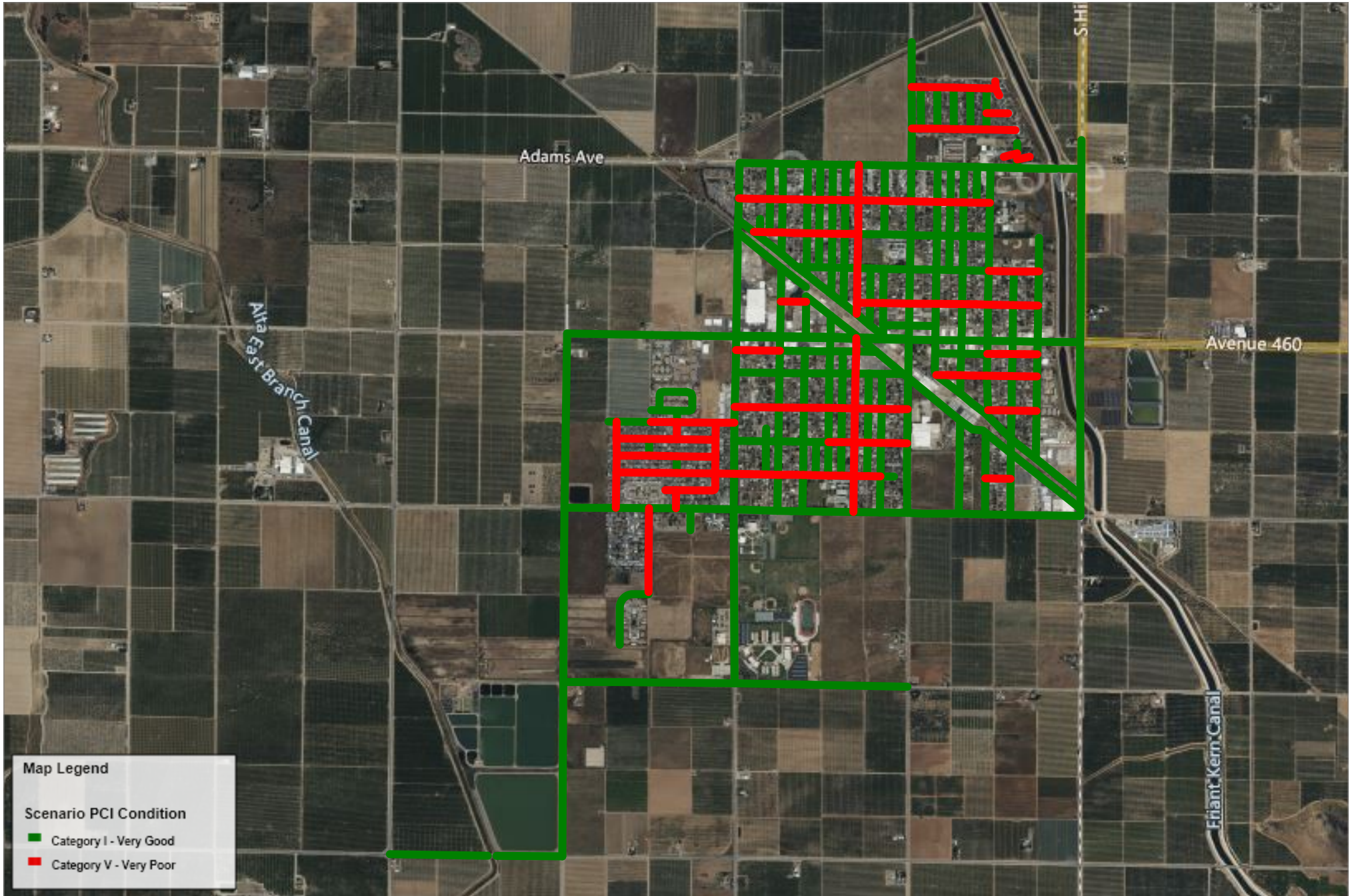




City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Scenario PCI Condition

Sc4: Improve to 65 - 2034 Project Period - Total Rehab for 2034: \$4,844,148 - Printed: 6/2/2025





City of Orange Cove
33 Sixth Street
Orange Cove, CA 93646

Scenario PCI Condition

Sc5: Improve PCI to 70 - 2034 Project Period - Total Rehab for 2034: \$4,846,283 - Printed: 6/2/2025

