# 2025 Pavement Management Program Update

## City of Firebaugh

Public Works Department
1133 P St
Firebaugh, CA, 93622


**September 2025**

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

## Final Report

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## City of Firebaugh

September 2025

**Prepared for:**

**City of Firebaugh**
Public Works Department
1133 P St
Firebaugh, CA, 93622

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**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 Firebaugh (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 20.6 centerline miles of streets, representing a substantial investment of approximately $52.8 million. The street network includes 1.9 centerline miles of arterial streets, 3.5 miles of collector streets, and 15.2 miles of residential streets. In January 2025, NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the City uses as a decision-support tool.

Overall, the City's pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 54. Overall, 33.1 percent of the City's street network area is in "Good" condition, approximately 25.7 percent is in "Fair" condition, 19.3 percent is in "Poor" condition, and 21.9 percent is in "Very Poor" condition.

The budget needs analysis indicated that the City needs to spend $26.8 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, 4 budget scenarios were examined using a yearly inflation rate of 3.0 percent for a 10-year analysis period. The budgeted amounts for the 4 scenarios include paving and non-paving costs, staff time, design, construction management, and contingencies.

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

***Table A. Budget Scenario Analysis Summary***

| Scenario | Description | Cumulative 10-year Budget ($M) | End of FY 33/34 | |
|---|---|---|---|---|
| | | | Network PCI | Deferred Maintenance ($M) |
| 1 | City's Current Budget | 2.2 | 39 | 32.8 |
| 2 | Maintain PCI of 54 | 11.2 | 54 | 22.1 |
| 3 | Improve PCI to 65 by FY 33/34 | 17.9 | 65 | 14.7 |
| 4 | Improve PCI to 70 by FY 33/34 | 21.5 | 70 | 11.4 |

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 54 to 65 and decreasing the current deferred maintenance from $18.5 million to $14.7 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.** This option will maintain the current PCI of 54

throughout the analysis period, while the deferred maintenance is expected to increase to $22.1 million by the end of FY 33/34 compared to Scenario 1. It should be noted that under Scenario 2, the required annual budget is approximately $880.0 thousand higher than the City's Current Budget.

# Table of Contents

## List of Figures



## List of Tables



## List of Appendices

# 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 Firebaugh (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 maintenance[2]?
- 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 D6433[3]. 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 4 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 20.6 centerline miles of pavement, which includes 1.9 centerline miles of arterials, 3.5 centerline miles of collectors, and 15.2 miles of residential streets. The network is composed primarily of asphalt concrete (AC) pavement sections. There are 4 gravel sections with a total length of approximately 0.54 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 | 1.9 | 11.0% | 34 | Poor |
| Collector | 3.5 | 18.4% | 47 | Poor |
| Residential | 15.2 | 70.6% | 59 | Fair |
| **Total** | **20.6** | **100.0%** | **54** | **Poor** |
| Gravel | 0.54 | - | - | - |

[*]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 $52.8 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 54, which places the overall street network pavement condition in the "Fair" category. Figure 2 shows the PCIs for streets with different functional classifications. Street condition assessments by functional class indicate that 33.1% are categorized as 'Good,' 25.7% as 'Fair,' 19.3% as 'Poor,' and 21.9% as 'Very Poor.'.

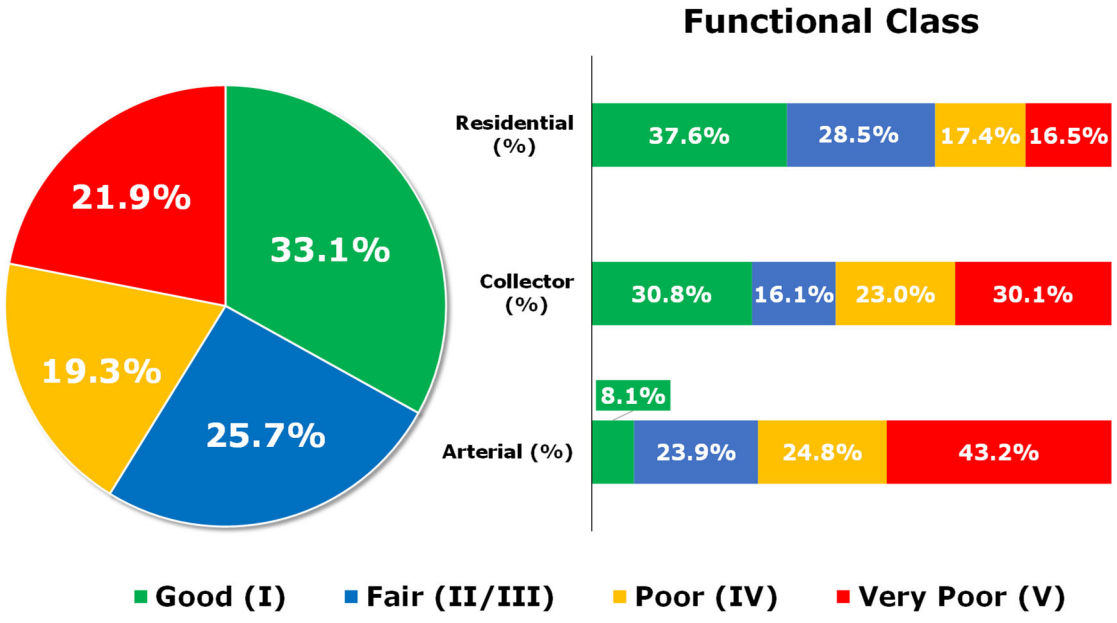



*Figure 2. Street Network Percent Pavement Area by Condition Category.*

## 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 Assessment[4]. The City's PCI of 54 positions the City eleven points below the 2022 statewide average of 65.

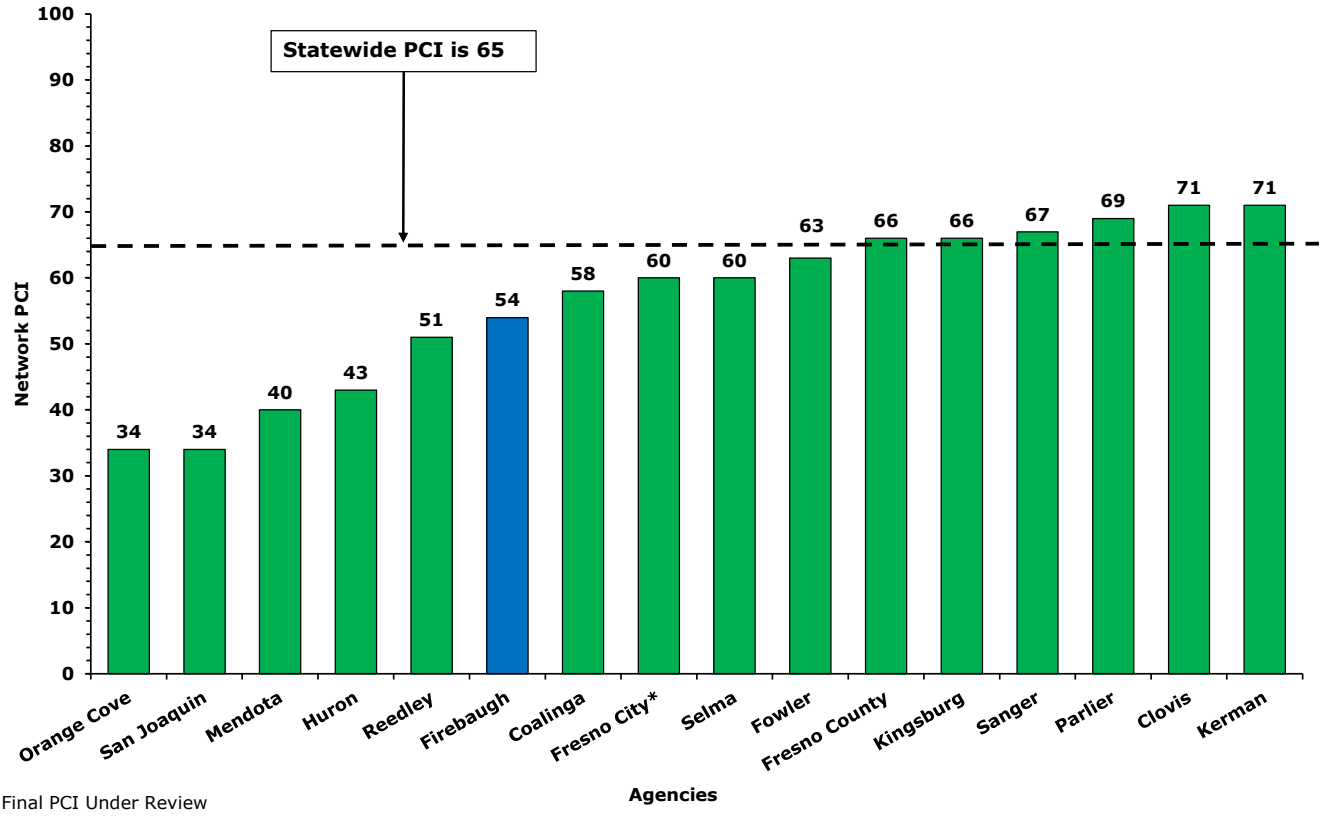



*Figure 3. Network PCI for Different Agencies.*

[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.

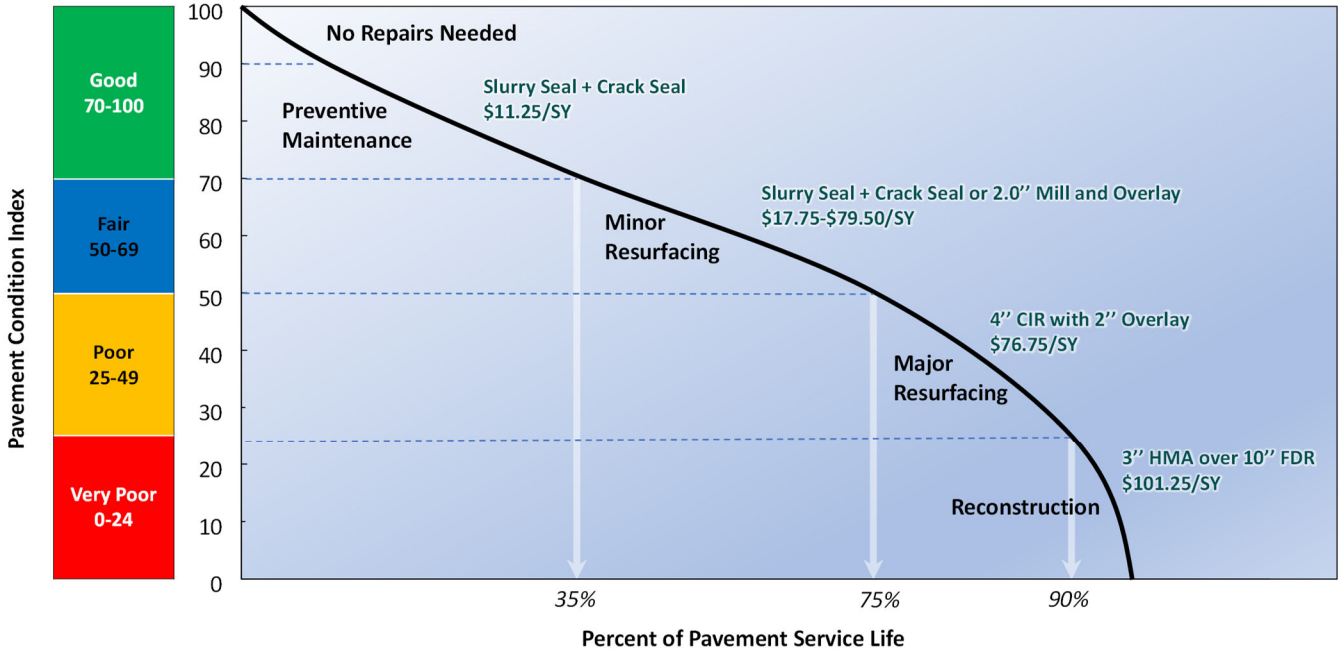



***Figure 4. Costs[5] of Maintaining Arterials over their Service Lives.***

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 by the City and illustrate that it costs much less to maintain Arterials 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 $101.25 per square yard to reconstruct. Note that a slurry seal can be applied on approximately 9 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 a thin mill and overlay (2.0 inches) 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 $26.8 million until the end of FY 33/34. Of the total budget needs, approximately $21.5 million (80.2 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 83 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 ($M)** | NA | 18.5 | 0.6 | 0.1 | 0.3 | 0.2 | 1.0 | 1.0 | 4.3 | 0.2 | 0.6 | 26.8 |
| **Rehabilitation ($M)** | NA | 17.9 | 0.6 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 2.1 | 0.2 | 0.5 | 21.5 |
| **Preventive Maintenance ($M)** | NA | 0.6 | 0.0 | 0.1 | 0.3 | 0.2 | 0.8 | 1.0 | 2.2 | 0.0 | 0.1 | 5.3 |
| **Treated PCI** | 54 | 90 | 86 | 84 | 83 | 81 | 81 | 80 | 83 | 82 | 81 | NA |
| **Untreated PCI** | 54 | 66 | 52 | 50 | 47 | 45 | 43 | 41 | 39 | 37 | 35 | 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 4 funding levels and maintenance strategies can be illustrated.

The budgeted amounts for the 4 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 ($219.2K/year)
- Scenario 2: Maintain Current PCI of 54 ($1.1M/year)
- Scenario 3: Improve PCI to 65 by FY 33/34 ($1.8M/year)
- Scenario 4: Improve PCI to 70 by FY 33/34 ($2.1M/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 ($219.2K/year)

At the City's anticipated budget of $219.2 thousand every year, the network PCI will decrease from 54 to 39 by FY 33/34. Scenario 1 allocated an average of 10.0 percent of the budget towards preventive maintenance. By the end of the analysis period, 30.7 percent of the network will be in "Good" condition, 9.5 percent will be in "Fair" condition, 19.2 percent will be in "Poor" condition, and 40.6 percent will be in "Very Poor" condition. The deferred maintenance cost will increase from $18.5 million to $32.8 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 ($M) | N/A | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 2.20 |
| Deferred Maintenance ($M) | 18.5 | 18.3 | 20.5 | 21.6 | 23.6 | 24.9 | 26.6 | 29.0 | 30.1 | 31.5 | 32.8 | N/A |
| Network PCI | 54 | 55 | 53 | 51 | 49 | 47 | 45 | 43 | 42 | 40 | 39 | N/A |

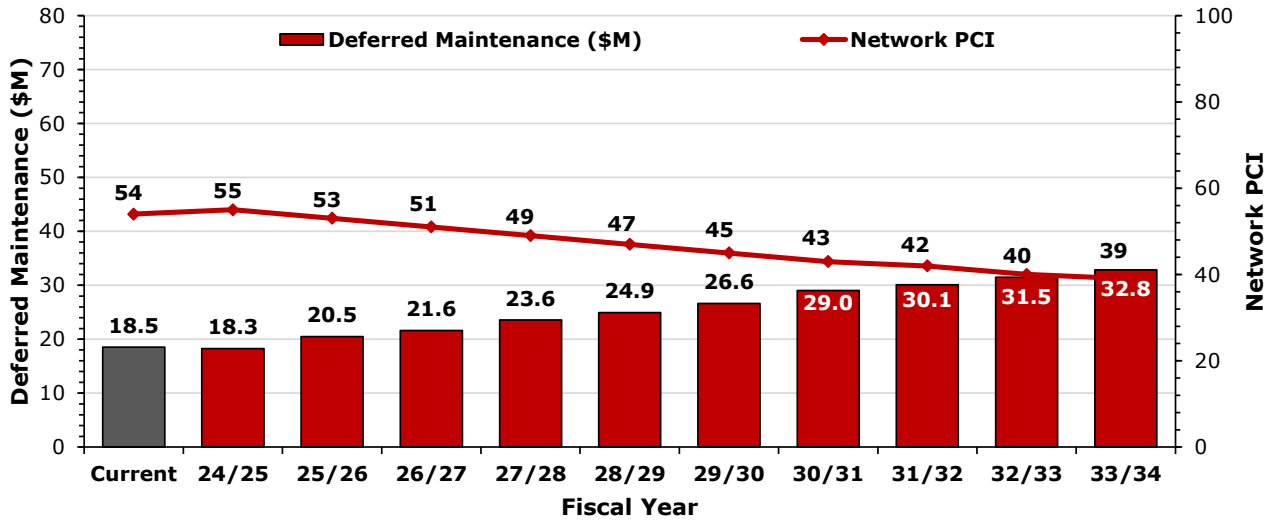



*Figure 5. PCI versus Deferred Maintenance for Scenario 1.*

### 5.2.2 Scenario 2: Maintain Current PCI of 54 ($1.1M/year)

In this scenario, the goal is to maintain PCI of 54 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 $11.2 million over 10 years. Scenario 2 allocated an average of 5.0 percent of the budget towards preventive maintenance. As a result, the deferred maintenance cost will increase to $22.1 million by FY 33/34. In this scenario, 58.1 percent of the network will be in "Good" condition, 7.5 percent will be in "Fair" condition, 1.2 percent will be in "Poor" condition, and 33.2 percent will be in "Very Poor" condition after 10 years.

*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 ($M) | N/A | 0.60 | 1.20 | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 | 1.30 | 0.80 | 0.80 | 11.20 |
| Deferred Maintenance ($M) | 18.5 | 17.9 | 19.1 | 19.1 | 19.9 | 20.1 | 20.5 | 21.2 | 21.1 | 21.4 | 22.1 | N/A |
| Network PCI | 54 | 56 | 55 | 55 | 55 | 55 | 54 | 54 | 55 | 54 | 54 | N/A |

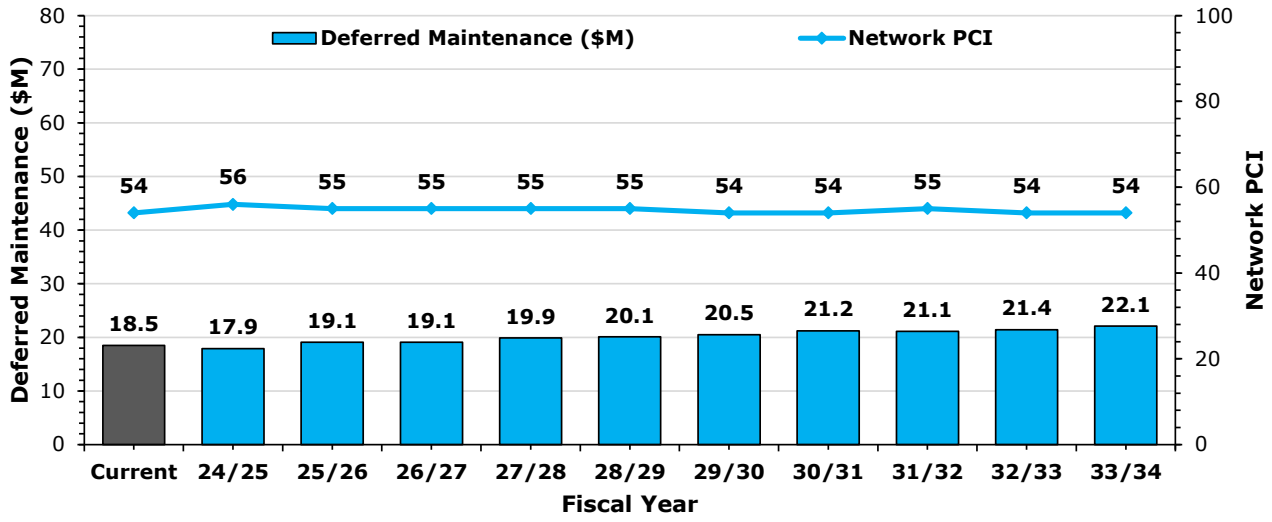



*Figure 6. PCI versus Deferred Maintenance for Scenario 2.*

### 5.2.3 Scenario 3: Improve PCI to 65 by FY 33/34 ($1.8M/year)

This scenario aims to improve the City's overall network PCI to 65 (Statewide Average) by the end of FY 33/34. As shown in Table 6 and Figure 7, the estimated financial commitment required to accomplish this goal is $17.9 million over 10 years. Scenario 3 allocates 5.0 percent of the budget towards preventive maintenance ("Good" condition), resulting in deferred maintenance costs decreasing to $14.7 million by FY 33/34. In this scenario, 73.6 percent of the network will be in "Good" condition, 4.7 percent will be in "Fair" condition, none will be in "Poor" condition, and 21.7 percent will be in "Very Poor" condition at the end of the 10-year period.

*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 ($M) | N/A | 1.50 | 1.50 | 2.00 | 2.00 | 2.00 | 1.99 | 1.99 | 2.00 | 1.50 | 1.50 | 17.98 |
| Deferred Maintenance ($M) | 18.5 | 17.0 | 17.9 | 17.1 | 16.9 | 16.2 | 15.9 | 15.5 | 14.9 | 14.9 | 14.7 | N/A |
| Network PCI | 54 | 57 | 57 | 57 | 58 | 59 | 60 | 61 | 62 | 64 | 65 | N/A |

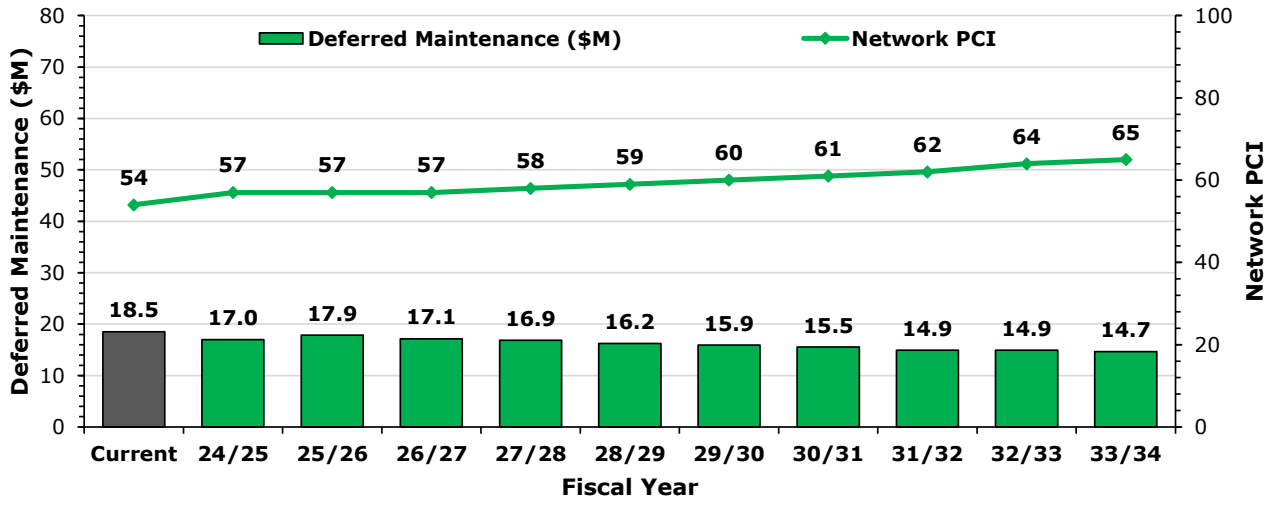



*Figure 7. PCI versus Deferred Maintenance for Scenario 3.*

### 5.2.4 Scenario 4: Improve PCI to 70 by FY 33/34 ($2.1M/year)

This scenario assumes the City will increase network PCI to 70 by the end of FY 33/34. As shown in Table 7 and Figure 8, the estimated budget for this is $21.5 million over 10 years. In this scenario, roughly $17.0 million of the budget is allocated to rehabilitation, and the deferred maintenance cost would be reduced to $11.4 million by FY 33/34. In this scenario, 79.5 percent of the network will be in “Good” condition, 3.7 percent in “Fair” condition, none in “Poor” condition, and 16.8 percent in “Very Poor” condition at the end of the 10-year period.

*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 ($M) | N/A | 1.00 | 1.50 | 2.00 | 2.00 | 2.50 | 2.50 | 2.49 | 2.50 | 2.50 | 2.50 | 21.49 |
| Deferred Maintenance ($M) | 18.5 | 17.5 | 18.4 | 17.7 | 17.7 | 16.6 | 15.7 | 15.2 | 13.7 | 12.5 | 11.4 | N/A |
| Network PCI | 54 | 57 | 57 | 58 | 58 | 60 | 62 | 64 | 65 | 68 | 70 | N/A |

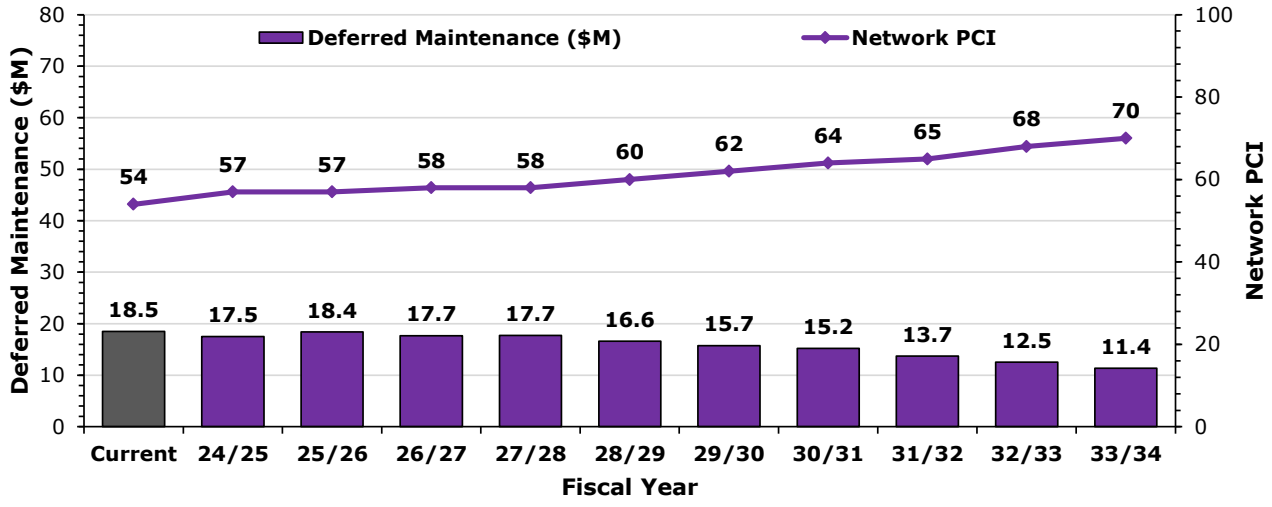



*Figure 8. PCI versus Deferred Maintenance for Scenario 4.*

## 5.3 Scenario Summary and Comparisons

**Scenario 1: City's Current Budget ($219.2K/year) –** The network PCI is projected to decrease from 54 to 39 by the end of the 10-year analysis period. The cost of deferred maintenance[6] will increase from $18.5 million to $32.8 million by FY 33/34.

**Scenario 2: Maintain Current PCI of 54 ($1.1M/year) –** This scenario assumes that the City will allocate $2.4 million each year on average to maintain the PCI at 54 by the end of FY 33/34. This will cost $11.2 million total over 10 years. Deferred maintenance costs will slightly increase from $18.5 million to $22.1 million by FY 33/34.

**Scenario 3: Improve PCI to 65 by FY 33/34 ($1.8M/year) –** This scenario assumes that the City will increase the network PCI to 65, the statewide average. This will cost $17.9 million total over 10 years. Deferred maintenance costs will be reduced to $14.7 million by FY 33/34.

**Scenario 4: Improve PCI to 70 by FY 33/34 ($2.1M/year) –** This scenario assumes that the City will increase the network PCI to 70, the Fresno COG goal. This will cost $21.5 million total over 10 years. Deferred maintenance costs will be reduced to $11.4 million by FY 33/34.

The following table 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 and Appendix F shows the current PCI conditions in FY24/25 and after treatment in FY 33/34 for each scenario.

*Table 8. Budget Scenario Analysis Summary.*

| Scenario | Description | Cumulative 10-year Budget ($M) | End of FY 33/34 | |
|---|---|---|---|---|
| | | | Network PCI | Deferred Maintenance ($M) |
| 1 | City's Current Budget | 2.2 | 39 | 32.8 |
| 2 | Maintain PCI of 54 | 11.2 | 54 | 22.1 |
| 3 | Improve PCI to 65 by FY 33/34 | 17.9 | 65 | 14.7 |
| 4 | Improve PCI to 70 by FY 33/34 | 21.5 | 70 | 11.4 |

Figure 9 compares the annual changes in PCI under each budget scenario, and Figure 10 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 and 4, PCI either remains constant at its current level or increases by 1 or 2 points per year (Figure 9). 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 10, deferred maintenance is projected to increase by an average of $2.0 million

[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.

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

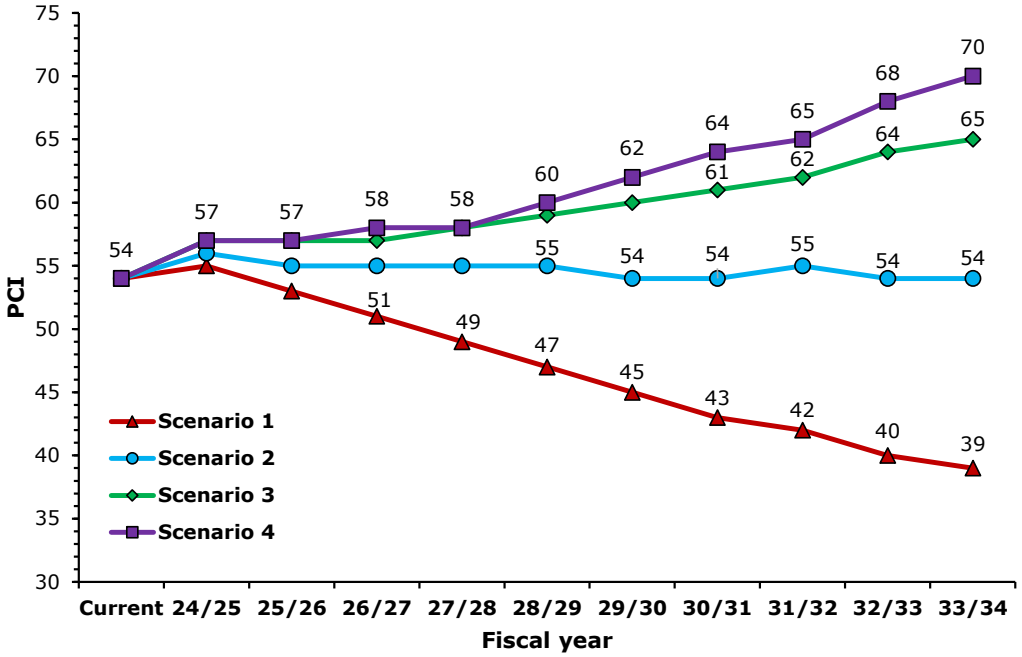



*Figure 9. Comparison of Annual PCI by Scenario.*

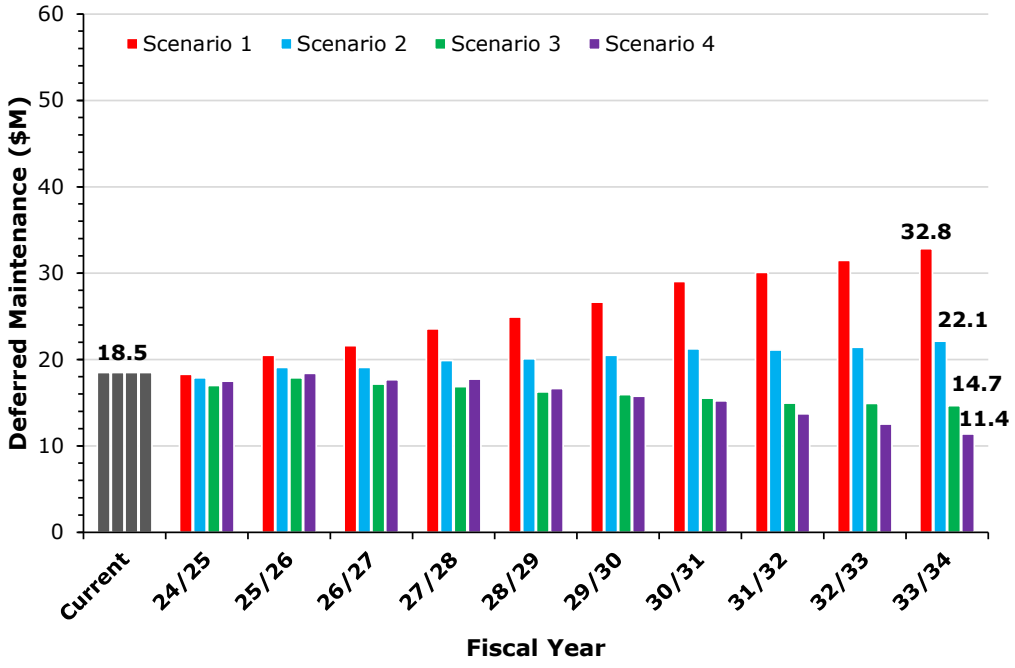



*Figure 10. Comparison of Annual Deferred Maintenance by Scenario.*

Figure 11 illustrates the percent change in pavement condition for each scenario at the end of FY 33/34. Scenarios 3 and 4 will significantly increase the proportion of the network in the "Good" condition with no portion in the "Poor" condition. In contrast, under Scenario 1, the proportion of the network in the "Good" condition will remain relatively constant with an increasing 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.

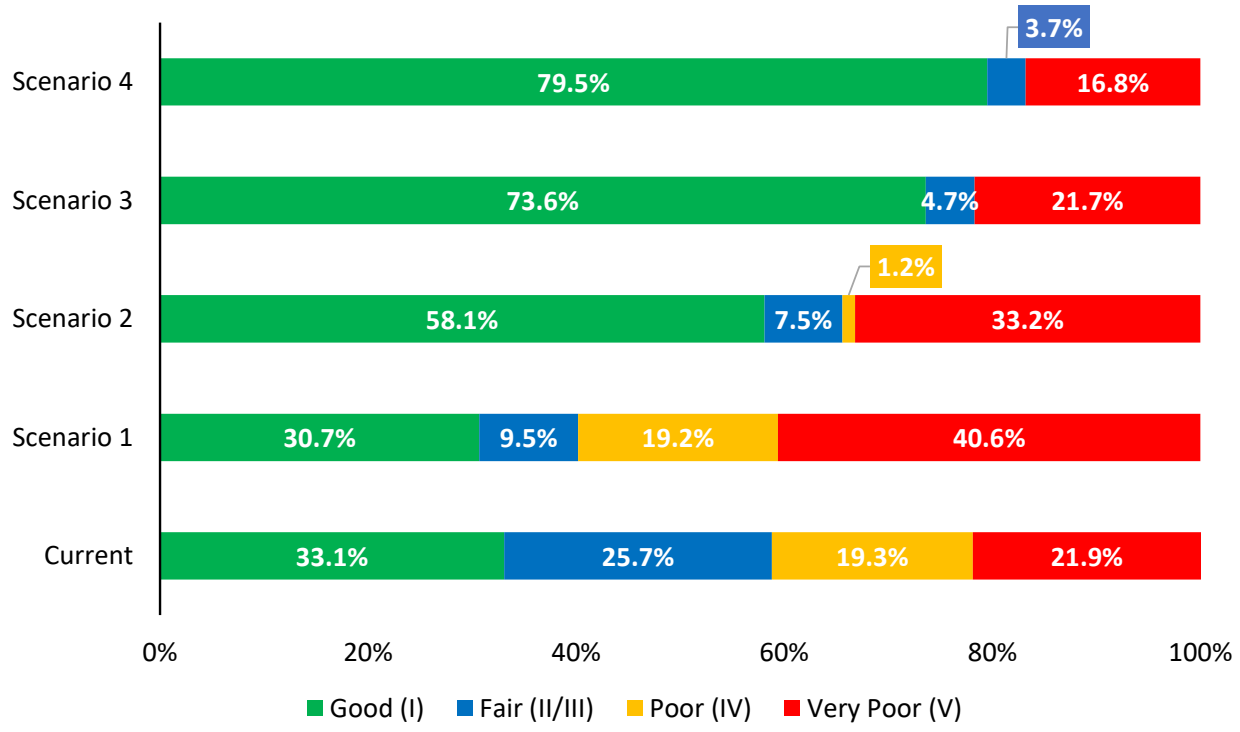



*Figure 11. Comparison of Pavement Condition by FY 33/34 by Scenarios.*

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 and 4 will require an average of $880.0 thousand, $1.6 million and $1.9 million more every year, respectively, compared to Scenario 1.

# 6 Conclusions and Recommendations

The City of Firebaugh has made a substantial investment of $52.8 million in its pavement network. Overall, the pavement network is in the "Fair" condition with a PCI of 54. The City's existing budget (Scenario 1) of $2.2 million over 10 years is expected to reduce the overall network PCI from 54 to 39. Under Scenario 2, PCI would remain at 54 by FY 33/34 with an investment of $11.2 million. Under Scenario 3, PCI would increase to 65, the statewide average, by FY 33/34 with an investment of $17.9 million. As for Scenario 4, PCI would increase to 70 by FY 33/34 with an investment of $21.5 million, reaching the PCI goal of Fresno COG.

## 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 54 to 65 and decreasing the deferred maintenance from $18.3 million to 14.7 million by the end of FY 33/34. However, if the City determines that Scenario 3 is unrealistic to implement due to the significant financial commitment, **NCE recommends that the City pursue Scenario 2** (included in Appendix E) considering the following:

1. **Additional Funding –** Actively pursue additional pavement funding sources to fill the gap between the City's existing funding and Scenario 3.
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) |
| Surface Type | Surface Type (AC = Asphalt Concrete, AC/AC = Asphalt Concrete Overlay of existing Asphalt Concrete, AC/PCC = Asphalt Concrete Overlay of existing Portland Cement 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

| 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 ST | TENTH ST | 0100 | WEST END | J ST | R | AC | 2 | 685 | 36 | 24,660 | 95 | 1/15/2025 | Good |
| 10TH ST | TENTH ST | 0200 | HWY 33 | O ST | C | AC | 2 | 320 | 52 | 16,640 | 95 | 1/15/2025 | Good |
| 10TH ST | TENTH ST | 0300 | O ST | P ST | C | AC/AC | 2 | 360 | 52 | 18,720 | 93 | 1/15/2025 | Good |
| 10TH ST | TENTH ST | 0400 | P ST | Q ST | C | AC | 2 | 304 | 52 | 15,808 | 64 | 1/15/2025 | Fair |
| 11TH ST | ELEVENTH ST | 0100 | WEST END | M ST | R | G | 2 | 320 | 56 | 17,920 | - | - | - |
| 11TH ST | ELEVENTH ST | 0200 | HWY 33 | P ST | C | AC | 2 | 740 | 52 | 38,480 | 68 | 1/15/2025 | Fair |
| 11TH ST | ELEVENTH ST | 0300 | P ST | Q ST | C | AC | 2 | 317 | 52 | 16,484 | 13 | 1/15/2025 | Very Poor |
| 12TH ST | TWELFTH ST | 0100 | J ST | CANAL EDGE | A | AC | 3 | 650 | 44 | 28,600 | 24 | 1/15/2025 | Very Poor |
| 12TH ST | TWELFTH ST | 0200 | CANAL EDGE | HWY 33 | A | AC | 3 | 843 | 60 | 50,580 | 50 | 1/15/2025 | Fair |
| 12TH ST | TWELFTH ST | 0300 | HYW 33 | O ST | A | AC | 2 | 365 | 57 | 20,805 | 19 | 1/15/2025 | Very Poor |
| 12TH ST | TWELFTH ST | 0400 | O ST | P ST | A | AC | 2 | 370 | 52 | 19,240 | 41 | 1/15/2025 | Poor |
| 13TH ST | THIRTEENTH ST | 0100 | WEST END | HWY 33 | R | AC | 2 | 90 | 24 | 2,160 | 0 | 12/20/2018 | Very Poor |
| 13TH ST | THIRTEENTH ST | 0200 | HWY 33 | P ST | A | AC | 3 | 757 | 60 | 45,420 | 63 | 1/15/2025 | Fair |
| 13TH ST | THIRTEENTH ST | 0300 | P ST | WEST SIDE BRIDGE | A | AC | 2 | 1,101 | 40 | 44,040 | 19 | 1/15/2025 | Very Poor |
| 13TH ST | THIRTEENTH ST | 0400 | EAST EDGE BRIDGE | EAST CITY LIMIT | A | AC | 2 | 577 | 30 | 17,310 | 14 | 1/15/2025 | Very Poor |
| 14TH ST | FOURTEENTH ST | 0100 | HWY 33 | P ST | A | AC | 3 | 746 | 52 | 38,792 | 92 | 1/15/2025 | Good |
| 14TH ST | FOURTEENTH ST | 0200 | P ST | Q ST | A | AC/AC | 2 | 349 | 52 | 18,148 | 57 | 1/16/2025 | Fair |
| 15TH ST | FIFTEENTH ST | 0100 | HWY 33 | Q ST | A | AC | 2 | 1,140 | 52 | 59,280 | 3 | 1/16/2025 | Very Poor |
| 15TH ST | FIFTEENTH ST | 0200 | Q ST | S ST | A | AC | 2 | 404 | 52 | 21,008 | 4 | 1/16/2025 | Very Poor |
| 16TH ST | SIXTEENTH ST | 0100 | O ST | Q ST | R | AC/AC | 2 | 759 | 47 | 35,673 | 56 | 1/16/2025 | Fair |
| 8TH | EIGHTH ST | 0100 | HWY 33 | Q ST | C | AC/AC | 2 | 1,165 | 54 | 62,910 | 87 | 1/15/2025 | Good |
| 8TH | EIGHTH ST | 0200 | Q ST | SEVENTH ST | C | AC | 2 | 530 | 23 | 12,190 | 66 | 1/15/2025 | Fair |
| 9TH | NINTH ST | 0100 | HWY 33 | O ST | R | AC/AC | 2 | 340 | 54 | 18,360 | 92 | 1/15/2025 | Good |
| 9TH | NINTH ST | 0200 | WEST END | Q ST | R | AC | 2 | 528 | 46 | 24,288 | 95 | 1/15/2025 | Good |
| ALDER | ALDER WY | 0100 | ELM ST | OAK ST | R | AC | 2 | 522 | 32 | 16,704 | 85 | 1/16/2025 | Good |
| ALDER | ALDER WY | 0200 | OAK ST | NORTH CDS | R | AC | 2 | 311 | 32 | 9,952 | 72 | 1/15/2025 | Good |
| ALLARDT | ALLARDT DR | 0100 | CLYDE FAMMON DR | THOMAS CONBOY DR | R | AC | 2 | 1,390 | 32 | 44,480 | 81 | 1/22/2025 | Good |
| ALLARDT | ALLARDT DR | 0200 | ZOZOYA ST | CLINE ST | R | AC | 2 | 442 | 36 | 15,912 | 93 | 1/22/2025 | Good |
| ASH | ASH ST | 0100 | ALDER WY | DOGWOOD WY | R | AC | 2 | 414 | 32 | 13,248 | 80 | 1/16/2025 | Good |
| BEEHIVE | BEEHIVE DR | 0100 | CORREGIDOR AVE | SAIPAN AVE | R | G | 2 | 1,067 | 16 | 17,072 | - | - | - |
| BIRCH | BIRCH DR | 0100 | HELM CANAL RD | ELM ST | R | AC | 2 | 770 | 30 | 23,100 | 78 | 1/16/2025 | Good |
| BIRCH | BIRCH DR | 0200 | ELM ST | NORTH CDS | R | AC | 5 | 1,138 | 30 | 34,140 | 83 | 1/16/2025 | Good |
| BORBOA | BORBOA LN | 0100 | CLYDE FANNON DR | GOMES DR | R | AC | 2 | 696 | 36 | 25,056 | 41 | 1/19/2025 | Poor |
| BORBON | BORBON ST | 0100 | FATHER CRAIG ST | GUERRA ST | R | AC | 2 | 259 | 36 | 9,324 | 23 | 1/19/2025 | Very Poor |
| CALRK | CLARK ST | 0100 | MANES ST | MC CLAIN ST | R | AC | 2 | 242 | 36 | 8,712 | 44 | 1/19/2025 | Poor |
| CARDELCTN | CARDELLA CT NORTH | 0100 | CARDELLA ST | EAST CDS | R | AC | 2 | 166 | 37 | 6,142 | 74 | 1/21/2025 | Good |
| CARDELCTS | CARDELLA CT SOUTH | 0100 | WEST CDS | CARDELLA ST | R | AC | 2 | 260 | 37 | 9,620 | 79 | 1/21/2025 | Good |
| CARDELLA | CARDELLA ST | 0100 | MORRIS KYLE DR | TUCCI ST | C | AC/AC | 2 | 1,130 | 37 | 41,810 | 81 | 1/21/2025 | Good |
| CARDELLA | CARDELLA ST | 0200 | TUCCI ST | LANDUCCI DR | C | AC | 2 | 1,078 | 37 | 39,886 | 74 | 1/21/2025 | Good |
| CARDELLA | CARDELLA ST | 0300 | LANDUCCI DR | RIVER LN | R | AC/AC | 2 | 677 | 37 | 25,049 | 63 | 1/21/2025 | Fair |
| CARDELLA | CARDELLA ST | 0400 | RIVER LN | REBECCHI ST | R | AC | 2 | 1,412 | 37 | 52,244 | 76 | 1/21/2025 | Good |
| CARDELLA | CARDELLA ST | 0500 | REBECCHI ST | SOUTH CDS | R | AC | 2 | 124 | 50 | 6,200 | 94 | 1/21/2025 | Good |
| CARDIEL | CARDIEL AVE | 0100 | VALLE DE PAZ AVE | LEYVA AVE | R | AC | 2 | 603 | 36 | 21,708 | 39 | 1/22/2025 | Poor |
| CLINE | CLINE ST | 0100 | P ST | T ST | R | AC | 2 | 1,203 | 37 | 44,511 | 53 | 1/22/2025 | Fair |
| CLINE | CLINE ST | 0200 | T ST | THOMAS CONBOY DR (NORTH EDGE) | R | AC | 2 | 878 | 37 | 32,486 | 59 | 1/22/2025 | Fair |
| CLINE | CLINE ST | 0300 | THOMAS CONBOY DR (NORTH EDGE) | ZOZAYA ST | R | AC | 2 | 389 | 37 | 14,393 | 95 | 1/22/2025 | Good |
| CLYDE | CLYDE FANNON RD | 0100 | HWY 33 | MENDOZA DR | C | AC | 2 | 789 | 44 | 34,716 | 10 | 1/19/2025 | Very Poor |

AC - Asphalt Concrete, AC/AC - Asphalt Concrete Overlay of existing AC, AC/PCC - Asphalt Concrete Overlay of Existing PCC, G - Gravel
A - Arterial, C - Collector, R - Residential/Local

| 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLYDE | CLYDE FANNON RD | 0200 | MENDOZA DR | END SB | C | AC | 2 | 1,589 | 37 | 58,793 | 9 | 1/19/2025 | Very Poor |
| CLYDE | CLYDE FANNON RD | 0300 | SOUTH END | RABE ST | C | AC | 2 | 850 | 34 | 28,900 | 37 | 1/19/2025 | Poor |
| CLYDE | CLYDE FANNON RD | 0400 | RABE ST | DODDERER ST | C | AC | 2 | 285 | 34 | 9,690 | 13 | 1/19/2025 | Very Poor |
| CLYDE | CLYDE FANNON RD | 0500 | DODDERER ST | NORTH CITY LIMIT | C | AC | 2 | 1,002 | 34 | 34,068 | 53 | 1/19/2025 | Fair |
| CORDEL | CORDEL AVE | 0100 | HWY 33 | EAST END | R | AC | 2 | 972 | 37 | 35,964 | 67 | 1/21/2025 | Fair |
| CORREG | CORREGIDOR AVE | 0100 | SAIPAN AVE | CARDELLA ST | R | AC | 2 | 1,135 | 37 | 41,995 | 57 | 1/22/2025 | Fair |
| CYPRESS | CYPRESS WY | 0100 | HELMS CANAL RD | SPRUCE CT | R | AC | 2 | 158 | 32 | 5,056 | 53 | 1/17/2025 | Fair |
| CYPRESS | CYPRESS WY | 0200 | SPRUCE CT | MAPLE ST | R | AC | 2 | 260 | 32 | 8,320 | 77 | 1/17/2025 | Good |
| DEBOER | DEBOER CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 182 | 36 | 6,552 | 97 | 1/21/2025 | Good |
| DELRIO | DEL RIO AVE | 0100 | HWY 33 | NO NAME | R | AC | 2 | 746 | 37 | 27,602 | 83 | 1/21/2025 | Good |
| DIAZ | DIAZ ST | 0100 | CLYDE FANNON DR | EAST END | R | AC | 2 | 429 | 45 | 19,305 | 69 | 1/19/2025 | Fair |
| DODDERER | DODDERER ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC | 2 | 1,008 | 36 | 36,288 | 23 | 1/19/2025 | Very Poor |
| DOGWOOD | DOGWOOD WY | 0100 | MAPLE ST | ELM ST | R | AC | 2 | 236 | 32 | 7,552 | 80 | 1/17/2025 | Good |
| DOGWOOD | DOGWOOD WY | 0200 | ELM ST | NORTH CDS | R | AC | 2 | 827 | 32 | 26,464 | 69 | 1/15/2025 | Fair |
| ELM | ELM ST | 0100 | WILLOW WY | DOGWOOD WY | R | AC | 2 | 991 | 32 | 31,712 | 70 | 1/16/2025 | Good |
| ELM | ELM ST | 0200 | DOGWOOD WY | BIRCH DR | R | AC | 2 | 243 | 32 | 7,776 | 82 | 1/16/2025 | Good |
| ENRICO | ENRICO AVE | 0100 | CARDELLA ST | EAST END | R | AC | 2 | 628 | 37 | 23,236 | 61 | 1/21/2025 | Fair |
| ENRICO | ENRICO AVE | 0200 | CARDELLA ST | CARDELLA ST | R | AC | 2 | 1,068 | 37 | 39,516 | 94 | 1/21/2025 | Good |
| FATHERC | FATHER CRAIG ST | 0100 | BORBON ST | ZOZAYA ST | R | AC | 2 | 588 | 36 | 21,168 | 23 | 1/19/2025 | Very Poor |
| GOMES | GOMES AVE | 0100 | BORBOA LN | MILLER LN | R | AC | 2 | 240 | 36 | 8,640 | 34 | 1/19/2025 | Poor |
| GOMES | GOMES AVE | 0200 | MILLER LN | SIERRAS LN | R | AC | 2 | 283 | 36 | 10,188 | 39 | 1/19/2025 | Poor |
| GRAYSON | GRAYSON CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 262 | 36 | 9,432 | 95 | 1/21/2025 | Good |
| GUERRA | GUERRA ST | 0100 | BORBON ST | ZOZAYA ST | R | AC | 2 | 460 | 36 | 16,560 | 21 | 1/19/2025 | Very Poor |
| HELMCAN | HELM CANAL RD | 0100 | SOUTH CITY LIMIT | BIRCH DR | R | AC | 2 | 1,732 | 23 | 39,836 | 39 | 1/17/2025 | Poor |
| HELMCAN | HELM CANAL RD | 0200 | BIRCH DR | POPLAR WY | R | AC | 2 | 1,548 | 37 | 57,276 | 61 | 1/17/2025 | Fair |
| HELMCAN | HELM CANAL RD | 0300 | POPLAR WY | MORRIS KYLE DR | R | AC | 2 | 1,903 | 36 | 68,508 | 58 | 1/17/2025 | Fair |
| HELMCAN | HELM CANAL RD | 0400 | MORRIS KYLE DR | HWY 33 | R | AC | 1 | 410 | 19 | 7,790 | 7 | 1/17/2025 | Very Poor |
| INDART | INDART ST | 0100 | ENRICO AVE | LANDUCCI DR | R | AC | 2 | 1,542 | 37 | 57,054 | 95 | 1/21/2025 | Good |
| J ST | J ST | 0100 | TWELFTH ST | 490' N/O 12TH ST | R | AC | 2 | 490 | 36 | 17,640 | 7 | 1/15/2025 | Very Poor |
| J ST | J ST | 0200 | 490' N/O 12TH ST | TENTH ST | R | AC/AC | 2 | 570 | 36 | 20,520 | 94 | 1/15/2025 | Good |
| LANDUCCI | LANDUCCI DR | 0100 | MORRIS KYLE DR | INDART ST | C | AC | 2 | 1,407 | 47 | 66,129 | 21 | 1/17/2025 | Very Poor |
| LANDUCCI | LANDUCCI DR | 0200 | INDART ST | CARDELLA ST | C | AC | 2 | 294 | 47 | 13,818 | 94 | 1/17/2025 | Good |
| LANDUCCI | LANDUCCI DR | 0300 | CARDELLA AVE | SAIPAN AVE | C | AC | 2 | 448 | 37 | 16,576 | 2 | 1/17/2025 | Very Poor |
| LEYVA | LEYVA AVE | 0100 | VALLE DE PAZ AVE | CARDIEL AVE | R | AC | 2 | 906 | 36 | 32,616 | 38 | 1/22/2025 | Poor |
| LEYVACT | LEYVA CT | 0100 | WEST CDS | LEYVA AVE | R | AC | 2 | 138 | 36 | 4,968 | 42 | 1/22/2025 | Poor |
| LEYVACT | LEYVA CT | 0200 | LEYVA AVE | CLYDE FANNON RD | R | AC | 2 | 150 | 36 | 5,400 | 1 | 1/22/2025 | Very Poor |
| LOGUE | LOGUE ST | 0100 | ZOZAYA ST | CLINE ST | R | AC | 2 | 330 | 37 | 12,210 | 95 | 1/22/2025 | Good |
| LOWE | LOWE CT | 0100 | WEST CDS | ZOZAYA ST | R | AC | 2 | 281 | 36 | 10,116 | 24 | 1/19/2025 | Very Poor |
| LYON | LYON AVE | 0100 | HWY 33 | NORTH END | R | G | 2 | 870 | 20 | 17,400 | - | - | - |
| M ST | M ST | 0100 | WEST END | M ST | R | AC | 2 | 320 | 37 | 11,840 | 22 | 1/16/2025 | Very Poor |
| M ST | M ST | 0200 | M ST | PAVEMENT CHANGE | R | AC | 2 | 950 | 44 | 41,800 | 3 | 1/16/2025 | Very Poor |
| M ST | M ST | 0300 | PAVEMENT CHANGE | TWELFTH ST | R | AC | 2 | 497 | 56 | 27,832 | 58 | 1/16/2025 | Fair |
| M ST | M ST | 0400 | TWELFTH ST | END OF PAVEMENT | R | AC | 2 | 568 | 56 | 31,808 | 44 | 1/16/2025 | Poor |
| MANES | MANES ST | 0100 | CLYDE FANNON DR | CLARK ST | R | AC | 2 | 440 | 36 | 15,840 | 63 | 1/19/2025 | Fair |
| MAPLE | MAPLE ST | 0100 | POPLAR WY | DOGWOOD WY | R | AC | 2 | 910 | 32 | 29,120 | 52 | 1/17/2025 | Fair |
| MCCLAIN | MC CLAIN ST | 0100 | CLYDE FANNON DR | CLARK ST | R | AC | 2 | 440 | 36 | 15,840 | 37 | 1/19/2025 | Poor |
| MENDOZA | MENDOZA DR | 0100 | CLYDE FANNON DR | EAST CDS | R | AC | 2 | 1,155 | 32 | 36,960 | 51 | 1/22/2025 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MENDOZA | MENDOZA DR | 0200 | ZOZOYA ST | CLINE ST | R | AC | 2 | 569 | 36 | 20,484 | 95 | 1/22/2025 | Good |
| MILLER | MILLER LN | 0100 | GOMES DR | ZOZAYA ST | R | AC | 2 | 486 | 36 | 17,496 | 33 | 1/19/2025 | Poor |
| MORRISK | MORRIS KYLE DR | 0100 | HWY 33 | CARDELLA ST | R | AC | 2 | 341 | 40 | 13,640 | 1 | 1/17/2025 | Very Poor |
| MORRISK | MORRIS KYLE DR | 0200 | CARDELLA ST | LANDUCCI DR | R | AC | 2 | 986 | 49 | 48,314 | 7 | 1/17/2025 | Very Poor |
| MUNUCHA | MUNICHA ST | 0100 | YIP ST | NW CDS | R | AC/AC | 2 | 456 | 36 | 16,416 | 86 | 1/21/2025 | Good |
| NESS | NEES AVE | 0100 | WEST CITY LIMIT | J ST | A | AC | 3 | 2,252 | 44 | 99,088 | 27 | 1/22/2025 | Poor |
| NOMANE | NO NAME | 0100 | MENDOZA DR | ALLARDT DR | R | AC | 2 | 280 | 32 | 8,960 | 89 | 1/22/2025 | Good |
| O ST | O ST | 0100 | SAIPAN AVE | FIFTEENTH ST | R | AC/AC | 2 | 1,228 | 52 | 63,856 | 48 | 1/16/2025 | Poor |
| O ST | O ST | 0200 | FIFTEENTH ST | THIRTEENTH ST | R | AC | 2 | 926 | 52 | 48,152 | 31 | 1/16/2025 | Poor |
| O ST | O ST | 0300 | THIRTEENTH ST | TWELFTH ST | R | AC | 2 | 459 | 52 | 23,868 | 32 | 1/16/2025 | Poor |
| O ST | O ST | 0400 | TWELFTH ST | NINTH ST | R | AC | 2 | 1,402 | 52 | 72,904 | 65 | 1/16/2025 | Fair |
| O ST | O ST | 0500 | NINTH ST | EIGHTH ST | R | AC | 2 | 450 | 53 | 23,850 | 95 | 1/16/2025 | Good |
| OAK | OAK ST | 0100 | WEST END | DOGWOOD WY | R | AC | 2 | 472 | 32 | 15,104 | 71 | 1/15/2025 | Good |
| P ST | P ST | 0100 | SIXTEENTH ST | FIFTEENTH ST | R | AC/PCC | 2 | 547 | 62 | 33,914 | 67 | 1/17/2025 | Fair |
| P ST | P ST | 0200 | FIFTEENTH ST | THIRTEENTH ST | C | AC | 2 | 960 | 54 | 51,840 | 71 | 1/17/2025 | Good |
| P ST | P ST | 0300 | THIRTEENTH ST | ELEVENTH ST | C | AC | 2 | 958 | 52 | 49,816 | 29 | 1/17/2025 | Poor |
| P ST | P ST | 0400 | ELEVENTH ST | NINTH ST | C | AC | 2 | 956 | 52 | 49,712 | 36 | 1/17/2025 | Poor |
| P ST | P ST | 0500 | NINTH ST | EIGHTH ST | R | AC | 2 | 494 | 52 | 25,688 | 45 | 1/17/2025 | Poor |
| P ST | P ST | 0600 | EIGHTH ST | BRIDGE | R | AC | 2 | 369 | 46 | 16,974 | 14 | 1/17/2025 | Very Poor |
| P ST | P ST | 0700 | BRIDGE | YIP ST | R | AC | 2 | 707 | 52 | 36,764 | 63 | 1/17/2025 | Fair |
| P ST | P ST | 0800 | YIP ST | CLYDE FANNON RD | R | AC | 2 | 859 | 51 | 43,809 | 73 | 1/17/2025 | Good |
| POPLAR | POPLAR WY | 0100 | HELM CANAL RD | SPRUCE ST | C | AC | 2 | 174 | 32 | 5,568 | 54 | 1/17/2025 | Fair |
| POPLAR | POPLAR WY | 0200 | SPRUCE ST | ELM ST | C | AC | 2 | 697 | 32 | 22,304 | 56 | 1/17/2025 | Fair |
| POWERS | POWERS CT | 0100 | SABLAN AVE | SOUTH EAST CDS | R | AC | 2 | 189 | 36 | 6,804 | 39 | 1/22/2025 | Poor |
| QST | Q ST | 0100 | SAIPAN AVE | SIXTEENTH ST | R | AC | 2 | 1,080 | 54 | 58,320 | 19 | 1/16/2025 | Very Poor |
| QST | Q ST | 0200 | SIXTEENTH ST | FIFTEENTH ST | R | AC/AC | 2 | 578 | 54 | 31,212 | 31 | 1/16/2025 | Poor |
| QST | Q ST | 0300 | FIFTEENTH ST | Q ST | R | AC/AC | 2 | 785 | 54 | 42,390 | 85 | 1/16/2025 | Good |
| QST | Q ST | 0400 | Q ST | P ST | R | AC/AC | 2 | 386 | 34 | 13,124 | 94 | 1/16/2025 | Good |
| QST | Q ST | 0500 | ELEVENTH ST | TENTH ST | R | AC | 2 | 457 | 26 | 11,882 | 32 | 1/17/2025 | Poor |
| QST | Q ST | 0600 | TENTH ST | NINTH ST | R | AC | 2 | 548 | 26 | 14,248 | 18 | 1/17/2025 | Very Poor |
| QST | Q ST | 0700 | NINTH ST | EIGHTH ST | R | AC | 2 | 457 | 36 | 16,452 | 54 | 1/17/2025 | Fair |
| QST | Q ST | 0800 | EIGHTH ST | SEVENTH ST | R | AC | 2 | 301 | 36 | 10,836 | 95 | 1/17/2025 | Good |
| QST | Q ST | 0900 | CLINE | YIP ST | R | AC | 2 | 528 | 36 | 19,008 | 19 | 1/17/2025 | Very Poor |
| RABE | RABE ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC/AC | 2 | 1,120 | 36 | 40,320 | 95 | 1/19/2025 | Good |
| RAMIREZ | RAMIREZ DR | 0100 | EIGHTH ST | NORTH WEST CDS | R | AC | 2 | 613 | 27 | 16,551 | 29 | 1/17/2025 | Poor |
| RAMIREZCT | RAMIREZ CT | 0100 | RAMIREZ DR | WEST CDS | R | AC | 2 | 94 | 27 | 2,538 | 34 | 1/17/2025 | Poor |
| REBECCHI | REBECCHI ST | 0100 | LANDUCCI DR | CARDELLA ST | R | AC | 2 | 376 | 37 | 13,912 | 87 | 1/21/2025 | Good |
| REBECCHIC | REBECCHI CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 274 | 37 | 10,138 | 95 | 1/21/2025 | Good |
| REVKANTOR | REV KANTOR ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC | 2 | 900 | 36 | 32,400 | 83 | 1/19/2025 | Good |
| RIVER | RIVER LN | 0100 | VAZQUEZ DR | CARDELLA ST | R | AC/AC | 2 | 1,840 | 41 | 75,440 | 94 | 1/21/2025 | Good |
| RST | R ST | 0100 | FITEENTH ST | Q ST | R | AC | 2 | 587 | 36 | 21,132 | 95 | 1/21/2025 | Good |
| RST | R ST | 0200 | CLINE ST | YIP ST | R | AC | 2 | 469 | 37 | 17,353 | 94 | 1/17/2025 | Good |
| SABLAN | SABLAN AVE | 0100 | VALLE DE PAZ AVE | CLYDE FANNON DR | R | AC | 2 | 1,084 | 36 | 39,024 | 35 | 1/22/2025 | Poor |
| SAIPAN | SAIPAN AVE | 0100 | HWY 33 | O ST | C | AC | 2 | 628 | 40 | 25,120 | 34 | 1/21/2025 | Poor |
| SAIPAN | SAIPAN AVE | 0200 | O ST | Q ST | C | AC | 2 | 927 | 40 | 37,080 | 18 | 1/21/2025 | Very Poor |
| SAIPAN | SAIPAN AVE | 0300 | Q ST | EAST END | C | AC | 2 | 736 | 40 | 29,440 | 48 | 1/21/2025 | Poor |
| SEVENTH | SEVENTH ST | 0100 | WEST END | P ST | R | AC | 2 | 181 | 30 | 5,430 | 51 | 1/22/2025 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEVENTH | SEVENTH ST | 0200 | P ST | Q ST | R | AC | 2 | 372 | 24 | 8,928 | 22 | 1/17/2025 | Very Poor |
| SEVENTH | SEVENTH ST | 0300 | Q ST | EIGHTH ST | R | AC | 2 | 450 | 30 | 13,500 | 94 | 1/17/2025 | Good |
| SEVENTH | SEVENTH ST | 0400 | EIGHTH ST | NORTH EAST END | A | AC | 2 | 650 | 24 | 15,600 | 24 | 1/22/2025 | Very Poor |
| SIERRAS | SIERRAS LN | 0100 | GOMES DR | ZOZAYA ST | R | AC | 2 | 520 | 36 | 18,720 | 24 | 1/19/2025 | Very Poor |
| SPRUCE | SPRUCE ST | 0100 | POPLAR WY | CYPRESS WY | R | AC | 2 | 796 | 32 | 25,472 | 37 | 1/16/2025 | Poor |
| SPRUCE | SPRUCE ST | 0200 | WILLOW WY | POPLAR WY | R | AC | 2 | 251 | 32 | 8,032 | 75 | 1/16/2025 | Good |
| SPRUCECT | SPRUCE CT | 0100 | CYPRESS WY | EAST CDS | R | AC | 2 | 322 | 32 | 10,304 | 69 | 1/16/2025 | Fair |
| SST | S ST | 0100 | SOUTH END | FIFTEENTH ST | R | G | 2 | 571 | 26 | 14,846 | - | - | - |
| THATCHER | THATCHER DR | 0100 | Q ST | EAST END | R | AC | 2 | 284 | 33 | 9,372 | 6 | 1/22/2025 | Very Poor |
| THOMASCON | THOMAS CONBOY AVE | 0100 | CLYDE FANNON DR | ALLARDT DR | R | AC | 2 | 1,144 | 37 | 42,328 | 13 | 1/22/2025 | Very Poor |
| THOMASCON | THOMAS CONBOY AVE | 0200 | ALLARDT DR | CLINE ST | R | AC | 2 | 580 | 37 | 21,460 | 48 | 1/22/2025 | Poor |
| TRICIRCLE | TRI CIRCLE DR | 0100 | CORREGIDOR AVE | TRI CIRCLE DR | R | AC | 2 | 934 | 32 | 29,888 | 89 | 1/22/2025 | Good |
| TST | T ST | 0100 | CLINE ST | ZOZAYA | R | AC/AC | 2 | 526 | 36 | 18,936 | 94 | 1/22/2025 | Good |
| TUCCI | TUCCI ST | 0100 | CARDELLA ST | INDART ST | R | AC | 2 | 247 | 37 | 9,139 | 92 | 1/21/2025 | Good |
| UNAMED | UN NAMED | 0100 | WELTY AVE | CORDER AVE | R | AC | 2 | 610 | 37 | 22,570 | 65 | 1/22/2025 | Fair |
| VALLEDEP | VALLE DE PAZ AVE | 0100 | LEYVA AVE | SABLAN AVE | R | AC | 2 | 1,054 | 37 | 38,998 | 51 | 1/22/2025 | Fair |
| VASQUEZ | VASQUEZ DR | 0100 | SOUTH CDS | NORTH END | R | AC | 2 | 1,195 | 37 | 44,215 | 50 | 1/17/2025 | Fair |
| WELTY | WELTY AVE | 0100 | HWY 33 | UN NAMED | R | AC | 2 | 708 | 37 | 26,196 | 83 | 1/21/2025 | Good |
| WILLOW | WILLOW WY | 0100 | SPRUCE ST | ELM ST | R | AC | 2 | 701 | 32 | 22,432 | 78 | 1/16/2025 | Good |
| YIP | YIP ST | 0100 | HWY 33 | P ST | R | AC | 2 | 776 | 36 | 27,936 | 24 | 1/21/2025 | Very Poor |
| YIP | YIP ST | 0200 | P ST | R ST | R | AC | 2 | 594 | 36 | 21,384 | 9 | 1/21/2025 | Very Poor |
| ZOZAYA | ZOZAYA ST | 0100 | HWY 33 | EAST END | R | AC | 2 | 210 | 36 | 7,560 | 90 | 1/21/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0200 | R ST | THOMAS CONBOY AVE | R | AC | 2 | 997 | 37 | 36,889 | 95 | 1/19/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0300 | THOMAS CONBOY AVE | CLINE ST | R | AC | 2 | 268 | 37 | 9,916 | 94 | 1/19/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0400 | CLINE ST | FATHER CRAIG ST | R | AC | 2 | 463 | 45 | 20,835 | 95 | 1/19/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0500 | FATHER CRAIG ST | MILLER LN | R | AC | 2 | 797 | 45 | 35,865 | 56 | 1/19/2025 | Fair |
| ZOZAYA | ZOZAYA ST | 0600 | MILLER LN | RABE ST | R | AC | 2 | 580 | 45 | 26,100 | 17 | 1/19/2025 | Very Poor |
| ZOZAYA | ZOZAYA ST | 0700 | RABE ST | NORTH END | R | AC | 2 | 685 | 45 | 30,825 | 53 | 1/19/2025 | Fair |

# 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DEBOER | DEBOER CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 182 | 36 | 6,552 | 97 | 1/21/2025 | Good |
| 10TH ST | TENTH ST | 0100 | WEST END | J ST | R | AC | 2 | 685 | 36 | 24,660 | 95 | 1/15/2025 | Good |
| 10TH ST | TENTH ST | 0200 | HWY 33 | O ST | C | AC | 2 | 320 | 52 | 16,640 | 95 | 1/15/2025 | Good |
| 9TH | NINTH ST | 0200 | WEST END | Q ST | R | AC | 2 | 528 | 46 | 24,288 | 95 | 1/15/2025 | Good |
| CLINE | CLINE ST | 0300 | THOMAS CONBOY DR (NORTH EDGE) | ZOZAYA ST | R | AC | 2 | 389 | 37 | 14,393 | 95 | 1/22/2025 | Good |
| GRAYSON | GRAYSON CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 262 | 36 | 9,432 | 95 | 1/21/2025 | Good |
| INDART | INDART ST | 0100 | ENRICO AVE | LANDUCCI DR | R | AC | 2 | 1,542 | 37 | 57,054 | 95 | 1/21/2025 | Good |
| LOGUE | LOGUE ST | 0100 | ZOZAYA ST | CLINE ST | R | AC | 2 | 330 | 37 | 12,210 | 95 | 1/22/2025 | Good |
| MENDOZA | MENDOZA DR | 0200 | Io0 | CLINE ST | R | AC | 2 | 569 | 36 | 20,484 | 95 | 1/22/2025 | Good |
| O ST | O ST | 0500 | NINTH ST | EIGHTH ST | R | AC | 2 | 450 | 53 | 23,850 | 95 | 1/16/2025 | Good |
| QST | Q ST | 0800 | EIGHTH ST | SEVENTH ST | R | AC | 2 | 301 | 36 | 10,836 | 95 | 1/17/2025 | Good |
| RABE | RABE ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC/AC | 2 | 1,120 | 36 | 40,320 | 95 | 1/19/2025 | Good |
| REBECCHIC | REBECCHI CIR | 0100 | INDART ST | EAST CDS | R | AC | 2 | 274 | 37 | 10,138 | 95 | 1/21/2025 | Good |
| RST | R ST | 0100 | FITEENTH ST | Q ST | R | AC | 2 | 587 | 36 | 21,132 | 95 | 1/21/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0200 | R ST | THOMAS CONBOY AVE | R | AC | 2 | 997 | 37 | 36,889 | 95 | 1/19/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0400 | CLINE ST | FATHER CRAIG ST | R | AC | 2 | 463 | 45 | 20,835 | 95 | 1/19/2025 | Good |
| CARDELLA | CARDELLA ST | 0500 | REBECCHI ST | SOUTH CDS | R | AC | 2 | 124 | 50 | 6,200 | 94 | 1/21/2025 | Good |
| ENRICO | ENRICO AVE | 0200 | CARDELLA ST | CARDELLA ST | R | AC | 2 | 1,068 | 37 | 39,516 | 94 | 1/21/2025 | Good |
| J ST | J ST | 0200 | 490' N/O 12TH ST | TENTH ST | R | AC/AC | 2 | 570 | 36 | 20,520 | 94 | 1/15/2025 | Good |
| LANDUCCI | LANDUCCI DR | 0200 | INDART ST | CARDELLA ST | C | AC | 2 | 294 | 47 | 13,818 | 94 | 1/17/2025 | Good |
| QST | Q ST | 0400 | Q ST | P ST | R | AC/AC | 2 | 386 | 34 | 13,124 | 94 | 1/16/2025 | Good |
| RIVER | RIVER LN | 0100 | VAZQUEZ DR | CARDELLA ST | R | AC/AC | 2 | 1,840 | 41 | 75,440 | 94 | 1/21/2025 | Good |
| RST | R ST | 0200 | CLINE ST | YIP ST | R | AC | 2 | 469 | 37 | 17,353 | 94 | 1/17/2025 | Good |
| SEVENTH | SEVENTH ST | 0300 | Q ST | EIGHTH ST | R | AC | 2 | 450 | 30 | 13,500 | 94 | 1/17/2025 | Good |
| TST | T ST | 0100 | CLINE ST | ZOZAYA | R | AC/AC | 2 | 526 | 36 | 18,936 | 94 | 1/22/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0300 | THOMAS CONBOY AVE | CLINE ST | R | AC | 2 | 268 | 37 | 9,916 | 94 | 1/19/2025 | Good |
| 10TH ST | TENTH ST | 0300 | O ST | P ST | C | AC/AC | 2 | 360 | 52 | 18,720 | 93 | 1/15/2025 | Good |
| ALLARDT | ALLARDT DR | 0200 | ZOZOYA ST | CLINE ST | R | AC | 2 | 442 | 36 | 15,912 | 93 | 1/22/2025 | Good |
| 14TH ST | FOURTEENTH ST | 0100 | HWY 33 | P ST | A | AC | 3 | 746 | 52 | 38,792 | 92 | 1/15/2025 | Good |
| 9TH | NINTH ST | 0100 | HWY 33 | O ST | R | AC/AC | 2 | 340 | 54 | 18,360 | 92 | 1/15/2025 | Good |
| TUCCI | TUCCI ST | 0100 | CARDELLA ST | INDART ST | R | AC | 2 | 247 | 37 | 9,139 | 92 | 1/21/2025 | Good |
| ZOZAYA | ZOZAYA ST | 0100 | HWY 33 | EAST END | R | AC | 2 | 210 | 36 | 7,560 | 90 | 1/21/2025 | Good |
| NOMANE | NO NAME | 0100 | MENDOZA DR | ALLARDT DR | R | AC | 2 | 280 | 32 | 8,960 | 89 | 1/22/2025 | Good |
| TRICIRCLE | TRI CIRCLE DR | 0100 | CORREGIDOR AVE | TRI CIRCLE DR | R | AC | 2 | 934 | 32 | 29,888 | 89 | 1/22/2025 | Good |
| 8TH | EIGHTH ST | 0100 | HWY 33 | Q ST | C | AC/AC | 2 | 1,165 | 54 | 62,910 | 87 | 1/15/2025 | Good |
| REBECCHI | REBECCHI ST | 0100 | LANDUCCI DR | CARDELLA ST | R | AC | 2 | 376 | 37 | 13,912 | 87 | 1/21/2025 | Good |
| MUNUCHA | MUNICHA ST | 0100 | YIP ST | NW CDS | R | AC/AC | 2 | 456 | 36 | 16,416 | 86 | 1/21/2025 | Good |
| ALDER | ALDER WY | 0100 | ELM ST | OAK ST | R | AC | 2 | 522 | 32 | 16,704 | 85 | 1/16/2025 | Good |
| QST | Q ST | 0300 | FIFTEENTH ST | Q ST | R | AC/AC | 2 | 785 | 54 | 42,390 | 85 | 1/16/2025 | Good |
| BIRCH | BIRCH DR | 0200 | ELM ST | NORTH CDS | R | AC | 5 | 1,138 | 30 | 34,140 | 83 | 1/16/2025 | Good |
| DELRIO | DEL RIO AVE | 0100 | HWY 33 | NO NAME | R | AC | 2 | 746 | 37 | 27,602 | 83 | 1/21/2025 | Good |
| REVKANTOR | REV KANTOR ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC | 2 | 900 | 36 | 32,400 | 83 | 1/19/2025 | Good |
| WELTY | WELTY AVE | 0100 | HWY 33 | UN NAMED | R | AC | 2 | 708 | 37 | 26,196 | 83 | 1/21/2025 | Good |
| ELM | ELM ST | 0200 | DOGWOOD WY | BIRCH DR | R | AC | 2 | 243 | 32 | 7,776 | 82 | 1/16/2025 | Good |
| ALLARDT | ALLARDT DR | 0100 | CLYDE FAMMON DR | THOMAS CONBOY DR | R | AC | 2 | 1,390 | 32 | 44,480 | 81 | 1/22/2025 | Good |
| CARDELLA | CARDELLA ST | 0100 | MORRIS KYLE DR | TUCCI ST | C | AC/AC | 2 | 1,130 | 37 | 41,810 | 81 | 1/21/2025 | Good |
| ASH | ASH ST | 0100 | ALDER WY | DOGWOOD WY | R | AC | 2 | 414 | 32 | 13,248 | 80 | 1/16/2025 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DOGWOOD | DOGWOOD WY | 0100 | MAPLE ST | ELM ST | R | AC | 2 | 236 | 32 | 7,552 | 80 | 1/17/2025 | Good |
| CARDELCTS | CARDELLA CT SOUTH | 0100 | WEST CDS | CARDELLA ST | R | AC | 2 | 260 | 37 | 9,620 | 79 | 1/21/2025 | Good |
| BIRCH | BIRCH DR | 0100 | HELM CANAL RD | ELM ST | R | AC | 2 | 770 | 30 | 23,100 | 78 | 1/16/2025 | Good |
| WILLOW | WILLOW WY | 0100 | SPRUCE ST | ELM ST | R | AC | 2 | 701 | 32 | 22,432 | 78 | 1/16/2025 | Good |
| CYPRESS | CYPRESS WY | 0200 | SPRUCE CT | MAPLE ST | R | AC | 2 | 260 | 32 | 8,320 | 77 | 1/17/2025 | Good |
| CARDELLA | CARDELLA ST | 0400 | RIVER LN | REBECCHI ST | R | AC | 2 | 1,412 | 37 | 52,244 | 76 | 1/21/2025 | Good |
| SPRUCE | SPRUCE ST | 0200 | WILLOW WY | POPLAR WY | R | AC | 2 | 251 | 32 | 8,032 | 75 | 1/16/2025 | Good |
| CARDELCTN | CARDELLA CT NORTH | 0100 | CARDELLA ST | EAST CDS | R | AC | 2 | 166 | 37 | 6,142 | 74 | 1/21/2025 | Good |
| CARDELLA | CARDELLA ST | 0200 | TUCCI ST | LANDUCCI DR | C | AC | 2 | 1,078 | 37 | 39,886 | 74 | 1/21/2025 | Good |
| P ST | P ST | 0800 | YIP ST | CLYDE FANNON RD | R | AC | 2 | 859 | 51 | 43,809 | 73 | 1/17/2025 | Good |
| ALDER | ALDER WY | 0200 | OAK ST | NORTH CDS | R | AC | 2 | 311 | 32 | 9,952 | 72 | 1/15/2025 | Good |
| OAK | OAK ST | 0100 | WEST END | DOGWOOD WY | R | AC | 2 | 472 | 32 | 15,104 | 71 | 1/15/2025 | Good |
| P ST | P ST | 0200 | FIFTEENTH ST | THIRTEENTH ST | C | AC | 2 | 960 | 54 | 51,840 | 71 | 1/17/2025 | Good |
| ELM | ELM ST | 0100 | WILLOW WY | DOGWOOD WY | R | AC | 2 | 991 | 32 | 31,712 | 70 | 1/16/2025 | Good |
| DIAZ | DIAZ ST | 0100 | CLYDE FANNON DR | EAST END | R | AC | 2 | 429 | 45 | 19,305 | 69 | 1/19/2025 | Fair |
| DOGWOOD | DOGWOOD WY | 0200 | ELM ST | NORTH CDS | R | AC | 2 | 827 | 32 | 26,464 | 69 | 1/15/2025 | Fair |
| SPRUCECT | SPRUCE CT | 0100 | CYPRESS WY | EAST CDS | R | AC | 2 | 322 | 32 | 10,304 | 69 | 1/16/2025 | Fair |
| 11TH ST | ELEVENTH ST | 0200 | HWY 33 | P ST | C | AC | 2 | 740 | 52 | 38,480 | 68 | 1/15/2025 | Fair |
| CORDEL | CORDEL AVE | 0100 | HWY 33 | EAST END | R | AC | 2 | 972 | 37 | 35,964 | 67 | 1/21/2025 | Fair |
| P ST | P ST | 0100 | SIXTEENTH ST | FIFTEENTH ST | R | AC/PCC | 2 | 547 | 62 | 33,914 | 67 | 1/17/2025 | Fair |
| 8TH | EIGHTH ST | 0200 | Q ST | SEVENTH ST | C | AC | 2 | 530 | 23 | 12,190 | 66 | 1/15/2025 | Fair |
| O ST | O ST | 0400 | TWELFTH ST | NINTH ST | R | AC | 2 | 1,402 | 52 | 72,904 | 65 | 1/16/2025 | Fair |
| UNAMED | UN NAMED | 0100 | WELTY AVE | CORDER AVE | R | AC | 2 | 610 | 37 | 22,570 | 65 | 1/22/2025 | Fair |
| 10TH ST | TENTH ST | 0400 | P ST | Q ST | C | AC | 2 | 304 | 52 | 15,808 | 64 | 1/15/2025 | Fair |
| 13TH ST | THIRTEENTH ST | 0200 | HWY 33 | P ST | A | AC | 3 | 757 | 60 | 45,420 | 63 | 1/15/2025 | Fair |
| CARDELLA | CARDELLA ST | 0300 | LANDUCCI DR | RIVER LN | R | AC/AC | 2 | 677 | 37 | 25,049 | 63 | 1/21/2025 | Fair |
| MANES | MANES ST | 0100 | CLYDE FANNON DR | CLARK ST | R | AC | 2 | 440 | 36 | 15,840 | 63 | 1/19/2025 | Fair |
| P ST | P ST | 0700 | BRIDGE | YIP ST | R | AC | 2 | 707 | 52 | 36,764 | 63 | 1/17/2025 | Fair |
| ENRICO | ENRICO AVE | 0100 | CARDELLA ST | EAST END | R | AC | 2 | 628 | 37 | 23,236 | 61 | 1/21/2025 | Fair |
| HELMCAN | HELM CANAL RD | 0200 | BIRCH DR | POPLAR WY | R | AC | 2 | 1,548 | 37 | 57,276 | 61 | 1/17/2025 | Fair |
| CLINE | CLINE ST | 0200 | T ST | THOMAS CONBOY DR (NORTH EDGE) | R | AC | 2 | 878 | 37 | 32,486 | 59 | 1/22/2025 | Fair |
| HELMCAN | HELM CANAL RD | 0300 | POPLAR WY | MORRIS KYLE DR | R | AC | 2 | 1,903 | 36 | 68,508 | 58 | 1/17/2025 | Fair |
| M ST | M ST | 0300 | PAVEMENT CHANGE | TWELFTH ST | R | AC | 2 | 497 | 56 | 27,832 | 58 | 1/16/2025 | Fair |
| 14TH ST | FOURTEENTH ST | 0200 | P ST | Q ST | A | AC/AC | 2 | 349 | 52 | 18,148 | 57 | 1/16/2025 | Fair |
| CORREG | CORREGIDOR AVE | 0100 | SAIPAN AVE | CARDELLA ST | R | AC | 2 | 1,135 | 37 | 41,995 | 57 | 1/22/2025 | Fair |
| 16TH ST | SIXTEENTH ST | 0100 | O ST | Q ST | R | AC/AC | 2 | 759 | 47 | 35,673 | 56 | 1/16/2025 | Fair |
| POPLAR | POPLAR WY | 0200 | SPRUCE ST | ELM ST | C | AC | 2 | 697 | 32 | 22,304 | 56 | 1/17/2025 | Fair |
| ZOZAYA | ZOZAYA ST | 0500 | FATHER CRAIG ST | MILLER LN | R | AC | 2 | 797 | 45 | 35,865 | 56 | 1/19/2025 | Fair |
| POPLAR | POPLAR WY | 0100 | HELM CANAL RD | SPRUCE ST | C | AC | 2 | 174 | 32 | 5,568 | 54 | 1/17/2025 | Fair |
| QST | Q ST | 0700 | NINTH ST | EIGHTH ST | R | AC | 2 | 457 | 36 | 16,452 | 54 | 1/17/2025 | Fair |
| CLINE | CLINE ST | 0100 | P ST | T ST | R | AC | 2 | 1,203 | 37 | 44,511 | 53 | 1/22/2025 | Fair |
| CLYDE | CLYDE FANNON RD | 0500 | DODDERER ST | NORTH CITY LIMIT | C | AC | 2 | 1,002 | 34 | 34,068 | 53 | 1/19/2025 | Fair |
| CYPRESS | CYPRESS WY | 0100 | HELMS CANAL RD | SPRUCE CT | R | AC | 2 | 158 | 32 | 5,056 | 53 | 1/17/2025 | Fair |
| ZOZAYA | ZOZAYA ST | 0700 | RABE ST | NORTH END | R | AC | 2 | 685 | 45 | 30,825 | 53 | 1/19/2025 | Fair |
| MAPLE | MAPLE ST | 0100 | POPLAR WY | DOGWOOD WY | R | AC | 2 | 910 | 32 | 29,120 | 52 | 1/17/2025 | Fair |
| MENDOZA | MENDOZA DR | 0100 | CLYDE FANNON DR | EAST CDS | R | AC | 2 | 1,155 | 32 | 36,960 | 51 | 1/22/2025 | Fair |
| SEVENTH | SEVENTH ST | 0100 | WEST END | P ST | R | AC | 2 | 181 | 30 | 5,430 | 51 | 1/22/2025 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| VALLEDEP | VALLE DE PAZ AVE | 0100 | LEYVA AVE | SABLAN AVE | R | AC | 2 | 1,054 | 37 | 38,998 | 51 | 1/22/2025 | Fair |
| 12TH ST | TWELFTH ST | 0200 | CANAL EDGE | HWY 33 | A | AC | 3 | 843 | 60 | 50,580 | 50 | 1/15/2025 | Fair |
| VASQUEZ | VASQUEZ DR | 0100 | SOUTH CDS | NORTH END | R | AC | 2 | 1,195 | 37 | 44,215 | 50 | 1/17/2025 | Fair |
| O ST | O ST | 0100 | SAIPAN AVE | FIFTEENTH ST | R | AC/AC | 2 | 1,228 | 52 | 63,856 | 48 | 1/16/2025 | Poor |
| SAIPAN | SAIPAN AVE | 0300 | Q ST | EAST END | C | AC | 2 | 736 | 40 | 29,440 | 48 | 1/21/2025 | Poor |
| THOMASCON | THOMAS CONBOY AVE | 0200 | ALLARDT DR | CLINE ST | R | AC | 2 | 580 | 37 | 21,460 | 48 | 1/22/2025 | Poor |
| P ST | P ST | 0500 | NINTH ST | EIGHTH ST | R | AC | 2 | 494 | 52 | 25,688 | 45 | 1/17/2025 | Poor |
| CALRK | CLARK ST | 0100 | MANES ST | MC CLAIN ST | R | AC | 2 | 242 | 36 | 8,712 | 44 | 1/19/2025 | Poor |
| M ST | M ST | 0400 | TWELFTH ST | END OF PAVEMENT | R | AC | 2 | 568 | 56 | 31,808 | 44 | 1/16/2025 | Poor |
| LEYVACT | LEYVA CT | 0100 | WEST CDS | LEYVA AVE | R | AC | 2 | 138 | 36 | 4,968 | 42 | 1/22/2025 | Poor |
| 12TH ST | TWELFTH ST | 0400 | O ST | P ST | A | AC | 2 | 370 | 52 | 19,240 | 41 | 1/15/2025 | Poor |
| BORBOA | BORBOA LN | 0100 | CLYDE FANNON DR | GOMES DR | R | AC | 2 | 696 | 36 | 25,056 | 41 | 1/19/2025 | Poor |
| CARDIEL | CARDIEL AVE | 0100 | VALLE DE PAZ AVE | LEYVA AVE | R | AC | 2 | 603 | 36 | 21,708 | 39 | 1/22/2025 | Poor |
| GOMES | GOMES AVE | 0200 | MILLER LN | SIERRAS LN | R | AC | 2 | 283 | 36 | 10,188 | 39 | 1/19/2025 | Poor |
| HELMCAN | HELM CANAL RD | 0100 | SOUTH CITY LIMIT | BIRCH DR | R | AC | 2 | 1,732 | 23 | 39,836 | 39 | 1/17/2025 | Poor |
| POWERS | POWERS CT | 0100 | SABLAN AVE | SOUTH EAST CDS | R | AC | 2 | 189 | 36 | 6,804 | 39 | 1/22/2025 | Poor |
| LEYVA | LEYVA AVE | 0100 | VALLE DE PAZ AVE | CARDIEL AVE | R | AC | 2 | 906 | 36 | 32,616 | 38 | 1/22/2025 | Poor |
| CLYDE | CLYDE FANNON RD | 0300 | SOUTH END | RABE ST | C | AC | 2 | 850 | 34 | 28,900 | 37 | 1/19/2025 | Poor |
| MCCLAIN | MC CLAIN ST | 0100 | CLYDE FANNON DR | CLARK ST | R | AC | 2 | 440 | 36 | 15,840 | 37 | 1/19/2025 | Poor |
| SPRUCE | SPRUCE ST | 0100 | POPLAR WY | CYPRESS WY | R | AC | 2 | 796 | 32 | 25,472 | 37 | 1/16/2025 | Poor |
| P ST | P ST | 0400 | ELEVENTH ST | NINTH ST | C | AC | 2 | 956 | 52 | 49,712 | 36 | 1/17/2025 | Poor |
| SABLAN | SABLAN AVE | 0100 | VALLE DE PAZ AVE | CLYDE FANNON DR | R | AC | 2 | 1,084 | 36 | 39,024 | 35 | 1/22/2025 | Poor |
| GOMES | GOMES AVE | 0100 | BORBOA LN | MILLER LN | R | AC | 2 | 240 | 36 | 8,640 | 34 | 1/19/2025 | Poor |
| RAMIREZCT | RAMIREZ CT | 0100 | RAMIREZ DR | WEST CDS | R | AC | 2 | 94 | 27 | 2,538 | 34 | 1/17/2025 | Poor |
| SAIPAN | SAIPAN AVE | 0100 | HWY 33 | O ST | C | AC | 2 | 628 | 40 | 25,120 | 34 | 1/21/2025 | Poor |
| MILLER | MILLER LN | 0100 | GOMES DR | ZOZAYA ST | R | AC | 2 | 486 | 36 | 17,496 | 33 | 1/19/2025 | Poor |
| O ST | O ST | 0300 | THIRTEENTH ST | TWELFTH ST | R | AC | 2 | 459 | 52 | 23,868 | 32 | 1/16/2025 | Poor |
| QST | Q ST | 0500 | ELEVENTH ST | TENTH ST | R | AC | 2 | 457 | 26 | 11,882 | 32 | 1/17/2025 | Poor |
| O ST | O ST | 0200 | FIFTEENTH ST | THIRTEENTH ST | R | AC | 2 | 926 | 52 | 48,152 | 31 | 1/16/2025 | Poor |
| QST | Q ST | 0200 | SIXTEENTH ST | FIFTEENTH ST | R | AC/AC | 2 | 578 | 54 | 31,212 | 31 | 1/16/2025 | Poor |
| P ST | P ST | 0300 | THIRTEENTH ST | ELEVENTH ST | C | AC | 2 | 958 | 52 | 49,816 | 29 | 1/17/2025 | Poor |
| RAMIREZ | RAMIREZ DR | 0100 | EIGHTH ST | NORTH WEST CDS | R | AC | 2 | 613 | 27 | 16,551 | 29 | 1/17/2025 | Poor |
| NESS | NEES AVE | 0100 | WEST CITY LIMIT | J ST | A | AC | 3 | 2,252 | 44 | 99,088 | 27 | 1/22/2025 | Poor |
| 12TH ST | TWELFTH ST | 0100 | J ST | CANAL EDGE | A | AC | 3 | 650 | 44 | 28,600 | 24 | 1/15/2025 | Very Poor |
| LOWE | LOWE CT | 0100 | WEST CDS | ZOZAYA ST | R | AC | 2 | 281 | 36 | 10,116 | 24 | 1/19/2025 | Very Poor |
| SEVENTH | SEVENTH ST | 0400 | EIGHTH ST | NORTH EAST END | A | AC | 2 | 650 | 24 | 15,600 | 24 | 1/22/2025 | Very Poor |
| SIERRAS | SIERRAS LN | 0100 | GOMES DR | ZOZAYA ST | R | AC | 2 | 520 | 36 | 18,720 | 24 | 1/19/2025 | Very Poor |
| YIP | YIP ST | 0100 | HWY 33 | P ST | R | AC | 2 | 776 | 36 | 27,936 | 24 | 1/21/2025 | Very Poor |
| BORBON | BORBON ST | 0100 | FATHER CRAIG ST | GUERRA ST | R | AC | 2 | 259 | 36 | 9,324 | 23 | 1/19/2025 | Very Poor |
| DODDERER | DODDERER ST | 0100 | CLYDE FANNON DR | ZOZAYA ST | R | AC | 2 | 1,008 | 36 | 36,288 | 23 | 1/19/2025 | Very Poor |
| FATHERC | FATHER CRAIG ST | 0100 | BORBON ST | ZOZAYA ST | R | AC | 2 | 588 | 36 | 21,168 | 23 | 1/19/2025 | Very Poor |
| M ST | M ST | 0100 | WEST END | M ST | R | AC | 2 | 320 | 37 | 11,840 | 22 | 1/16/2025 | Very Poor |
| SEVENTH | SEVENTH ST | 0200 | P ST | Q ST | R | AC | 2 | 372 | 24 | 8,928 | 22 | 1/17/2025 | Very Poor |
| GUERRA | GUERRA ST | 0100 | BORBON ST | ZOZAYA ST | R | AC | 2 | 460 | 36 | 16,560 | 21 | 1/19/2025 | Very Poor |
| LANDUCCI | LANDUCCI DR | 0100 | MORRIS KYLE DR | INDART ST | C | AC | 2 | 1,407 | 47 | 66,129 | 21 | 1/17/2025 | Very Poor |
| 12TH ST | TWELFTH ST | 0300 | HYW 33 | O ST | A | AC | 2 | 365 | 57 | 20,805 | 19 | 1/15/2025 | Very Poor |
| 13TH ST | THIRTEENTH ST | 0300 | P ST | WEST SIDE BRIDGE | A | AC | 2 | 1,101 | 40 | 44,040 | 19 | 1/15/2025 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| QST | Q ST | 0100 | SAIPAN AVE | SIXTEENTH ST | R | AC | 2 | 1,080 | 54 | 58,320 | 19 | 1/16/2025 | Very Poor |
| QST | Q ST | 0900 | CLINE | YIP ST | R | AC | 2 | 528 | 36 | 19,008 | 19 | 1/17/2025 | Very Poor |
| QST | Q ST | 0600 | TENTH ST | NINTH ST | R | AC | 2 | 548 | 26 | 14,248 | 18 | 1/17/2025 | Very Poor |
| SAIPAN | SAIPAN AVE | 0200 | O ST | Q ST | C | AC | 2 | 927 | 40 | 37,080 | 18 | 1/21/2025 | Very Poor |
| ZOZAYA | ZOZAYA ST | 0600 | MILLER LN | RABE ST | R | AC | 2 | 580 | 45 | 26,100 | 17 | 1/19/2025 | Very Poor |
| 13TH ST | THIRTEENTH ST | 0400 | EAST EDGE BRIDGE | EAST CITY LIMIT | A | AC | 2 | 577 | 30 | 17,310 | 14 | 1/15/2025 | Very Poor |
| P ST | P ST | 0600 | EIGHTH ST | BRIDGE | R | AC | 2 | 369 | 46 | 16,974 | 14 | 1/17/2025 | Very Poor |
| 11TH ST | ELEVENTH ST | 0300 | P ST | Q ST | C | AC | 2 | 317 | 52 | 16,484 | 13 | 1/15/2025 | Very Poor |
| CLYDE | CLYDE FANNON RD | 0400 | RABE ST | DODDERER ST | C | AC | 2 | 285 | 34 | 9,690 | 13 | 1/19/2025 | Very Poor |
| THOMASCON | THOMAS CONBOY AVE | 0100 | CLYDE FANNON DR | ALLARDT DR | R | AC | 2 | 1,144 | 37 | 42,328 | 13 | 1/22/2025 | Very Poor |
| CLYDE | CLYDE FANNON RD | 0100 | HWY 33 | MENDOZA DR | C | AC | 2 | 789 | 44 | 34,716 | 10 | 1/19/2025 | Very Poor |
| CLYDE | CLYDE FANNON RD | 0200 | MENDOZA DR | END SB | C | AC | 2 | 1,589 | 37 | 58,793 | 9 | 1/19/2025 | Very Poor |
| YIP | YIP ST | 0200 | P ST | R ST | R | AC | 2 | 594 | 36 | 21,384 | 9 | 1/21/2025 | Very Poor |
| HELMCAN | HELM CANAL RD | 0400 | MORRIS KYLE DR | HWY 33 | R | AC | 1 | 410 | 19 | 7,790 | 7 | 1/17/2025 | Very Poor |
| J ST | J ST | 0100 | TWELFTH ST | 490' N/O 12TH ST | R | AC | 2 | 490 | 36 | 17,640 | 7 | 1/15/2025 | Very Poor |
| MORRISK | MORRIS KYLE DR | 0200 | CARDELLA ST | LANDUCCI DR | R | AC | 2 | 986 | 49 | 48,314 | 7 | 1/17/2025 | Very Poor |
| THATCHER | THATCHER DR | 0100 | Q ST | EAST END | R | AC | 2 | 284 | 33 | 9,372 | 6 | 1/22/2025 | Very Poor |
| 15TH ST | FIFTEENTH ST | 0200 | Q ST | S ST | A | AC | 2 | 404 | 52 | 21,008 | 4 | 1/16/2025 | Very Poor |
| 15TH ST | FIFTEENTH ST | 0100 | HWY 33 | Q ST | A | AC | 2 | 1,140 | 52 | 59,280 | 3 | 1/16/2025 | Very Poor |
| M ST | M ST | 0200 | M ST | PAVEMENT CHANGE | R | AC | 2 | 950 | 44 | 41,800 | 3 | 1/16/2025 | Very Poor |
| LANDUCCI | LANDUCCI DR | 0300 | CARDELLA AVE | SAIPAN AVE | C | AC | 2 | 448 | 37 | 16,576 | 2 | 1/17/2025 | Very Poor |
| LEYVACT | LEYVA CT | 0200 | LEYVA AVE | CLYDE FANNON RD | R | AC | 2 | 150 | 36 | 5,400 | 1 | 1/22/2025 | Very Poor |
| MORRISK | MORRIS KYLE DR | 0100 | HWY 33 | CARDELLA ST | R | AC | 2 | 341 | 40 | 13,640 | 1 | 1/17/2025 | Very Poor |
| 13TH ST | THIRTEENTH ST | 0100 | WEST END | HWY 33 | R | AC | 2 | 90 | 24 | 2,160 | 0 | 12/20/2018 | Very Poor |
| 11TH ST | ELEVENTH ST | 0100 | WEST END | M ST | R | G | 2 | 320 | 56 | 17,920 | - | - | - |
| BEEHIVE | BEEHIVE DR | 0100 | CORREGIDOR AVE | SAIPAN AVE | R | G | 2 | 1,067 | 16 | 17,072 | - | - | - |
| LYON | LYON AVE | 0100 | HWY 33 | NORTH END | R | G | 2 | 870 | 20 | 17,400 | - | - | - |
| SST | S ST | 0100 | SOUTH END | FIFTEENTH ST | R | G | 2 | 571 | 26 | 14,846 | - | - | - |

# 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 ≥ 70. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category (PCI ≥ 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).<br>Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing).<br>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.

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | 5 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $11.25 | | 5 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $59.50 | | | 5 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $17.75 | | 5 | |
| | | III - Good, Load Related | | 2" MILL & HMA OVERLAY | $79.50 | | | |
| | | IV - Poor | | CIR w/ 2" HMA OVERLAY | $76.75 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $101.25 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $0.00 | 5 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $11.25 | | 5 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $59.50 | | | 5 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $17.75 | | 5 | |
| | | III - Good, Load Related | | 2" MILL & HMA OVERLAY | $79.50 | | | |
| | | IV - Poor | | CIR w/ 2" HMA OVERLAY | $76.75 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $101.25 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 5 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 5 |
| | | 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 | 5 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 5 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | | 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 | 5 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 5 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 5 |
| | | 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

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | 6 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $10.75 | | 6 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $57.00 | | | 6 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $14.50 | | 6 | |
| | | III - Good, Load Related | | 2" MILL & HMA OVERLAY | $76.75 | | | |
| | | IV - Poor | | CIR w/ 2" HMA OVERLAY | $74.00 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $92.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 6 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $10.75 | | 6 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $57.00 | | | 6 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $14.50 | | 6 | |
| | | III - Good, Load Related | | 2" MILL & HMA OVERLAY | $76.75 | | | |
| | | IV - Poor | | CIR w/ 2" HMA OVERLAY | $74.00 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $92.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 6 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 6 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 6 |
| | | 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 | 6 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 6 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 6 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | | 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 | 6 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 6 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 6 |
| | | 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

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | 7 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $10.00 | | 7 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $52.50 | | | 7 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $14.00 | | 7 | |
| | | III - Good, Load Related | | CRACK SEAL & SLURRY SEAL | $20.25 | | 7 | |
| | | IV - Poor | | 2" MILL & HMA OVERLAY | $52.50 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $85.25 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 7 | | |
| | | | Surface Treatment | CRACK SEAL & SLURRY SEAL | $10.00 | | 7 | |
| | | | Restoration Treatment | 2" MILL & HMA OVERLAY | $52.50 | | | 7 |
| | | II - Good, Non-Load Related | | CRACK SEAL & SLURRY SEAL | $14.00 | | 7 | |
| | | III - Good, Load Related | | CRACK SEAL & SLURRY SEAL | $20.25 | | 7 | |
| | | IV - Poor | | 2" MILL & HMA OVERLAY | $52.50 | | | |
| | | V - Very Poor | | FDR w/ 3" HMA OVERLAY | $85.25 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 7 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 7 |
| | | 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 | 7 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 7 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 15 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 99 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | SINGLE CHIP SEAL | $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

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 9 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 9 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 9 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 9 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 9 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 9 |
| | | 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 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 9 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 9 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Decision Tree

Printed: 5/7/2025

| 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 | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 9 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 9 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 9 |
| | | 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 Firebaugh
133 P Street
Firebaugh, CA 93622

# Needs - Projected PCI/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

| Year | PCI Treated | PCI Untreated | PM Cost | Rehab Cost | Cost |
|---|---|---|---|---|---|
| 2025 | 90 | 54 | $598,045 | $17,902,648 | $18,500,693 |
| 2026 | 86 | 52 | $8,652 | $579,484 | $588,136 |
| 2027 | 84 | 50 | $69,524 | $41,350 | $110,874 |
| 2028 | 83 | 47 | $299,393 | $0 | $299,393 |
| 2029 | 81 | 45 | $158,028 | $0 | $158,028 |
| 2030 | 81 | 43 | $785,034 | $219,489 | $1,004,524 |
| 2031 | 80 | 41 | $1,025,825 | $0 | $1,025,825 |
| 2032 | 83 | 39 | $2,172,307 | $2,051,989 | $4,224,296 |
| 2033 | 82 | 37 | $19,863 | $152,679 | $172,542 |
| 2034 | 81 | 35 | $141,817 | $516,067 | $657,884 |

| | % PM | PM Total Cost | Rehab Total Cost | Total Cost |
|---|---|---|---|---|
| | 19.74% | $5,278,488 | $21,463,706 | $26,742,195 |

# 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 Firebaugh
133 P Street
Firebaugh, CA 93622

# Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

| Treatment | Year | Area Treated | | Cost |
|---|---|---|---|---|
| CRACK SEAL & SLURRY SEAL | 2025 | 59,472.11 | sq. yd. | $598,045 |
| | 2026 | 840 | sq. yd. | $8,652 |
| | 2027 | 6,014.56 | sq. yd. | $69,524 |
| | 2028 | 26,410.89 | sq. yd. | $299,393 |
| | 2029 | 13,884.56 | sq. yd. | $158,028 |
| | 2030 | 62,813.56 | sq. yd. | $785,034 |
| | 2031 | 80,988.22 | sq. yd. | $1,025,825 |
| | 2032 | 175,657.67 | sq. yd. | $2,172,307 |
| | 2033 | 1,568 | sq. yd. | $19,863 |
| | 2034 | 10,229.67 | sq. yd. | $141,817 |
| | Total | 437,879.22 | | $5,278,488 |
| | Total Quantity | 437,879.22 | | $5,278,488 |

# Appendix C-3

## Rehabilitation Treatment Cost Summary

## Needs - Rehabilitation Treatment/Cost Summary

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

| COLUMN | DESCRIPTION |
|---|---|
| Treatment | Type of rehabilitation treatments needed. |
| Year | Year in the analysis period (i.e., 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033 and 2034). |
| Area Treated | Quantities in square yard. |
| Cost | Rehabilitation treatment cost. |

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Needs - Rehabilitation Treatment/Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

| Treatment | Year | Area Treated | Cost |
|---|---|---|---|
| 2" MILL & HMA OVERLAY | 2025 | 81,857 sq.yd. | $4,697,952 |
| | 2026 | 5,760 sq.yd. | $455,342 |
| | 2034 | 4,645.56 sq.yd. | $465,212 |
| | Total | 92,262.56 sq.yd. | $5,618,506 |
| CIR w/ 2" HMA OVERLAY | 2025 | 38,390.67 sq.yd. | $2,890,571 |
| | Total | 38,390.67 sq.yd. | $2,890,571 |
| CRACK SEAL & SLURRY SEAL | 2025 | 98,870.33 sq.yd. | $1,789,641 |
| | 2026 | 8,609 sq.yd. | $124,142 |
| | 2027 | 2,784 sq.yd. | $41,350 |
| | 2030 | 10,666.67 sq.yd. | $219,489 |
| | 2032 | 93,071.33 sq.yd. | $2,051,989 |
| | 2033 | 8,609 sq.yd. | $152,679 |
| | 2034 | 2,784 sq.yd. | $50,855 |
| | Total | 225,394.33 sq.yd. | $4,430,144 |
| FDR w/ 3" HMA OVERLAY | 2025 | 94,499.67 sq.yd. | $8,524,485 |
| | Total | 94,499.67 sq.yd. | $8,524,485 |

| | |
|---|---|
| Total Cost | $21,463,706 |

# Appendix D

## Scenario Results

# Appendix D-1

## Scenario 1

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc1: City's Existing Budget ($219.2k/year)

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2025 | 10% | $219,222 | II $0 | Non-Project | $19,613 | $2,309 | $18,288,026 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $108,935 |
| | | | IV $193,054 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $193,054 | | | | | | |
| | | | Project $0 | | | | | | |
| 2026 | 10% | $219,222 | II $116,808 | Non-Project | $22,951 | $0 | $20,484,540 | Funded | $0 |
| | | | III $23,880 | | | | | Unmet | $1,924 |
| | | | IV $52,345 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $193,033 | | | | | | |
| | | | Project $0 | | | | | | |
| 2027 | 10% | $219,222 | II $0 | Non-Project | $19,351 | $2,571 | $21,607,395 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $384 |
| | | | IV $196,846 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $196,846 | | | | | | |
| | | | Project $0 | | | | | | |
| 2028 | 10% | $219,222 | II $16,916 | Non-Project | $27,236 | $0 | $23,562,250 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,321 |
| | | | IV $171,403 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $188,320 | | | | | | |
| | | | Project $0 | | | | | | |
| 2029 | 10% | $219,222 | II $0 | Non-Project | $20,889 | $1,033 | $24,932,515 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $174,186 | Project | $0 | | | | |
| | | | V $23,028 | | | | | | |
| | | | Total $197,214 | | | | | | |
| | | | Project $0 | | | | | | |
| 2030 | 10% | $219,222 | II $0 | Non-Project | $21,557 | $365 | $26,637,963 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $172,907 |
| | | | IV $196,922 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $196,922 | | | | | | |
| | | | Project $0 | | | | | | |
| 2031 | 10% | $219,222 | II $43,508 | Non-Project | $23,732 | $0 | $29,030,515 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $3,350 |
| | | | IV $149,810 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $193,318 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 10% | $219,222 | II $25,345 | Non-Project | $24,122 | $0 | $30,082,955 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $134 |
| | | | IV $166,701 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $192,046 | | | | | | |
| | | | Project $0 | | | | | | |

Scenarios Criteria:

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2033 | 10% | $219,222 | II | $158,541 | Non-Project | $30,466 | $0 | $31,484,621 | Funded | $0 |
| | | | III | $29,369 | | | | | Unmet | $2,345 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $187,910 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2034 | 10% | $219,222 | II | $56,022 | Non-Project | $35,878 | $0 | $32,837,701 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $611 |
| | | | IV | $120,561 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $176,583 | | | | | | |
| | | | Project | $0 | | | | | | |

## *Summary*

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $338,260 | $30,466 | $0 | $51,692 |
| Collector | $0 | $23,732 | $0 | $73,517 |
| Residential/Local | $1,576,986 | $191,597 | $0 | $166,701 |
| Grand Total: | $1,915,246 | $245,795 | $0 | $291,910 |

Scenarios Criteria:

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc1: City's Existing Budget ($219.2k/year)

| Year | Budget | PM |
|---|---|---|
| 2025 | $219,222 | 10% |
| 2026 | $219,222 | 10% |
| 2027 | $219,222 | 10% |
| 2028 | $219,222 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $219,222 | 10% |
| 2030 | $219,222 | 10% |
| 2031 | $219,222 | 10% |
| 2032 | $219,222 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $219,222 | 10% |
| 2034 | $219,222 | 10% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2025 | 54 | 55 | 0.19 | 0.39 |
| 2026 | 52 | 53 | 0.48 | 0.95 |
| 2027 | 50 | 51 | 0.19 | 0.39 |
| 2028 | 47 | 49 | 0.34 | 0.67 |
| 2029 | 45 | 47 | 0.18 | 0.36 |
| 2030 | 43 | 45 | 0.27 | 0.54 |
| 2031 | 41 | 43 | 0.32 | 0.63 |
| 2032 | 39 | 42 | 0.29 | 0.59 |
| 2033 | 37 | 40 | 0.44 | 0.88 |
| 2034 | 35 | 39 | 0.35 | 0.71 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.9% | 5.7% | 27.6% | 0.0% | 34.1% |
| II / III | 2.6% | 3.0% | 19.1% | 0.0% | 24.7% |
| IV | 3.7% | 4.2% | 13.6% | 0.0% | 21.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2025 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 1.3% | 5.7% | 27.7% | 0.0% | 34.7% |
| II / III | 2.6% | 3.0% | 19.1% | 0.0% | 24.7% |
| IV | 3.3% | 4.2% | 13.5% | 0.0% | 21.0% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2034 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 1.8% | 2.6% | 26.4% | 0.0% | 30.7% |
| II / III | 0.0% | 1.9% | 7.7% | 0.0% | 9.5% |
| IV | 1.0% | 2.4% | 15.7% | 0.0% | 19.1% |
| V | 8.2% | 11.5% | 20.9% | 0.0% | 40.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |



Scenarios Criteria:

# Appendix D-2

## Scenario 2

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc2: Maintain Current PCI

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2025 | 5% | $600,000 | II $113,406 | Non-Project | $50,287 | $0 | $17,900,859 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $106,955 |
| | | | IV $436,141 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $549,547 | | | | | | |
| | | | Project $0 | | | | | | |
| 2026 | 5% | $1,200,000 | II $92,266 | Non-Project | $69,312 | $0 | $19,106,675 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,924 |
| | | | IV $1,033,488 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,125,754 | | | | | | |
| | | | Project $0 | | | | | | |
| 2027 | 5% | $1,300,000 | II $78,597 | Non-Project | $81,138 | $0 | $19,105,780 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $1,138,879 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,217,475 | | | | | | |
| | | | Project $0 | | | | | | |
| 2028 | 5% | $1,300,000 | II $44,983 | Non-Project | $68,793 | $0 | $19,902,990 | Funded | $0 |
| | | | III $25,334 | | | | | Unmet | $1,321 |
| | | | IV $1,159,040 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,229,357 | | | | | | |
| | | | Project $0 | | | | | | |
| 2029 | 5% | $1,300,000 | II $89,320 | Non-Project | $83,464 | $0 | $20,082,808 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $1,125,989 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,215,309 | | | | | | |
| | | | Project $0 | | | | | | |
| 2030 | 5% | $1,300,000 | II $0 | Non-Project | $71,418 | $0 | $20,491,254 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $150,755 |
| | | | IV $1,021,856 | Project | $0 | | | | |
| | | | V $203,453 | | | | | | |
| | | | Total $1,225,309 | | | | | | |
| | | | Project $0 | | | | | | |
| 2031 | 5% | $1,300,000 | II $106,961 | Non-Project | $72,471 | $0 | $21,231,243 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,615 |
| | | | IV $680,469 | Project | $0 | | | | |
| | | | V $437,322 | | | | | | |
| | | | Total $1,224,753 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 5% | $1,300,000 | II $139,475 | Non-Project | $97,128 | $0 | $21,105,689 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $652,876 | Project | $0 | | | | |
| | | | V $409,683 | | | | | | |
| | | | Total $1,202,034 | | | | | | |
| | | | Project $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2033 | 5% | $800,000 | II $0 | Non-Project | $57,596 | $0 | $21,423,128 | Funded | $0 |
| | | | III $126,778 | | | | | Unmet | $1,531 |
| | | | IV $302,149 | Project | $0 | | | | |
| | | | V $311,483 | | | | | | |
| | | | Total $740,410 | | | | | | |
| | | | Project $0 | | | | | | |
| 2034 | 5% | $800,000 | II $152,686 | Non-Project | $63,268 | $0 | $22,117,956 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $611 |
| | | | IV $273,728 | Project | $0 | | | | |
| | | | V $308,370 | | | | | | |
| | | | Total $734,785 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $2,412,320 | $223,484 | $0 | $48,061 |
| Collector | $1,343,822 | $23,041 | $0 | $71,514 |
| Residential/Local | $6,708,592 | $468,350 | $0 | $145,138 |
| Grand Total: | $10,464,734 | $714,875 | $0 | $264,713 |

Scenarios Criteria:

Criteria:

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc2: Maintain Current PCI

| Year | Budget | PM |
|---|---|---|
| 2025 | $600,000 | 5% |
| 2026 | $1,200,000 | 5% |
| 2027 | $1,300,000 | 5% |
| 2028 | $1,300,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $1,300,000 | 5% |
| 2030 | $1,300,000 | 5% |
| 2031 | $1,300,000 | 5% |
| 2032 | $1,300,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $800,000 | 5% |
| 2034 | $800,000 | 5% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2025 | 54 | 56 | 0.94 | 1.89 |
| 2026 | 52 | 55 | 1.04 | 2.38 |
| 2027 | 50 | 55 | 1.54 | 3.08 |
| 2028 | 47 | 55 | 1.38 | 2.77 |
| 2029 | 45 | 55 | 1.26 | 2.67 |
| 2030 | 43 | 54 | 1.02 | 2.03 |
| 2031 | 41 | 54 | 1.14 | 3.19 |
| 2032 | 39 | 55 | 0.90 | 1.96 |
| 2033 | 37 | 54 | 0.82 | 1.65 |
| 2034 | 35 | 54 | 0.81 | 1.76 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.9% | 5.7% | 27.6% | 0.0% | 34.1% |
| II / III | 2.6% | 3.0% | 19.1% | 0.0% | 24.7% |
| IV | 3.7% | 4.2% | 13.6% | 0.0% | 21.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2025 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 1.3% | 5.7% | 30.3% | 0.0% | 37.3% |
| II / III | 2.6% | 3.0% | 17.4% | 0.0% | 23.0% |
| IV | 3.3% | 4.2% | 12.5% | 0.0% | 20.1% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2034 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 5.3% | 5.8% | 47.0% | 0.0% | 58.1% |
| II / III | 1.0% | 1.9% | 4.6% | 0.0% | 7.5% |
| IV | 0.0% | 1.2% | 0.0% | 0.0% | 1.2% |
| V | 4.7% | 9.5% | 19.0% | 0.0% | 33.2% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |



Scenarios Criteria:

# Appendix D-3

## Scenario 3

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/13/2025

Scenario: Sc3: Improve to 65

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2025 | 5% | $1,000,000 | II $148,515 | Non-Project | $51,140 | $0 | $17,503,697 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $105,253 |
| | | | IV $797,341 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $945,856 | | | | | | |
| | | | Project $0 | | | | | | |
| 2026 | 5% | $1,500,000 | II $30,931 | Non-Project | $78,578 | $0 | $18,395,849 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,637 |
| | | | IV $1,387,307 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,418,238 | | | | | | |
| | | | Project $0 | | | | | | |
| 2027 | 5% | $1,500,000 | II $145,694 | Non-Project | $79,817 | $0 | $18,174,192 | Funded | $0 |
| | | | III $24,596 | | | | | Unmet | $0 |
| | | | IV $1,247,942 | Project | $0 | | | | |
| | | | V $0 | | | | | | |
| | | | Total $1,418,232 | | | | | | |
| | | | Project $0 | | | | | | |
| 2028 | 5% | $2,000,000 | II $0 | Non-Project | $123,473 | $0 | $18,243,797 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,321 |
| | | | IV $840,066 | Project | $0 | | | | |
| | | | V $1,034,270 | | | | | | |
| | | | Total $1,874,336 | | | | | | |
| | | | Project $0 | | | | | | |
| 2029 | 5% | $2,000,000 | II $0 | Non-Project | $110,201 | $0 | $17,672,901 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $1,065,874 | Project | $0 | | | | |
| | | | V $823,636 | | | | | | |
| | | | Total $1,889,510 | | | | | | |
| | | | Project $0 | | | | | | |
| 2030 | 5% | $2,500,000 | II $136,188 | Non-Project | $127,033 | $0 | $16,808,602 | Funded | $0 |
| | | | III $394,314 | | | | | Unmet | $128,366 |
| | | | IV $871,177 | Project | $0 | | | | |
| | | | V $968,461 | | | | | | |
| | | | Total $2,370,141 | | | | | | |
| | | | Project $0 | | | | | | |
| 2031 | 5% | $2,000,000 | II $42,906 | Non-Project | $104,830 | $0 | $16,858,330 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $1,615 |
| | | | IV $1,142,963 | Project | $0 | | | | |
| | | | V $708,547 | | | | | | |
| | | | Total $1,894,417 | | | | | | |
| | | | Project $0 | | | | | | |
| 2032 | 5% | $2,000,000 | II $182,655 | Non-Project | $133,078 | $0 | $15,726,249 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $913,343 | Project | $0 | | | | |
| | | | V $768,715 | | | | | | |
| | | | Total $1,864,712 | | | | | | |
| | | | Project $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2033 | 5% | $2,000,000 | II $38,041 | Non-Project | $139,013 | $0 | $14,892,235 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $302,149 | Project | $0 | | | | |
| | | | V $1,515,792 | | | | | | |
| | | | Total $1,855,982 | | | | | | |
| | | | Project $0 | | | | | | |
| 2034 | 5% | $2,000,000 | II $160,590 | Non-Project | $171,385 | $0 | $14,398,840 | Funded | $0 |
| | | | III $30,250 | | | | | Unmet | $693 |
| | | | IV $273,728 | Project | $0 | | | | |
| | | | V $1,363,744 | | | | | | |
| | | | Total $1,828,312 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $5,265,817 | $279,050 | $0 | $29,627 |
| Collector | $4,872,647 | $23,041 | $0 | $69,128 |
| Residential/Local | $7,221,269 | $816,458 | $0 | $140,129 |
| Grand Total: | $17,359,733 | $1,118,549 | $0 | $238,885 |

Scenarios Criteria:

Criteria:

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/13/2025

Scenario: Sc3: Improve to 65

| Year | Budget | PM |
|---|---|---|
| 2025 | $1,000,000 | 5% |
| 2026 | $1,500,000 | 5% |
| 2027 | $1,500,000 | 5% |
| 2028 | $2,000,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $2,000,000 | 5% |
| 2030 | $2,500,000 | 5% |
| 2031 | $2,000,000 | 5% |
| 2032 | $2,000,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $2,000,000 | 5% |
| 2034 | $2,000,000 | 5% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2025 | 54 | 57 | 1.39 | 2.78 |
| 2026 | 52 | 57 | 1.22 | 2.60 |
| 2027 | 50 | 57 | 1.98 | 3.96 |
| 2028 | 47 | 58 | 1.58 | 3.94 |
| 2029 | 45 | 59 | 1.32 | 2.79 |
| 2030 | 43 | 60 | 1.82 | 3.63 |
| 2031 | 41 | 61 | 1.35 | 3.00 |
| 2032 | 39 | 62 | 1.49 | 2.98 |
| 2033 | 37 | 64 | 1.28 | 2.98 |
| 2034 | 35 | 65 | 1.66 | 3.37 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.9% | 5.7% | 27.6% | 0.0% | 34.1% |
| II / III | 2.6% | 3.0% | 19.1% | 0.0% | 24.7% |
| IV | 3.7% | 4.2% | 13.6% | 0.0% | 21.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2025 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 1.3% | 5.7% | 32.3% | 0.0% | 39.3% |
| II / III | 2.6% | 3.0% | 16.9% | 0.0% | 22.5% |
| IV | 3.3% | 4.2% | 11.1% | 0.0% | 18.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2034 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 11.0% | 12.6% | 50.1% | 0.0% | 73.8% |
| II / III | 0.0% | 1.0% | 3.4% | 0.0% | 4.3% |
| V | 0.0% | 4.8% | 17.1% | 0.0% | 21.9% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |



Scenarios Criteria:

# Appendix D-4

## Scenario 4

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Cost Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/13/2025

Scenario: Sc4: Improve PCI to 70

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2025 | 5% | $1,000,000 | II | $148,515 | Non-Project | $51,140 | $0 | $17,503,697 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $105,253 |
| | | | IV | $797,341 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $945,856 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2026 | 5% | $1,500,000 | II | $30,931 | Non-Project | $78,578 | $0 | $18,395,849 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $1,637 |
| | | | IV | $1,387,307 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $1,418,238 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2027 | 5% | $2,000,000 | II | $85,023 | Non-Project | $110,697 | $0 | $17,674,603 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $1,801,919 | Project | $0 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $1,886,942 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2028 | 5% | $2,000,000 | II | $0 | Non-Project | $103,616 | $0 | $17,727,905 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $1,321 |
| | | | IV | $533,977 | Project | $0 | | | | |
| | | | V | $1,361,531 | | | | | | |
| | | | Total | $1,895,508 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2029 | 5% | $2,500,000 | II | $76,700 | Non-Project | $140,199 | $0 | $16,644,339 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $1,065,874 | Project | $0 | | | | |
| | | | V | $1,214,131 | | | | | | |
| | | | Total | $2,356,705 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2030 | 5% | $2,500,000 | II | $57,187 | Non-Project | $137,561 | $0 | $15,749,595 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $119,123 |
| | | | IV | $871,177 | Project | $0 | | | | |
| | | | V | $1,430,838 | | | | | | |
| | | | Total | $2,359,202 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2031 | 5% | $2,500,000 | II | $42,906 | Non-Project | $142,324 | $0 | $15,203,053 | Funded | $0 |
| | | | III | $406,144 | | | | | Unmet | $1,615 |
| | | | IV | $1,142,963 | Project | $0 | | | | |
| | | | V | $759,104 | | | | | | |
| | | | Total | $2,351,117 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2032 | 5% | $2,500,000 | II | $182,655 | Non-Project | $129,573 | $0 | $13,712,749 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $1,177,097 | Project | $0 | | | | |
| | | | V | $1,010,450 | | | | | | |
| | | | Total | $2,370,203 | | | | | | |
| | | | Project | $0 | | | | | | |

Scenarios Criteria:

Criteria:

| Year | PM | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|
| 2033 | 5% | $2,500,000 | II $38,041 | Non-Project | $176,831 | $0 | $12,519,556 | Funded | $0 |
| | | | III $0 | | | | | Unmet | $0 |
| | | | IV $302,149 | Project | $0 | | | | |
| | | | V $1,979,300 | | | | | | |
| | | | Total $2,319,490 | | | | | | |
| | | | Project $0 | | | | | | |
| 2034 | 5% | $2,500,000 | II $160,590 | Non-Project | $213,227 | $0 | $11,372,942 | Funded | $0 |
| | | | III $95,118 | | | | | Unmet | $0 |
| | | | IV $273,728 | Project | $0 | | | | |
| | | | V $1,754,264 | | | | | | |
| | | | Total $2,283,700 | | | | | | |
| | | | Project $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $5,112,980 | $247,386 | $0 | $19,672 |
| Collector | $7,443,984 | $107,615 | $0 | $69,053 |
| Residential/Local | $7,629,999 | $928,746 | $0 | $140,225 |
| Grand Total: | $20,186,963 | $1,283,747 | $0 | $228,949 |

Scenarios Criteria:

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Network Condition Summary

Interest: 3.00% Inflation: 3.00% Printed: 5/13/2025

Scenario: Sc4: Improve PCI to 70

| Year | Budget | PM |
|---|---|---|
| 2025 | $1,000,000 | 5% |
| 2026 | $1,500,000 | 5% |
| 2027 | $2,000,000 | 5% |
| 2028 | $2,000,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $2,500,000 | 5% |
| 2030 | $2,500,000 | 5% |
| 2031 | $2,500,000 | 5% |
| 2032 | $2,500,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $2,500,000 | 5% |
| 2034 | $2,500,000 | 5% |

## Projected Network Average PCI by Year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2025 | 54 | 57 | 1.39 | 2.78 |
| 2026 | 52 | 57 | 1.22 | 2.60 |
| 2027 | 50 | 58 | 2.25 | 4.49 |
| 2028 | 47 | 58 | 1.28 | 3.48 |
| 2029 | 45 | 60 | 1.70 | 3.39 |
| 2030 | 43 | 62 | 1.72 | 3.87 |
| 2031 | 41 | 64 | 1.73 | 3.76 |
| 2032 | 39 | 65 | 1.71 | 3.43 |
| 2033 | 37 | 68 | 1.47 | 3.08 |
| 2034 | 35 | 70 | 2.11 | 4.22 |

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 0.9% | 5.7% | 27.6% | 0.0% | 34.1% |
| II / III | 2.6% | 3.0% | 19.1% | 0.0% | 24.7% |
| IV | 3.7% | 4.2% | 13.6% | 0.0% | 21.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2025 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 1.3% | 5.7% | 32.3% | 0.0% | 39.3% |
| II / III | 2.6% | 3.0% | 16.9% | 0.0% | 22.5% |
| IV | 3.3% | 4.2% | 11.1% | 0.0% | 18.6% |
| V | 3.7% | 5.5% | 10.3% | 0.0% | 19.6% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

Condition in year 2034 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 11.0% | 17.4% | 51.0% | 0.0% | 79.5% |
| II / III | 0.0% | 1.0% | 2.8% | 0.0% | 3.7% |
| V | 0.0% | 0.0% | 16.8% | 0.0% | 16.8% |
| Total | 11.0% | 18.4% | 70.6% | 0.0% | 100.0% |

# Appendix E

## Sections Selected for Treatment

# Appendix E-1

## Scenario 1

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc1: City's Existing Budget ($219.2k/year)

| Year | Budget | PM |
|---|---|---|
| 2025 | $219,222 | 10% |
| 2026 | $219,222 | 10% |
| 2027 | $219,222 | 10% |
| 2028 | $219,222 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $219,222 | 10% |
| 2030 | $219,222 | 10% |
| 2031 | $219,222 | 10% |
| 2032 | $219,222 | 10% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $219,222 | 10% |
| 2034 | $219,222 | 10% |

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | O ST | P ST | 12TH ST | 0400 | 370 | 52 | 19,240 | A | AC | | 41 | 42 | 100 | $164,074 | 9,580 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $164,074 | | |
| LEYVA CT | WEST CDS | LEYVA AVE | LEYVACT | 0100 | 138 | 36 | 4,968 | R | AC | | 42 | 43 | 100 | $28,980 | 8,605 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $28,980 | | |
| CARDELLA CT SOUTH | WEST CDS | CARDELLA ST | CARDELCTS | 0100 | 260 | 37 | 9,620 | R | AC | | 79 | 79 | 87 | $10,689 | 13,100 | CRACK SEAL & SLURRY SEAL |
| SPRUCE ST | WILLOW WY | POPLAR WY | SPRUCE | 0200 | 251 | 32 | 8,032 | R | AC | | 75 | 75 | 83 | $8,924 | 15,021 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $19,613 | | |
| | | | | Year 2025 Area Total | | | 41,860 | | | | | Year 2025 Total | | $212,668 | | |

## Year: 2026

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLARK ST | MANES ST | MC CLAIN ST | CALRK | 0100 | 242 | 36 | 8,712 | R | AC | | 44 | 43 | 100 | $52,345 | 8,369 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $52,345 | | |
| CARDELLA CT NORTH | CARDELLA ST | EAST CDS | CARDELCTN | 0100 | 166 | 37 | 6,142 | R | AC | | 74 | 73 | 81 | $7,029 | 12,092 | CRACK SEAL & SLURRY SEAL |
| O ST | TWELFTH ST | NINTH ST | O ST | 0400 | 1,402 | 52 | 72,904 | R | AC | | 65 | 64 | 74 | $116,808 | 8,496 | CRACK SEAL & SLURRY SEAL |
| REBECCHI ST | LANDUCCI DR | CARDELLA ST | REBECCHI | 0100 | 376 | 37 | 13,912 | R | AC | | 87 | 86 | 93 | $15,922 | 13,176 | CRACK SEAL & SLURRY SEAL |
| SPRUCE CT | CYPRESS WY | EAST CDS | SPRUCECT | 0100 | 322 | 32 | 10,304 | R | AC | | 69 | 67 | 77 | $23,880 | 5,382 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $163,639 | | |
| | | | | Year 2026 Area Total | | | 111,974 | | | | | Year 2026 Total | | $215,983 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc1: City's Existing Budget ($219.2k/year)

## Year: 2027

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M ST | TWELFTH ST | END OF PAVEMENT | M ST | 0400 | 568 | 56 | 31,808 | R | AC | | 44 | 40 | 100 | $196,846 | 8,223 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $196,846 | | |
| MUNICHA ST | YIP ST | NW CDS | MUNUCHA | 0100 | 456 | 36 | 16,416 | R | AC/AC | | 86 | 84 | 91 | $19,351 | 12,505 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $19,351 | | |
| | | | | Year 2027 Area Total | | | 48,224 | | | | | Year 2027 Total | | $216,197 | | |

## Year: 2028

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEVENTH ST | WEST END | P ST | SEVENTH | 0100 | 181 | 30 | 5,430 | R | AC | | 51 | 45 | 100 | $34,612 | 7,777 | 2" MILL & HMA OVERLAY |
| THOMAS CONBOY AVE | ALLARDT DR | CLINE ST | THOMASCON | 0200 | 580 | 37 | 21,460 | R | AC | | 48 | 42 | 100 | $136,791 | 7,933 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $171,403 | | |
| ALDER WY | OAK ST | NORTH CDS | ALDER | 0200 | 311 | 32 | 9,952 | R | AC | | 72 | 67 | 77 | $16,916 | 7,046 | CRACK SEAL & SLURRY SEAL |
| WILLOW WY | SPRUCE ST | ELM ST | WILLOW | 0100 | 701 | 32 | 22,432 | R | AC | | 78 | 74 | 83 | $27,236 | 11,563 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $44,152 | | |
| | | | | Year 2028 Area Total | | | 59,274 | | | | | Year 2028 Total | | $215,555 | | |

## Year: 2029

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THIRTEENTH ST | WEST END | HWY 33 | 13TH ST | 0100 | 90 | 24 | 2,160 | R | AC | | 0 | 0 | 100 | $23,028 | 4,629 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $23,028 | | |
| FOURTEENTH ST | P ST | Q ST | 14TH ST | 0200 | 349 | 52 | 18,148 | A | AC/AC | | 57 | 48 | 100 | $174,186 | 8,191 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $174,186 | | |
| ALDER WY | ELM ST | OAK ST | ALDER | 0100 | 522 | 32 | 16,704 | R | AC | | 85 | 80 | 88 | $20,889 | 10,801 | CRACK SEAL & SLURRY SEAL |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Treatment Total | | | $20,889 | |
| | | | | | | | Year 2029 Area Total | | 37,012 | | | | Year 2029 Total | | | $218,103 | |

## Year: 2030

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAPLE ST | POPLAR WY | DOGWOOD WY | MAPLE | 0100 | 910 | 32 | 29,120 | R | AC | | 52 | 42 | 100 | $196,922 | 7,494 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | | Treatment Total | | | $196,922 | |
| ELM ST | DOGWOOD WY | BIRCH DR | ELM | 0200 | 243 | 32 | 7,776 | R | AC | | 82 | 75 | 84 | $10,016 | 10,374 | CRACK SEAL & SLURRY SEAL |
| NO NAME | MENDOZA DR | ALLARDT DR | NOMANE | 0100 | 280 | 32 | 8,960 | R | AC | | 89 | 83 | 90 | $11,541 | 9,700 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | | | $21,557 | |
| | | | | | | | Year 2030 Area Total | | 45,856 | | | | Year 2030 Total | | | $218,479 | |

## Year: 2031

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CYPRESS WY | HELMS CANAL RD | SPRUCE CT | CYPRESS | 0100 | 158 | 32 | 5,056 | R | AC | | 53 | 41 | 100 | $35,217 | 7,276 | 2" MILL & HMA OVERLAY |
| Q ST | NINTH ST | EIGHTH ST | QST | 0700 | 457 | 36 | 16,452 | R | AC | | 54 | 41 | 100 | $114,593 | 7,281 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | | Treatment Total | | | $149,810 | |
| TENTH ST | HWY 33 | O ST | 10TH ST | 0200 | 320 | 52 | 16,640 | C | AC | | 95 | 89 | 94 | $23,732 | 12,944 | CRACK SEAL & SLURRY SEAL |
| CYPRESS WY | SPRUCE CT | MAPLE ST | CYPRESS | 0200 | 260 | 32 | 8,320 | R | AC | | 77 | 68 | 78 | $15,454 | 6,973 | CRACK SEAL & SLURRY SEAL |
| OAK ST | WEST END | DOGWOOD WY | OAK | 0100 | 472 | 32 | 15,104 | R | AC | | 71 | 61 | 71 | $28,054 | 5,659 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | | | $67,241 | |
| | | | | | | | Year 2031 Area Total | | 61,572 | | | | Year 2031 Total | | | $217,050 | |

## Year: 2032

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENRICO AVE | CARDELLA ST | EAST END | ENRICO | 0100 | 628 | 37 | 23,236 | R | AC | | 61 | 48 | 100 | $166,701 | 6,817 | 2" MILL & HMA OVERLAY |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Treatment Total | | | $166,701 | | | |
| ASH ST | ALDER WY | DOGWOOD WY | ASH | 0100 | 414 | 32 | 13,248 | R | AC | | 80 | 70 | 79 | $25,345 | 6,761 | CRACK SEAL & SLURRY SEAL | |
| CARDELLA CT SOUTH | WEST CDS | CARDELLA ST | CARDELCTS | 0100 | 260 | 37 | 9,620 | R | AC | | 79 | 79 | 87 | $13,146 | 10,698 | CRACK SEAL & SLURRY SEAL | |
| SPRUCE ST | WILLOW WY | POPLAR WY | SPRUCE | 0200 | 251 | 32 | 8,032 | R | AC | | 75 | 76 | 84 | $10,976 | 12,374 | CRACK SEAL & SLURRY SEAL | |
| | | | | | | | | | | | Treatment Total | | | $49,467 | | | |
| | | | | | Year 2032 Area Total | | 54,136 | | | | Year 2032 Total | | | $216,168 | | | |

## Year: 2033

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | O ST | P ST | 12TH ST | 0400 | 370 | 52 | 19,240 | A | AC | | 41 | 79 | 86 | $30,466 | 13,386 | CRACK SEAL & SLURRY SEAL |
| DOGWOOD WY | MAPLE ST | ELM ST | DOGWOOD | 0100 | 236 | 32 | 7,552 | R | AC | | 80 | 68 | 77 | $14,881 | 6,149 | CRACK SEAL & SLURRY SEAL |
| O ST | TWELFTH ST | NINTH ST | O ST | 0400 | 1,402 | 52 | 72,904 | R | AC | | 65 | 64 | 74 | $143,660 | 6,948 | CRACK SEAL & SLURRY SEAL |
| SPRUCE CT | CYPRESS WY | EAST CDS | SPRUCECT | 0100 | 322 | 32 | 10,304 | R | AC | | 69 | 66 | 76 | $29,369 | 4,320 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | Treatment Total | | | $218,376 | | |
| | | | | | Year 2033 Area Total | | 110,000 | | | | Year 2033 Total | | | $218,376 | | |

## Year: 2034

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MANES ST | CLYDE FANNON DR | CLARK ST | MANES | 0100 | 440 | 36 | 15,840 | R | AC | | 63 | 46 | 100 | $120,561 | 6,484 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | Treatment Total | | | $120,561 | | |
| DEL RIO AVE | HWY 33 | NO NAME | DELRIO | 0100 | 746 | 37 | 27,602 | R | AC | | 83 | 69 | 78 | $56,022 | 5,818 | CRACK SEAL & SLURRY SEAL |
| Q ST | EIGHTH ST | SEVENTH ST | QST | 0800 | 301 | 36 | 10,836 | R | AC | | 95 | 86 | 93 | $15,709 | 10,332 | CRACK SEAL & SLURRY SEAL |
| REBECCHI ST | LANDUCCI DR | CARDELLA ST | REBECCHI | 0100 | 376 | 37 | 13,912 | R | AC | | 87 | 85 | 92 | $20,169 | 10,831 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | Treatment Total | | | $91,901 | | |
| | | | | | Year 2034 Area Total | | 68,190 | | | | Year 2034 Total | | | $212,462 | | |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/7/2025

Scenario: Sc1: City's Existing Budget ($219.2k/year)

| | | | |
|---|---|---|---|
| Grand Total Section Area: | 638,098 | Grand Total | $2,161,041 |



Scenarios Criteria:

# Appendix E-2

## Scenario 2 (Recommended Scenario)

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

| Year | Budget | PM |
|---|---|---|
| 2025 | $600,000 | 5% |
| 2026 | $1,200,000 | 5% |
| 2027 | $1,300,000 | 5% |
| 2028 | $1,300,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2029 | $1,300,000 | 5% |
| 2030 | $1,300,000 | 5% |
| 2031 | $1,300,000 | 5% |
| 2032 | $1,300,000 | 5% |

| Year | Budget | PM |
|---|---|---|
| 2033 | $800,000 | 5% |
| 2034 | $800,000 | 5% |

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | O ST | P ST | 12TH ST | 0400 | 370 | 52 | 19,240 | A | AC | | 41 | 42 | 100 | $164,074 | 9,580 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $164,074 | | |
| HELM CANAL RD | SOUTH CITY LIMIT | BIRCH DR | HELMCAN | 0100 | 1,732 | 23 | 39,836 | R | AC | | 39 | 40 | 100 | $232,377 | 8,744 | 2" MILL & HMA OVERLAY |
| POWERS CT | SABLAN AVE | SOUTH EAST CDS | POWERS | 0100 | 189 | 36 | 6,804 | R | AC | | 39 | 40 | 100 | $39,690 | 8,749 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $272,067 | | |
| CARDELLA CT NORTH | CARDELLA ST | EAST CDS | CARDELCTN | 0100 | 166 | 37 | 6,142 | R | AC | | 74 | 74 | 83 | $6,824 | 12,557 | CRACK SEAL & SLURRY SEAL |
| CARDELLA CT SOUTH | WEST CDS | CARDELLA ST | CARDELCTS | 0100 | 260 | 37 | 9,620 | R | AC | | 79 | 79 | 87 | $10,689 | 13,100 | CRACK SEAL & SLURRY SEAL |
| DOGWOOD WY | MAPLE ST | ELM ST | DOGWOOD | 0100 | 236 | 32 | 7,552 | R | AC | | 80 | 80 | 88 | $8,391 | 10,573 | CRACK SEAL & SLURRY SEAL |
| O ST | TWELFTH ST | NINTH ST | O ST | 0400 | 1,402 | 52 | 72,904 | R | AC | | 65 | 65 | 75 | $113,406 | 8,954 | CRACK SEAL & SLURRY SEAL |
| REBECCHI ST | LANDUCCI DR | CARDELLA ST | REBECCHI | 0100 | 376 | 37 | 13,912 | R | AC | | 87 | 87 | 93 | $15,458 | 12,957 | CRACK SEAL & SLURRY SEAL |
| SPRUCE ST | WILLOW WY | POPLAR WY | SPRUCE | 0200 | 251 | 32 | 8,032 | R | AC | | 75 | 75 | 83 | $8,924 | 15,021 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $163,693 | | |
| | | | | | | | Year 2025 Area Total | | 184,042 | | | Year 2025 Total | | $599,834 | | |

## Year: 2026

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | CANAL EDGE | HWY 33 | 12TH ST | 0200 | 843 | 60 | 50,580 | A | AC | | 50 | 48 | 100 | $444,275 | 8,940 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $444,275 | | |
| CLARK ST | MANES ST | MC CLAIN ST | CALRK | 0100 | 242 | 36 | 8,712 | R | AC | | 44 | 43 | 100 | $52,345 | 8,369 | 2" MILL & HMA OVERLAY |



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

## Year: 2026

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LEYVA CT | WEST CDS | LEYVA AVE | LEYVACT | 0100 | 138 | 36 | 4,968 | R | AC | | 42 | 41 | 100 | $29,849 | 8,456 | 2" MILL & HMA OVERLAY |
| M ST | TWELFTH ST | END OF PAVEMENT | M ST | 0400 | 568 | 56 | 31,808 | R | AC | | 44 | 43 | 100 | $191,113 | 8,370 | 2" MILL & HMA OVERLAY |
| P ST | NINTH ST | EIGHTH ST | P ST | 0500 | 494 | 52 | 25,688 | R | AC | | 45 | 44 | 100 | $154,342 | 8,321 | 2" MILL & HMA OVERLAY |
| SEVENTH ST | WEST END | P ST | SEVENTH | 0100 | 181 | 30 | 5,430 | R | AC | | 51 | 50 | 100 | $32,625 | 7,978 | 2" MILL & HMA OVERLAY |
| THOMAS CONBOY AVE | ALLARDT DR | CLINE ST | THOMASCON | 0200 | 580 | 37 | 21,460 | R | AC | | 48 | 47 | 100 | $128,939 | 8,183 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | Treatment Total | | | $589,213 | | |
| THIRTEENTH ST | HWY 33 | P ST | 13TH ST | 0200 | 757 | 60 | 45,420 | A | AC | | 63 | 62 | 72 | $92,266 | 8,034 | CRACK SEAL & SLURRY SEAL |
| CARDELLA ST | RIVER LN | REBECCHI ST | CARDELLA | 0400 | 1,412 | 37 | 52,244 | R | AC | | 76 | 75 | 83 | $59,790 | 12,988 | CRACK SEAL & SLURRY SEAL |
| CYPRESS WY | SPRUCE CT | MAPLE ST | CYPRESS | 0200 | 260 | 32 | 8,320 | R | AC | | 77 | 76 | 84 | $9,522 | 11,815 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | Treatment Total | | | $161,578 | | |
| | | | | Year 2026 Area Total | | | 254,630 | | | | Year 2026 Total | | | $1,195,066 | | |

## Year: 2027

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MENDOZA DR | CLYDE FANNON DR | EAST CDS | MENDOZA | 0100 | 1,155 | 32 | 36,960 | R | AC | | 51 | 48 | 100 | $228,730 | 7,898 | 2" MILL & HMA OVERLAY |
| O ST | SAIPAN AVE | FIFTEENTH ST | O ST | 0100 | 1,228 | 52 | 63,856 | R | AC/AC | | 48 | 44 | 100 | $395,178 | 8,053 | 2" MILL & HMA OVERLAY |
| VALLE DE PAZ AVE | LEYVA AVE | SABLAN AVE | VALLEDEP | 0100 | 1,054 | 37 | 38,998 | R | AC | | 51 | 48 | 100 | $241,342 | 7,845 | 2" MILL & HMA OVERLAY |
| VASQUEZ DR | SOUTH CDS | NORTH END | VASQUEZ | 0100 | 1,195 | 37 | 44,215 | R | AC | | 50 | 47 | 100 | $273,628 | 7,912 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | Treatment Total | | | $1,138,879 | | |
| ALDER WY | OAK ST | NORTH CDS | ALDER | 0200 | 311 | 32 | 9,952 | R | AC | | 72 | 69 | 78 | $16,424 | 7,346 | CRACK SEAL & SLURRY SEAL |
| ASH ST | ALDER WY | DOGWOOD WY | ASH | 0100 | 414 | 32 | 13,248 | R | AC | | 80 | 77 | 85 | $15,616 | 11,173 | CRACK SEAL & SLURRY SEAL |
| ELM ST | DOGWOOD WY | BIRCH DR | ELM | 0200 | 243 | 32 | 7,776 | R | AC | | 82 | 79 | 87 | $9,166 | 11,033 | CRACK SEAL & SLURRY SEAL |
| MUNICHA ST | YIP ST | NW CDS | MUNUCHA | 0100 | 456 | 36 | 16,416 | R | AC/AC | | 86 | 84 | 91 | $19,351 | 12,505 | CRACK SEAL & SLURRY SEAL |
| NO NAME | MENDOZA DR | ALLARDT DR | NOMANE | 0100 | 280 | 32 | 8,960 | R | AC | | 89 | 86 | 93 | $10,562 | 8,644 | CRACK SEAL & SLURRY SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

## Year: 2027

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OAK ST | WEST END | DOGWOOD WY | OAK | 0100 | 472 | 32 | 15,104 | R | AC | | 71 | 68 | 78 | $24,926 | 6,639 | CRACK SEAL & SLURRY SEAL |
| UN NAMED | WELTY AVE | CORDER AVE | UNAMED | 0100 | 610 | 37 | 22,570 | R | AC | | 65 | 62 | 73 | $37,247 | 6,716 | CRACK SEAL & SLURRY SEAL |
| WILLOW WY | SPRUCE ST | ELM ST | WILLOW | 0100 | 701 | 32 | 22,432 | R | AC | | 78 | 75 | 84 | $26,442 | 11,970 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $159,734 | | |
| | | | | Year 2027 Area Total | | | 300,487 | | | | | Year 2027 Total | | $1,298,613 | | |

## Year: 2028

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLYDE FANNON RD | DODDERER ST | NORTH CITY LIMIT | CLYDE | 0500 | 1,002 | 34 | 34,068 | C | AC | | 53 | 43 | 100 | $306,089 | 6,540 | CIR w/ 2" HMA OVERLAY |
| POPLAR WY | HELM CANAL RD | SPRUCE ST | POPLAR | 0100 | 174 | 32 | 5,568 | C | AC | | 54 | 44 | 100 | $50,027 | 6,511 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $356,115 | | |
| CLINE ST | P ST | T ST | CLINE | 0100 | 1,203 | 37 | 44,511 | R | AC | | 53 | 48 | 100 | $283,724 | 7,676 | 2" MILL & HMA OVERLAY |
| CYPRESS WY | HELMS CANAL RD | SPRUCE CT | CYPRESS | 0100 | 158 | 32 | 5,056 | R | AC | | 53 | 48 | 100 | $32,228 | 7,615 | 2" MILL & HMA OVERLAY |
| MAPLE ST | POPLAR WY | DOGWOOD WY | MAPLE | 0100 | 910 | 32 | 29,120 | R | AC | | 52 | 46 | 100 | $185,618 | 7,736 | 2" MILL & HMA OVERLAY |
| Q ST | NINTH ST | EIGHTH ST | QST | 0700 | 457 | 36 | 16,452 | R | AC | | 54 | 49 | 100 | $104,869 | 7,617 | 2" MILL & HMA OVERLAY |
| ZOZAYA ST | RABE ST | NORTH END | ZOZAYA | 0700 | 685 | 45 | 30,825 | R | AC | | 53 | 48 | 100 | $196,486 | 7,612 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $802,925 | | |
| ALDER WY | ELM ST | OAK ST | ALDER | 0100 | 522 | 32 | 16,704 | R | AC | | 85 | 81 | 89 | $20,281 | 10,859 | CRACK SEAL & SLURRY SEAL |
| CARDELLA ST | REBECCHI ST | SOUTH CDS | CARDELLA | 0500 | 124 | 50 | 6,200 | R | AC | | 94 | 86 | 93 | $7,528 | 5,083 | CRACK SEAL & SLURRY SEAL |
| DOGWOOD WY | ELM ST | NORTH CDS | DOGWOOD | 0200 | 827 | 32 | 26,464 | R | AC | | 69 | 65 | 74 | $44,983 | 6,429 | CRACK SEAL & SLURRY SEAL |
| SPRUCE CT | CYPRESS WY | EAST CDS | SPRUCECT | 0100 | 322 | 32 | 10,304 | R | AC | | 69 | 64 | 74 | $25,334 | 4,916 | CRACK SEAL & SLURRY SEAL |
| WELTY AVE | HWY 33 | UN NAMED | WELTY | 0100 | 708 | 37 | 26,196 | R | AC | | 83 | 79 | 87 | $31,806 | 10,552 | CRACK SEAL & SLURRY SEAL |
| ZOZAYA ST | HWY 33 | EAST END | ZOZAYA | 0100 | 210 | 36 | 7,560 | R | AC | | 90 | 86 | 93 | $9,179 | 8,924 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $139,110 | | |

Year 2028 Area Total 259,028 Year 2028 Total $1,298,151

## Year: 2029

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FOURTEENTH ST | P ST | Q ST | 14TH ST | 0200 | 349 | 52 | 18,148 | A | AC/AC | | 57 | 48 | 100 | $174,186 | 8,191 | CIR w/ 2" HMA OVERLAY |
| POPLAR WY | SPRUCE ST | ELM ST | POPLAR | 0200 | 697 | 32 | 22,304 | C | AC | | 56 | 42 | 100 | $206,405 | 6,357 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $380,591 | | |
| SIXTEENTH ST | O ST | Q ST | 16TH ST | 0100 | 759 | 47 | 35,673 | R | AC/AC | | 56 | 50 | 100 | $234,210 | 7,246 | 2" MILL & HMA OVERLAY |
| CORREGIDOR AVE | SAIPAN AVE | CARDELLA ST | CORREG | 0100 | 1,135 | 37 | 41,995 | R | AC | | 57 | 50 | 100 | $275,717 | 7,329 | 2" MILL & HMA OVERLAY |
| ZOZAYA ST | FATHER CRAIG ST | MILLER LN | ZOZAYA | 0500 | 797 | 45 | 35,865 | R | AC | | 56 | 50 | 100 | $235,471 | 7,304 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $745,397 | | |
| FOURTEENTH ST | HWY 33 | P ST | 14TH ST | 0100 | 746 | 52 | 38,792 | A | AC | | 92 | 85 | 91 | $54,576 | 11,549 | CRACK SEAL & SLURRY SEAL |
| BIRCH DR | HELM CANAL RD | ELM ST | BIRCH | 0100 | 770 | 30 | 23,100 | R | AC | | 78 | 72 | 81 | $28,888 | 9,645 | CRACK SEAL & SLURRY SEAL |
| DIAZ ST | CLYDE FANNON DR | EAST END | DIAZ | 0100 | 429 | 45 | 19,305 | R | AC | | 69 | 62 | 72 | $33,799 | 5,843 | CRACK SEAL & SLURRY SEAL |
| ELM ST | WILLOW WY | DOGWOOD WY | ELM | 0100 | 991 | 32 | 31,712 | R | AC | | 70 | 63 | 73 | $55,521 | 5,616 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $172,784 | | |

Year 2029 Area Total 266,894 Year 2029 Total $1,298,773

## Year: 2030

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SEVENTH ST | EIGHTH ST | NORTH EAST END | SEVENTH | 0400 | 650 | 24 | 15,600 | A | AC | | 24 | 2 | 100 | $203,453 | 5,736 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $203,453 | | |
| TENTH ST | P ST | Q ST | 10TH ST | 0400 | 304 | 52 | 15,808 | C | AC | | 64 | 45 | 100 | $150,679 | 6,128 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $150,679 | | |
| CLINE ST | T ST | THOMAS CONBOY DR (NORTH EDGE) | CLINE | 0200 | 878 | 37 | 32,486 | R | AC | | 59 | 48 | 100 | $219,684 | 7,278 | 2" MILL & HMA OVERLAY |
| HELM CANAL RD | POPLAR WY | MORRIS KYLE DR | HELMCAN | 0300 | 1,903 | 36 | 68,508 | R | AC | | 58 | 50 | 100 | $463,281 | 7,070 | 2" MILL & HMA OVERLAY |

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

## Year: 2030

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M ST | PAVEMENT CHANGE | TWELFTH ST | M ST | 0300 | 497 | 56 | 27,832 | R | AC | | 58 | 50 | 100 | $188,212 | 7,088 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $871,177 | | |
| TENTH ST | HWY 33 | O ST | 10TH ST | 0200 | 320 | 52 | 16,640 | C | AC | | 95 | 90 | 95 | $23,041 | 12,831 | CRACK SEAL & SLURRY SEAL |
| TWELFTH ST | O ST | P ST | 12TH ST | 0400 | 370 | 52 | 19,240 | A | AC | | 41 | 83 | 90 | $27,881 | 12,001 | CRACK SEAL & SLURRY SEAL |
| ALLARDT DR | ZOZOYA ST | CLINE ST | ALLARDT | 0200 | 442 | 36 | 15,912 | R | AC | | 93 | 88 | 94 | $20,496 | 9,482 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $71,418 | | |
| | | | | | | Year 2030 Area Total | | 212,026 | | | | Year 2030 Total | | $1,296,726 | | |

## Year: 2031

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | J ST | CANAL EDGE | 12TH ST | 0100 | 650 | 44 | 28,600 | A | AC | | 24 | 0 | 100 | $384,186 | 5,569 | FDR w/ 3" HMA OVERLAY |
| THIRTEENTH ST | WEST END | HWY 33 | 13TH ST | 0100 | 90 | 24 | 2,160 | R | AC | | 0 | 0 | 100 | $24,430 | 4,363 | FDR w/ 3" HMA OVERLAY |
| RAMIREZ CT | RAMIREZ DR | WEST CDS | RAMIREZCT | 0100 | 94 | 27 | 2,538 | R | AC | | 34 | 17 | 100 | $28,706 | 4,363 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $437,322 | | |
| EIGHTH ST | Q ST | SEVENTH ST | 8TH | 0200 | 530 | 23 | 12,190 | C | AC | | 66 | 49 | 100 | $119,679 | 5,817 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $119,679 | | |
| ENRICO AVE | CARDELLA ST | EAST END | ENRICO | 0100 | 628 | 37 | 23,236 | R | AC | | 61 | 50 | 100 | $161,846 | 6,899 | 2" MILL & HMA OVERLAY |
| HELM CANAL RD | BIRCH DR | POPLAR WY | HELMCAN | 0200 | 1,548 | 37 | 57,276 | R | AC | | 61 | 50 | 100 | $398,945 | 6,903 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $560,791 | | |
| THIRTEENTH ST | HWY 33 | P ST | 13TH ST | 0200 | 757 | 60 | 45,420 | A | AC | | 63 | 60 | 71 | $106,961 | 6,848 | CRACK SEAL & SLURRY SEAL |
| BIRCH DR | ELM ST | NORTH CDS | BIRCH | 0200 | 1,138 | 30 | 34,140 | R | AC | | 83 | 75 | 83 | $45,294 | 9,880 | CRACK SEAL & SLURRY SEAL |
| MENDOZA DR | ZOZOYA ST | CLINE ST | MENDOZA | 0200 | 569 | 36 | 20,484 | R | AC | | 95 | 90 | 95 | $27,177 | 9,644 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $179,432 | | |
| | | | | | | Year 2031 Area Total | | 226,044 | | | | Year 2031 Total | | $1,297,224 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

## Year: 2032

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TWELFTH ST | HYW 33 | O ST | 12TH ST | 0300 | 365 | 57 | 20,805 | A | AC | | 19 | 0 | 100 | $287,860 | 5,406 | FDR w/ 3" HMA OVERLAY |
| CLYDE FANNON RD | RABE ST | DODDERER ST | CLYDE | 0400 | 285 | 34 | 9,690 | C | AC | | 13 | 0 | 100 | $121,823 | 4,664 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $409,683 | | |
| ELEVENTH ST | HWY 33 | P ST | 11TH ST | 0200 | 740 | 52 | 38,480 | C | AC | | 68 | 47 | 100 | $389,121 | 5,705 | CIR w/ 2" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $389,121 | | |
| P ST | BRIDGE | YIP ST | P ST | 0700 | 707 | 52 | 36,764 | R | AC | | 63 | 50 | 100 | $263,755 | 6,712 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $263,755 | | |
| TWELFTH ST | CANAL EDGE | HWY 33 | 12TH ST | 0200 | 843 | 60 | 50,580 | A | AC | | 50 | 82 | 89 | $77,759 | 12,425 | CRACK SEAL & SLURRY SEAL |
| CARDELLA CT NORTH | CARDELLA ST | EAST CDS | CARDELCTN | 0100 | 166 | 37 | 6,142 | R | AC | | 74 | 73 | 82 | $8,393 | 10,163 | CRACK SEAL & SLURRY SEAL |
| O ST | TWELFTH ST | NINTH ST | O ST | 0400 | 1,402 | 52 | 72,904 | R | AC | | 65 | 65 | 75 | $139,475 | 7,332 | CRACK SEAL & SLURRY SEAL |
| SPRUCE ST | WILLOW WY | POPLAR WY | SPRUCE | 0200 | 251 | 32 | 8,032 | R | AC | | 75 | 76 | 84 | $10,976 | 12,374 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | Treatment Total | | $236,603 | | |
| | | | | | | | Year 2032 Area Total | | 243,397 | | | Year 2032 Total | | $1,299,162 | | |

## Year: 2033

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| THIRTEENTH ST | EAST EDGE BRIDGE | EAST CITY LIMIT | 13TH ST | 0400 | 577 | 30 | 17,310 | A | AC | | 14 | 0 | 100 | $246,688 | 5,249 | FDR w/ 3" HMA OVERLAY |
| LEYVA CT | LEYVA AVE | CLYDE FANNON RD | LEYVACT | 0200 | 150 | 36 | 5,400 | R | AC | | 1 | 0 | 100 | $64,795 | 4,112 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $311,483 | | |
| CARDELLA ST | LANDUCCI DR | RIVER LN | CARDELLA | 0300 | 677 | 37 | 25,049 | R | AC/AC | | 63 | 49 | 100 | $185,099 | 6,492 | 2" MILL & HMA OVERLAY |
| MANES ST | CLYDE FANNON DR | CLARK ST | MANES | 0100 | 440 | 36 | 15,840 | R | AC | | 63 | 48 | 100 | $117,050 | 6,570 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | Treatment Total | | $302,149 | | |
| ALLARDT DR | CLYDE FAMMON DR | THOMAS CONBOY DR | ALLARDT | 0100 | 1,390 | 32 | 44,480 | R | AC | | 81 | 69 | 78 | $126,778 | 4,302 | CRACK SEAL & SLURRY SEAL |

** - Treatment from Project Selection



Scenarios Criteria:

# Scenarios - Sections Selected for Treatment

Interest: 3.00% Inflation: 3.00% Printed: 5/8/2025

Scenario: Sc2: Maintain Current PCI

## Year: 2033

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CARDELLA CT SOUTH | WEST CDS | CARDELLA ST | CARDELCTS | 0100 | 260 | 37 | 9,620 | R | AC | | 79 | 77 | 85 | $13,540 | 10,427 | CRACK SEAL & SLURRY SEAL |
| DEBOER CIR | INDART ST | EAST CDS | DEBOER | 0100 | 182 | 36 | 6,552 | R | AC | | 97 | 89 | 95 | $9,222 | 9,355 | CRACK SEAL & SLURRY SEAL |
| Q ST | EIGHTH ST | SEVENTH ST | QST | 0800 | 301 | 36 | 10,836 | R | AC | | 95 | 87 | 93 | $15,252 | 10,134 | CRACK SEAL & SLURRY SEAL |
| REBECCHI ST | LANDUCCI DR | CARDELLA ST | REBECCHI | 0100 | 376 | 37 | 13,912 | R | AC | | 87 | 86 | 92 | $19,581 | 10,899 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | $184,374 | | |
| | | | | | | | Year 2033 Area Total | | 148,999 | | | | Year 2033 Total | $798,006 | | |

## Year: 2034

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surface Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FIFTEENTH ST | Q ST | S ST | 15TH ST | 0200 | 404 | 52 | 21,008 | A | AC | | 4 | 0 | 100 | $308,370 | 5,096 | FDR w/ 3" HMA OVERLAY |
| | | | | | | | | | | | | | Treatment Total | $308,370 | | |
| CORDEL AVE | HWY 33 | EAST END | CORDEL | 0100 | 972 | 37 | 35,964 | R | AC | | 67 | 48 | 100 | $273,728 | 6,434 | 2" MILL & HMA OVERLAY |
| | | | | | | | | | | | | | Treatment Total | $273,728 | | |
| FOURTEENTH ST | HWY 33 | P ST | 14TH ST | 0100 | 746 | 52 | 38,792 | A | AC | | 92 | 82 | 89 | $63,268 | 11,192 | CRACK SEAL & SLURRY SEAL |
| ALDER WY | OAK ST | NORTH CDS | ALDER | 0200 | 311 | 32 | 9,952 | R | AC | | 72 | 67 | 76 | $20,199 | 5,889 | CRACK SEAL & SLURRY SEAL |
| DEL RIO AVE | HWY 33 | NO NAME | DELRIO | 0100 | 746 | 37 | 27,602 | R | AC | | 83 | 69 | 78 | $56,022 | 5,818 | CRACK SEAL & SLURRY SEAL |
| OAK ST | WEST END | DOGWOOD WY | OAK | 0100 | 472 | 32 | 15,104 | R | AC | | 71 | 65 | 75 | $30,656 | 5,311 | CRACK SEAL & SLURRY SEAL |
| UN NAMED | WELTY AVE | CORDER AVE | UNAMED | 0100 | 610 | 37 | 22,570 | R | AC | | 65 | 60 | 71 | $45,809 | 5,367 | CRACK SEAL & SLURRY SEAL |
| | | | | | | | | | | | | | Treatment Total | $215,955 | | |
| | | | | | | | Year 2034 Area Total | | 170,992 | | | | Year 2034 Total | $798,053 | | |
| | | | | | | | Grand Total Section Area: | | 2,266,539 | | | | Grand Total | $11,179,608 | | |

** - Treatment from Project Selection



Scenarios Criteria:

# Appendix F

## GIS Maps

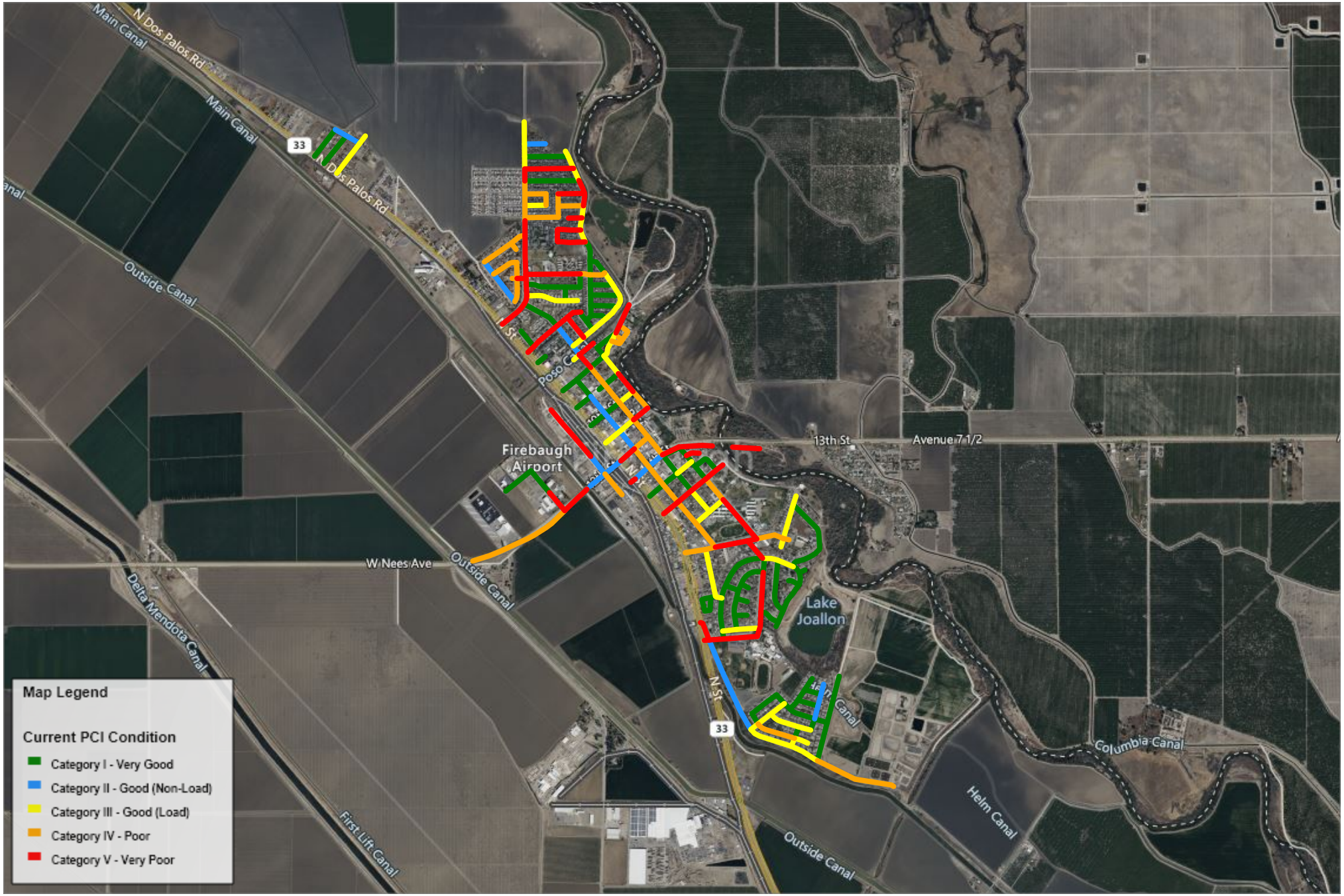
# Appendix F-1

## Current PCI Conditions

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Current PCI Condition

**Printed: 5/9/2025**



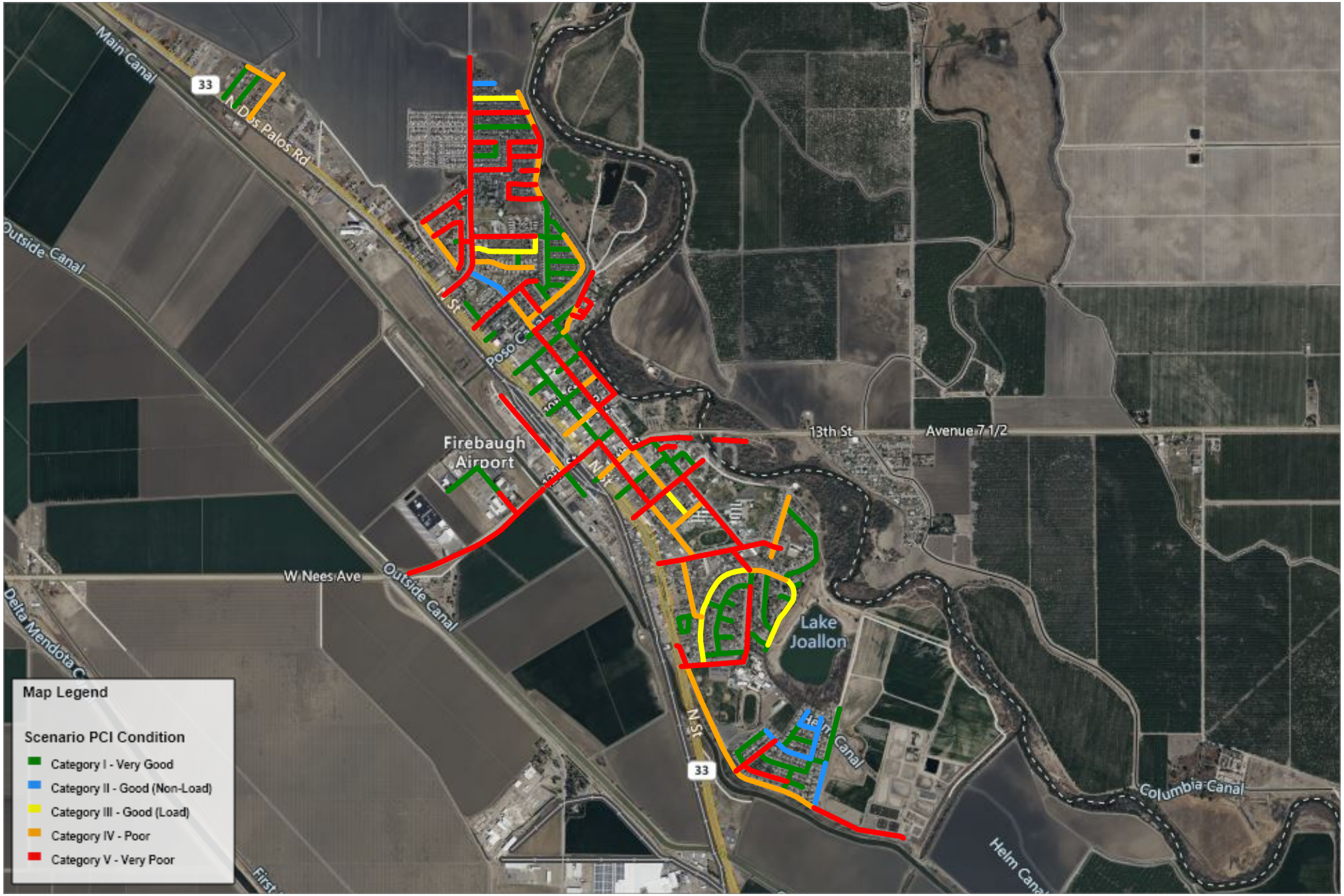
# Appendix F-2

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

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenario PCI Condition

**Sc1: City's Existing Budget ($219.2k/year) - 2034 Project Period - Total Rehab for 2034: $734,785 - Printed: 5/9/2025**



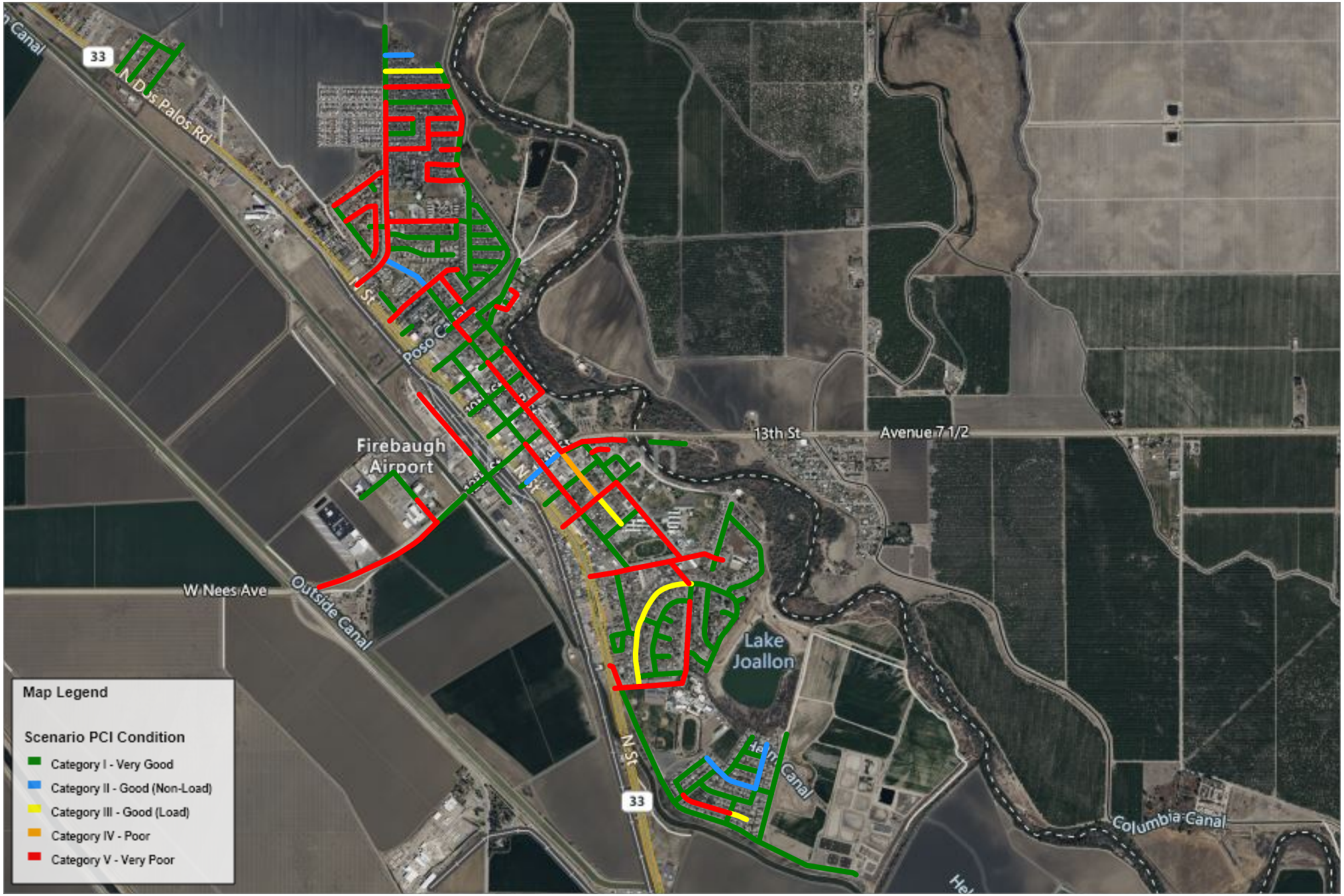
# Appendix F-3

## Scenario 2: Maintain PCI of 54 - PCI Conditions by FY 33/34

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenario PCI Condition

**Sc2: Maintain Current PCI - 2034 Project Period - Total Rehab for 2034: $734,785 - Printed: 5/9/2025**



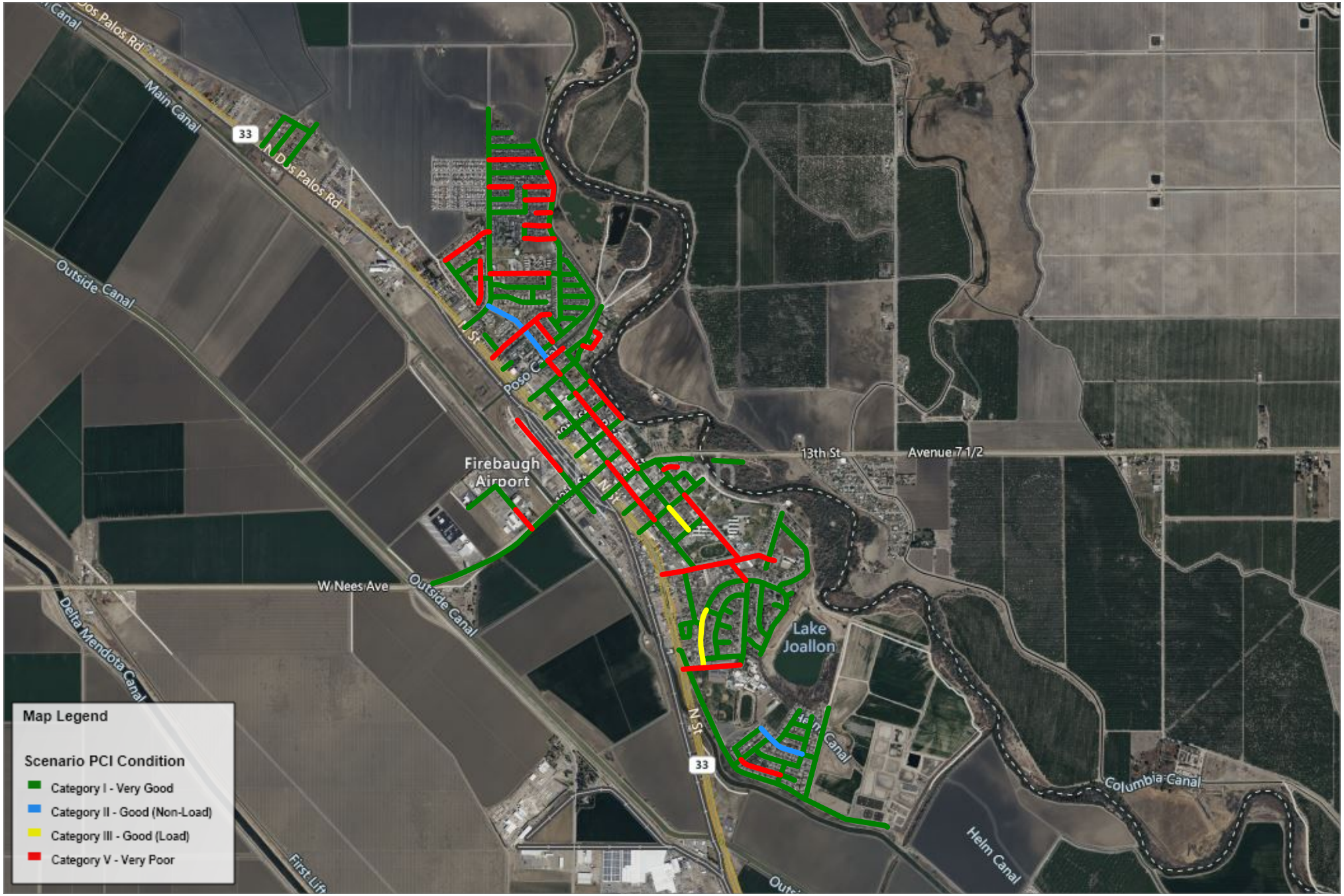
# Appendix F-4

## Scenario 3: Improve PCI to 65 - PCI Conditions by FY 33/34

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenario PCI Condition

**Sc3: Improve to 65 - 2034 Project Period - Total Rehab for 2034: $1,828,312 - Printed: 5/13/2025**



# Appendix F-4

## Scenario 4: Improve PCI to 70 - PCI Conditions by FY 33/34

City of Firebaugh
133 P Street
Firebaugh, CA 93622

# Scenario PCI Condition

**Sc4: Improve PCI to 70 - 2034 Project Period - Total Rehab for 2034: $2,283,700 - Printed: 5/13/2025**