

Staff Report

Meeting Date: June 21, 2021

From Mike Walker, Public Works Director

SUBJECT: Transportation Projects Update and Policy Options

BACKGROUND:

Work Session Goals

Receive update on Pavement Management Program and funding (information only)

- Discuss project schedule and policy options for water and wastewater utility lines for the 362nd/Bell St. project
- Provide direction to staff on reimbursement for transportation project expenses

Pavement Condition Report

Capitol Asset & Pavement Services completed a Pavement Management and Budget Options Report for us in December of last year. Capitol Asset provides these services to many agencies in Oregon and has performed pavement condition inventories and budget reports for the City roughly every five years since 2001. With revenue from the City's local motor vehicle fuel tax (\$0.01/gallon in 2002 and increased to the current rate of \$0.02/gallon in 2009) and other sources, we have been able to increase our Pavement Condition Index (PCI - a measure of overall pavement health) from 74 in 2001 to 80 in 2020. However, if we continue funding the pavement management program at the current level (approximately \$500K per biennium) the PCI is predicted to decline to 77 by 2025. The goal of our program is to maintain a PCI in the low to mid-80s range which is optimal.

The Pavement Management Report generates an annual list of street sections to be treated with recommended surfacing methods in five year increments based on the expected annual revenue from the local motor vehicle fuel tax. The 2021-2025 recommendations are listed in Scenario 2 in Appendix F of the report and depicted graphically on the Treatment Scenario 2 map in Appendix G. Joel Conder with Capitol Asset & Pavement Services will provide a brief presentation at the work session discussing the pavement condition rating methodology and the various treatment and budget scenarios for Sandy.

In order to cover debt service in the Street Fund for the 362nd/Bell St. project and maintain a PCI of 80 or above, the Street Fund would need an additional \$2.5M in revenue between 2021 and 2025. As revenue from the additional Statewide fuel tax

increase from HB 2017 grows over time, the gap in each biennium grows smaller so the additional funds necessary over five years total approximately \$315,000.

Revenue Source	2021- 2023	2023- 2025	2025- 2027	Biennial Cost to Maintain PCI at 80 or Above (Scenario 3)	Biennial Debt Service	Gap
\$0.02/gal. Local Fuel Tax	\$600,000	\$600,000	\$600,000	\$1,000,000	\$730,000	\$190,000
HB 2017 State fuel tax	\$540,000	\$648,900	\$685,800	\$1,000,000	\$730,000	\$81,100
County Vehicle Registration Fee	\$400,000	\$400,000	\$400,000	\$1,000,000	\$730,000	\$44,200
						\$315,300

The City also receives approximately \$135K/year in Surface Transportation Block Grant (STBG) funds based on population. These funds must be spent on streets that are Federal Aid Eligible, basically Collector and Arterial streets, (see map). STBG money isn't distributed to the City directly but is held by ODOT and released for eligible projects based on a funding agreement between the City and ODOT. The City can spend 100% of our STBG funds if we comply with all Federal Highway Administration (FHWA) requirements - which can be onerous. We can 'exchange' these funds with ODOT at a 6% discount and spend them as State funds with far less burdensome requirements. The fund exchange discount goes up to 10% in 2022.

The Council has already obligated about \$900,000 of these funds to the Hwy 26-Ten Eyck to Vista Loop Pedestrian Project, the City's share of the bypass study (\$70,000), and the cost of the Transportation System Plan update (\$24,000) that exceeds the amount we received in Transportation Growth Management funding. We wouldn't be able to use this source until the 23-25 biennium when we will have accumulated more STBG funds and then only for surfacing projects on collector and arterial streets. We can do additional analysis and determine which streets programmed for treatment in the next five years fit this criteria and use STBG funds for this work.

Even if we are able to cover some or all of the gap with STBG dollars, very little if any money would be available for capital projects other than SDC revenue. Based on the declining PCI rating for the City's street network it may be necessary to seek additional revenue or shift revenue from other sources to the Street Maintenance Program to

maintain a PCI in the low to mid-80s and maintain funding for capital projects or additional debt service in the Street Fund.

362nd/Bell Project Schedule Update and Utility Options

City staff met with the property owners in the project area in August 2020 and presented a draft alignment for the project. Based on feedback from the property owners, our consultant prepared an alternate alignment to address the concerns and ideas raised during the meeting. The revised alignment added approximately 1,000 LF of roadway, 2 additional acres of right-of-way and about \$1M in additional cost to the project. Additional survey, geotech, wetland delineation, cultural resources and hazardous materials analysis was required for the new alignment. This work was was completed in March 2021 and the project team attended a preapplication conference with planning staff in early April to understand the land use requirements and conditions likely to be placed on the project.

Planning staff advised the team that a minor partition of the Lundeen property and annexation of the Miller property would be included in the proposed land use conditions along with the required FSH and tree removal review. Our consultant is preparing the land use application for the annexation with the intent of getting it on the July Planning Commission agenda. Depending on the outcome of the land use process and right-of-way acquisition, we expect to be able to solicit bids in August or September and hopefully complete the majority of the grading and earthwork before November with the goal of finishing the project in the Summer of 2022.

The project is funded through Street Fund sources: the recently Full Faith and Credit debt obligation that is backed by the state gas tax and the Clackamas County vehicle registration fee, and Street Fund fund balance. There are currently no funds identified for water or sewer utility lines in the project right-of-way. Installing utility lines after the roadway is constructed will be more expensive than installing utilities in conjunction with the road project and it is not a good practice to tear open new roads or pavement. However, the right-of-way needed to be acquired for the project would likely allow installation of water and sewer lines in the future with minimal disturbance to the roadway surface. The attached plan shows the location of existing water and sewer lines in and near the project area.

A preliminary estimate for adding approximately 4,325 lineal feet of water main, and about 2,500 lineal feet of sewer line including design, contingency and construction management, is \$1.2M.

The policy choice for Council is whether the city should pay for or contribute towards a portion of those costs to install the utility lines when the road is constructed. While it can help with the marketability of the properties for development, as shown in the map utility lines are still in the vicinity of most of the properties that will benefit from the new road extension. Further, contributing towards utility extensions could be an economic development incentive tool that the city could offer in the future.

The other factor is the matter of the costs to add the water and wastewater lines. The American Rescue Plan Act funds or Urban Renewal might be possible sources but would come at the cost of using those funds for other purposes. The city could also approach the property owners to see if there was an interest or necessity to include utility lines in the project (or a portion of it) at this time as part of the right of way acquisition process.

<u>Transportation System Development Charge Reimbursement Component and Advance Financed Public Improvement Reimbursement Districts</u>

There are two ways to recoup costs of public projects from benefitting properties, an Advance Financed Public Improvement Reimbursement District (AFRD) or including the cost of a project in the reimbursement component of the Systems Development Charge methodology.

The procedure for an AFRD is outlined in Section 12.14 of the Municipal Code. Essentially, an AFRD is similar to a "latecomer's" agreement where a developer (whether a private party or the City) builds an improvement that will benefit other properties. The developer may apply for a AFRD to recoup some of the project costs from benefitting property owners when they connect to the improvement. An AFRD typically has a limited life span (no more than 20 years) and interest may accrue on the reimbursement amounts. There is no guarantee that the developer will recover any or all the eligible costs. The City collects the reimbursement amount upon connection and forwards the collected funds to the developer less a small charge to cover our administrative costs. The original developer and benefitting property owners may reach other arrangements to satisfy the reimbursement obligation.

An AFRD reimbursement is generally limited to a smaller area (especially in the case of a road improvement) directly adjacent or near to the project area even if the project benefits a much larger area. We have current AFRDs for Jewelberry street improvements, a sewer line on Vista Loop and smaller projects elsewhere in the City for improvements installed by private developers and a public AFRD for recouping the cost of extending Ruben Lane and utility lines between Dubarko Rd. and US 26 constructed by the City in 2005.

Collection of AFRD reimbursements for City funded projects can trigger a reduction in SDCs collected if the improvement is included in the Capital Improvement Plan. It would not be fair to collect some of the cost of an improvement through the SDC and then try to recoup many of the same costs through an AFRD.

The City's current SDC methodology does not include a reimbursement component or 'buy-in' charge where the value of existing roadway capacity is recovered from new development over time. In the past, the City reimbursed or provided SDC credits to developers who constructed off-site or oversized transportation improvements. In addition, many of the City's larger transportation projects (in particular much of Dubarko Rd. between Melissa Ave. and Langensand Rd.) were funded with grants. As a result

many of the City's streets are considered contributed assets and not eligible to be included in the reimbursement component of an SDC.

Now that the City will be funding these larger transportation projects, the City can include the cost of these assets (once completed) as part of the reimbursement component of the SDC methodology. Since larger road projects have a city or area-wide benefit adding a reimbursement component to the Transportation SDC spreads the recoverable costs over a much larger area.

The addition of Gunderson Rd. to the SDC methodology could increase the Transportation SDC for a single family dwelling by about \$142 and the per trip cost for other types of uses by about \$10. Adding the cost of the 362nd/Bell Street improvements to the reimbursement component of the Transportation SDC could increase the SDC for a single family dwelling by about \$290 and the per trip cost for other types of uses by about \$21. A more through analysis would be required to verify these numbers.

For these reasons staff recommends recovering costs for transportation projects in our CIP by adding a reimbursement component to the Street SDC instead of creating an Advance Financed Public Improvement Reimbursement District for Gunderson/Hwy 211 or 362nd/Bell St. projects.

BUDGETARY IMPACT:

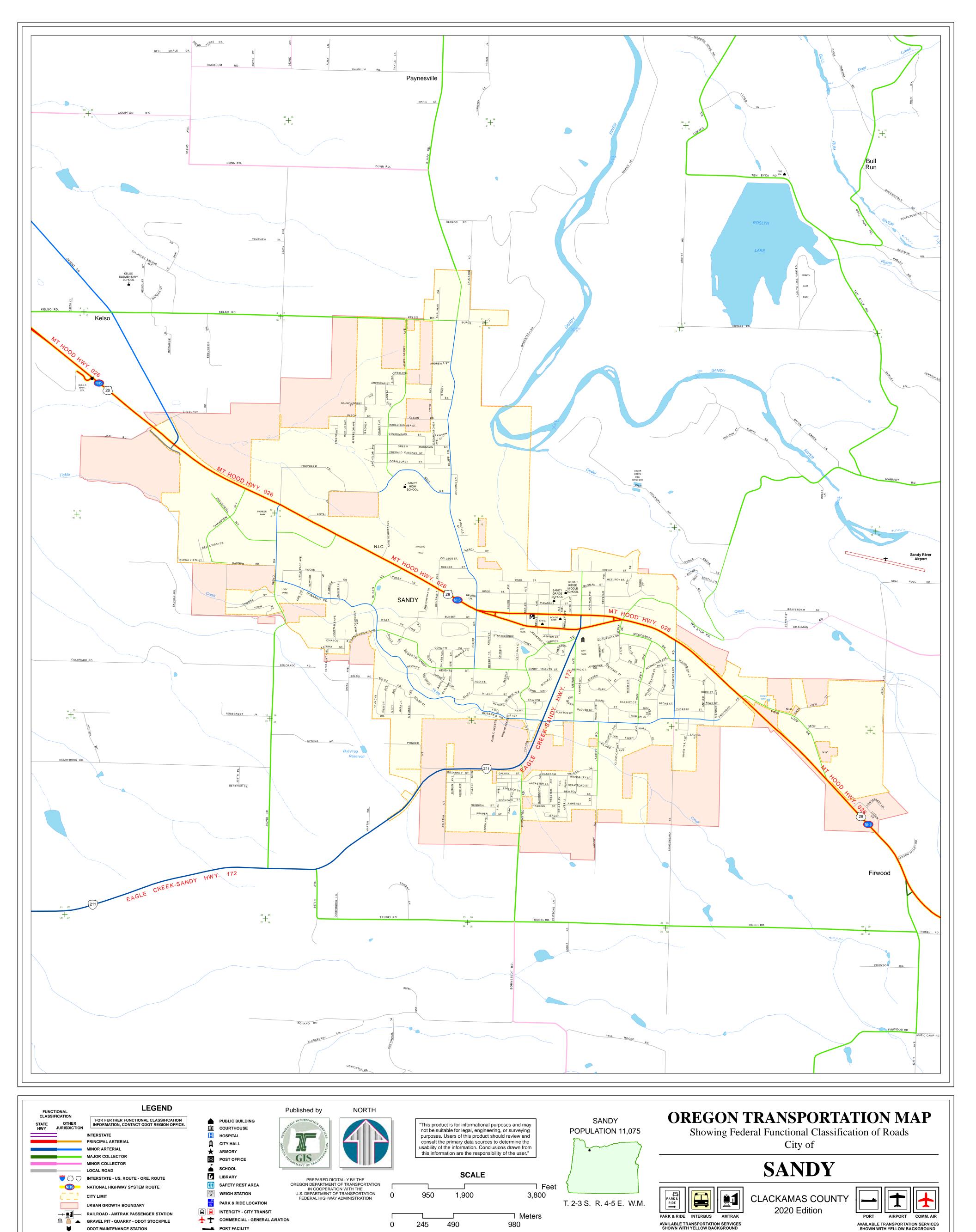
No direct budget impacts at this time. Depending on the Council's discussion and input, staff would return with Council actions with refined numbers.

RECOMMENDATION:

- Discuss potential policy options for water and wastewater utilities for the 362nd/Bell St. project
- Direct staff to include the final project costs of the Hwy 211/Gunderson Rd. and 362nd/Bell St. projects to the reimbursement component of the Transportation SDC.

LIST OF ATTACHMENTS/EXHIBITS:

- Pavement Management and Budget Options Report 2020
- Capitol Asset services presentation
- Federal Aid Eligible system map for Sandy
- 362nd/Bell existing water and sewer utility lines



Pavement Management Budget Options Report





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Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Sandy Public Works to perform visual inspections of all of the paved streets maintained by the City of Sandy (City). All 36.83 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in July, 2020.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A budgetary needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 36.83 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 80. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 80 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$3.43 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 81. Comparing this with the current funding level of \$1.25 million over the next five years shows that the average network PCI decreases by three points, to 77 by 2025. Scenario #3 was run to determine the funding level required to maintain the current overall network PCI of 80 over the next five years. Scenario #4 demonstrates the effects of ceasing all funding for street maintenance. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly	\$686,339	\$250,000	\$500,000	\$0
budget	(1-Unconstrained)	(2-Current	(3-Maintain	(4-Zero Funding)
		Funding)	Current PCI)	
Total budget for 5 years	\$3.43 million	\$1.25 million	\$2.50 million	\$0
Current PCI	80	80	80	80
Current % in 'Good' condition	77.9%	77.9%	77.9%	77.9%
PCI after 5 years	81	77	80	72
(change)	(+1)	(-3)	(0)	(-8)
Backlog after 5 years	\$0	\$1.92 million	\$0.78 million	\$3.03 million
% 'Good' in 5 years	86.7%	78.7%	83.4%	66.0%
% 'Fair' in 5 years	12.4%	14.4%	12.4%	24.8%
% 'Poor' in 5 years	0.9%	5.6%	4.2%	8.0%
% 'Very Poor' in 5 years	0.0%	1.3%	0.0%	1.3%

Purpose

This report is intended to assist the City of Sandy with identifying street maintenance priorities specific to the City.

The report examines the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls. The Metropolitan Transportation Commission, MTC, Streetsaver Pavement Management Program (PMP) was used for this evaluation. The intent of this program is to develop a maintenance strategy that will improve the overall condition of the street network to an optimal Pavement Condition Index (PCI) in the low to mid 80's and also to maintain it at that level.

The MTC Streetsaver program maximizes the cost-effectiveness of the maintenance treatment plan by recommending a multi-year street maintenance and rehabilitation plan based on the most cost-effective repairs available. A comprehensive preventative maintenance program is a critical component of this plan, as these treatments extend the life of good pavements at a much lower cost than rehabilitation overlay or reconstruction treatments. To this end, various 'what-if' analyses (scenarios) were conducted to determine the most cost-effective plan for maintaining the City's street network over five years and at various funding levels.

Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of asphalt concrete and Portland concrete pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a "worst-first" philosophy. Under this "worst-first" policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as overlays or reconstructions), are applied. This can also be called the "don't fix if it isn't broke" mentality.

Pavement management systems are designed with a more cost-effective, "best-first" approach. The reasoning behind this philosophy, is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as slurry seals, microsurfacing, and crack seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their lifecycle in fair to good condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, will soon reach a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

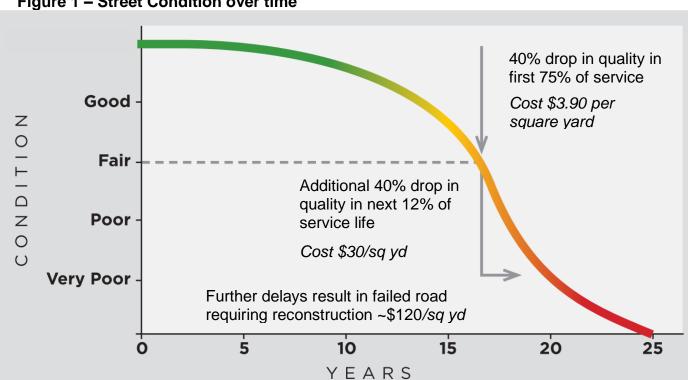


Figure 1 – Street Condition over time

Existing Pavement Condition

The City is responsible for the repair and maintenance of 36.83 centerline miles of paved streets. The City's street network replacement value is estimated at \$45.5 million. This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 80, which indicates that the street network is in 'Good' condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

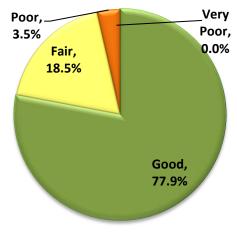
Table 2 - Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	42	7.70	17.38	74
Collector	38	6.63	13.27	80
Residential	235	22.50	44.45	82
Totals	315	36.83	75.10	80

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition

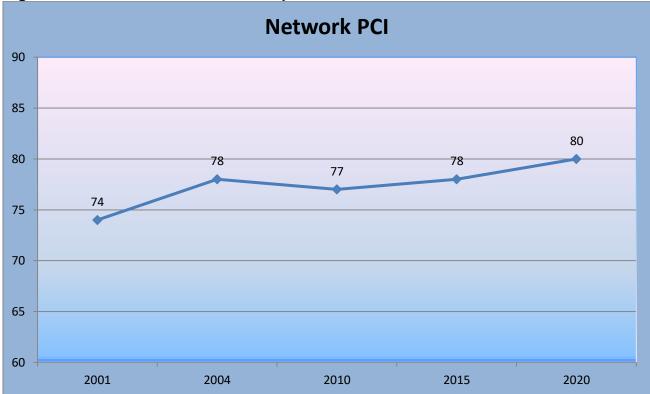
Condition	PCI	Arterial	Collector	Residential	Total
Class	Range				
Good	70-100	14.8%	14.3%	48.8%	77.9%
(I)					
Fair	50-70	7.7%	3.6%	7.2%	18.5%
(II/III)					
Poor	25-50	0.7%	0.4%	2.4%	3.5%
(IV)					
Very	0-25	0.0%	0.0%	0.0%	0.0%
Poor (V)					
Totals		23.2%	18.3%	58.4%	
"					



¹ Replacement value is calculated as the current cost to reconstruct each street in the network , based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Figure 3 shows the network PCI values in the five years that pavement inspections were completed.

Figure 3 – Network PCI from 2001 to present



Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$3.43 million² over the next five-year period (2021–2025) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$1.60 million is needed in the first year alone. The five-year cost of \$3.43 million exceeds the City's planned five-year funding level of \$1.25 million by approximately \$2.2 million.

As mentioned earlier, the average PCI for the City's streets is 80, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

The cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal or chip seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$3.70 per square yard³. 77.9% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

18.5% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal or thin overlay (depending on functional class, and the extent of load related distresses), at a cost of \$3.90 to \$11/sq yd.

3.5% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a thin overlay or grind and thick overlay, at a cost of \$13 to \$30/sq yd.

Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface or street surface and subgrade structure. Estimated costs to reconstruct the street

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² Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2021.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

surface are approximately \$113 to \$122/sq yd. None of the City's street network is currently in the 'Very Poor' condition category.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the 'Poor' to 'Very Poor' range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', 'Poor', and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in 'Good' condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$1.25 million on pavement maintenance rehabilitation during the next five years (2021-2025) as detailed on Table 4.

Table 4. Projected Pavement Budget for 2021 to 2025

2021	2022	2023	2024	2025	Total
\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80's, and then sustain it at that level. The average PCI for the City is 80, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$1.35 million deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance "needs" of the City's street network. Using the PMP budget needs module; street maintenance needs are estimated at \$3.43 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 81. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to

⁴ Definition of deferred maintenance backlog can be found in Appendix A

deteriorate, and the network PCI will drop to 72. The results of the budget needs analysis are summarized in Table 5.⁵

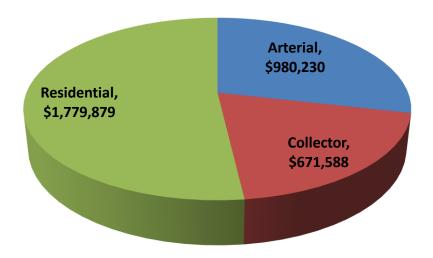
Table 5. Summary of Results from Needs Analysis

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Fiscal Years	2021	2022	2023	2024	2025	Total	
PCI with Treatment	84	84	82	82	81		
PCI, no Treatment	80	78	76	74	72		
Budget Needs Total	\$1,599,890	\$537,710	\$151,214	\$639,352	\$503,531	\$3,431,697	
Rehabilitation Portion	\$700,725	\$222,153	\$90,548	\$587,837	\$503,531	\$2,104,794	
Preventative Maintenance Portion	\$899,165	\$315,557	\$60,666	\$51,515	\$0	\$1,326,903	

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 81 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$3.43 million in maintenance and rehabilitation needs shown, approximately \$1.3 million or 38.7% is earmarked for preventative maintenance or life-extending treatments, while \$2.1 million or 61.3% is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$3.43 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 4. Budget Needs Funding Distribution by Functional Classification



⁵ Actual program outputs are included in Appendixes B through F

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City's street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct 'what-if' analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2021-2025). The results are summarized in Table 6.

- 1. *Unconstrained (zero "deferred maintenance")* The annual amounts, as identified in the budget needs analysis totaling \$3.43 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
- 2. Current Investment Level An average annual budget of \$250,000 was evaluated over five years, for a total of \$1.25 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI decreases by three points, to 77, under this funding level.
- 3. *Maintain Current* PCI An annual funding level of \$500,000 per year, for a five year total of \$2.50 million, should maintain the overall network PCI at the current level of 80 through . The overall network PCI remains the same, at 80 through 2025.
- 4. Zero Funding This scenario examines the effects of ceasing all funding for street maintenance. The PCI would decline to 72 over the duration of the five-year analysis period.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2025 (char		2025 Deferred Maintenance	2025 % Good	2025 % Poor or Very Poor
1 – Unconstrained	\$3.43 million	81	(+1)	\$0	86.7%	0.0%
2 – Current Investment	\$1.25 million	77	(-3)	\$1.92 million	78.7%	6.9%
3 – Maintain Current PCI	\$2.50 million	80	(0)	\$0.78 million	83.4%	4.2%
4 – Zero Funding	\$0	72	(-8)	\$3.03 million	66.0%	9.3%

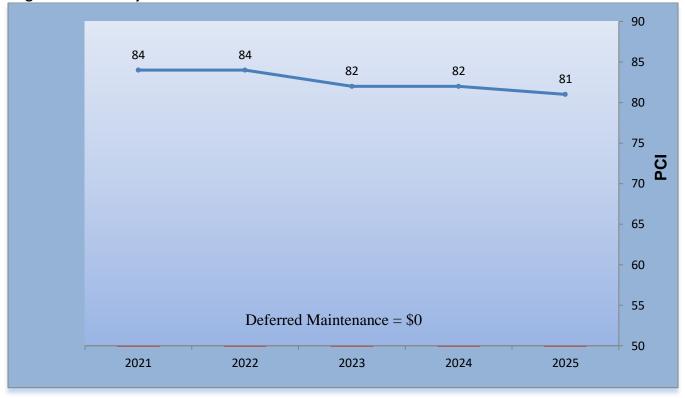
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 84. By 2025, 86.7% of the network improves into the 'Good' condition category, a significant increase from the current level of 77.9% in 'Good' condition. These results are shown in both Table 7 and Figure 5.

Table 7. Summary of Results from Scenario 1 — Unconstrained Needs

	,					
	2021	2022	2023	2024	2025	Total
Budget Total	\$1,599,890	\$537,710	\$151,214	\$639,352	\$503,531	\$3,431,697
Rehabilitation budget	\$700,725	\$222,153	\$90,548	\$587,837	\$503,531	\$2,104,794
Preventative Maintenance budget	\$899,165	\$315,557	\$60,666	\$51,515	\$0	\$1,326,903
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	
PCI	84	84	82	82	81	





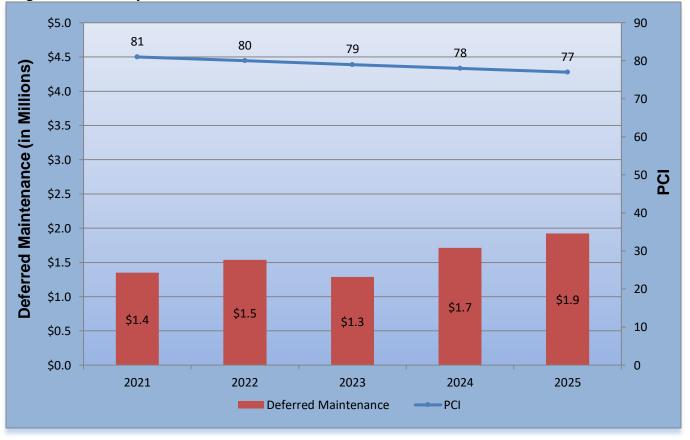
Scenario 2 — Current Investment Level

This scenario shows the effects of the City's current budget for street maintenance of \$1.25 million over five years. Under this scenario, the overall network PCI decreases by three points, from 80 currently, to 77 by 2025. Under this investment level, the deferred maintenance backlog increases from \$1.35 million in 2021, to \$1.92 million in 2025. The street network in 'Poor' to 'Very Poor' condition increases from 3.5% currently, to 6.9% in 2025. The percentage of the street network in 'Good' condition decreases, from 77.9% currently, to 78.7% in 2025. Results are illustrated in Table 8 and Figure 6.

Table 8. Summary of Results from Scenario 2 — Current Investment Level

	2021	2022	2023	2024	2025	Total
Budget Total	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Rehabilitation budget	\$145,920	\$150,671	\$155,589	\$158,007	\$157,013	\$767,200
Preventative Maintenance budget	\$103,692	\$104,016	\$104,183	\$105,790	\$112,843	\$530,524
Deferred Maintenance	\$1,350,226	\$1,538,431	\$1,288,513	\$1,713,052	\$1,920,646	
PCI	81	80	79	78	77	

Figure 6. Summary of Results from Scenario 2 — Current Investment Level



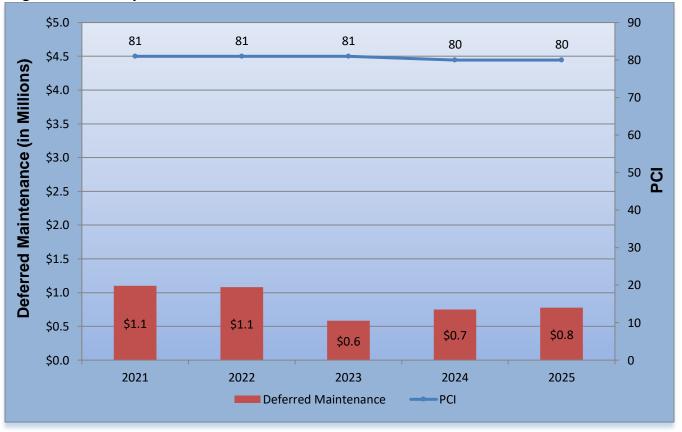
Scenario 3 — Maintain Current PCI

This scenario analyzes the funding level that would be required to maintain the current network PCI of 80 over the next five years. An annual investment level of \$500,000, for a total of \$2.50 million over five years, would be needed. Under this scenario, the PCI remains at the current level of 80 through 2025. The deferred maintenance backlog decreases from \$1.10 million in 2021, to \$0.78 million by 2025. The percentage of the street network in the 'Good' condition category increases to 83.4% in 2025, from the current level of 77.9%. The street network in 'Poor' to 'Very Poor' condition increases from 3.5% currently, to 4.2% in 2025. These results are illustrated in Table 9 and Figure 7.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI

	2021	2022	2023	2024	2025	Total
Budget Total	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Rehabilitation budget	\$299,164	\$280,705	\$180,407	\$271,259	\$296,589	\$1,328,124
Preventative Maintenance budget	\$200,691	\$219,280	\$319,106	\$228,702	\$202,568	\$1,170,347
Deferred Maintenance	\$1,099,993	\$1,079,843	\$581,699	\$748,876	\$775,731	
PCI	81	81	81	80	80	

Figure 7. Summary of Results from Scenario 3 — Maintain Current PCI



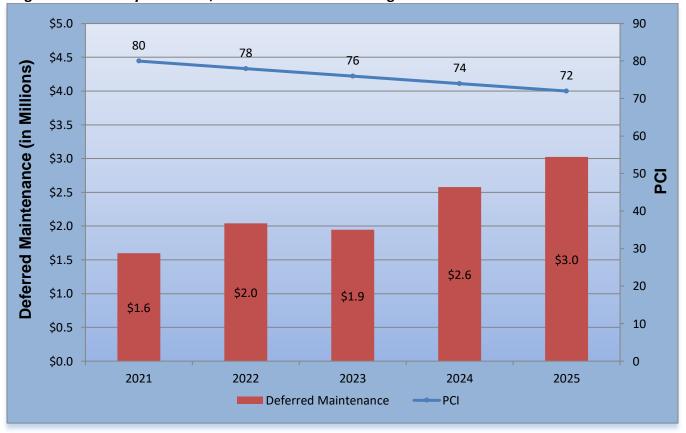
Scenario 4 — Zero Funding

This scenario was run to determine effects of ceasing all street maintenance funding over the next ten years. Under this scenario the PCI decreases by eight points, from the current level of 80, to 72 in 2024. At this funding level, the deferred maintenance backlog increases from \$1.60 million in 2021, to \$3.03 million in 2025. The percentage of the street network in the 'Good' condition category decreases to 66.0% in 2025, from the current level of 77.9%. The street network in 'Poor' to 'Very Poor' condition increases from 3.5% currently, to 9.3% in 2025. This highlights the importance of maintaining a well funding street maintenance program. These results are illustrated in Table 10 and Figure 8.

Table 10. Summary of Results, Scenario 4 — Zero Funding

	2021	2022	2023	2024	2025	Total
Budget Total	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation budget	\$0	\$0	\$0	\$0	\$0	\$0
Preventative Maintenance budget	\$0	\$0	\$0	\$0	\$0	\$0
Deferred Maintenance	\$1,599,833	\$2,042,060	\$1,947,161	\$2,579,817	\$3,026,439	
PCI	80	78	76	74	72	

Figure 8. Summary of Results, Scenario 4 — Zero Funding



A comparison of the four scenarios is summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

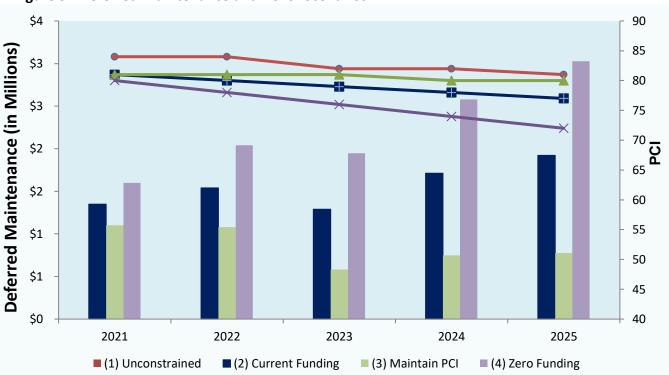
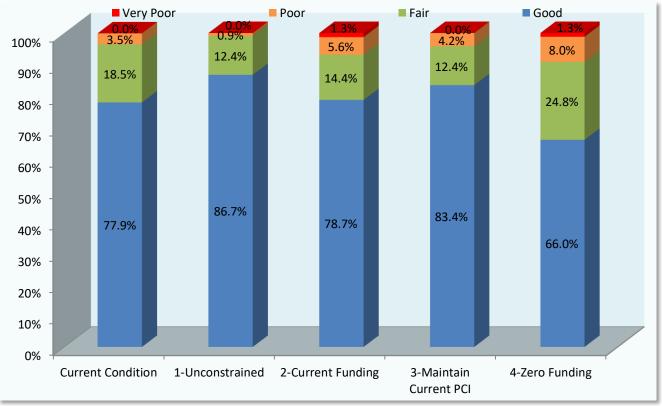


Figure 9 - Deferred Maintenance and PCI of Scenarios 1-4





Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$3.43 million. Not only does this surface management plan improve the network to an optimal level of 81, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$1.60 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

Under current five-year funding level (\$1.25 million over five years) the current network PCI of 80 will decline by three point over the course of five years. The deferred maintenance price tag will increase, from \$1.35 million in 2021, to \$1.92 million in 2025. By following this strategy through 2025, 78.7% of the City's street will be in the 'Good' condition category, an increase from the current level of 77.9% in 'Good' condition. However, the percentage of the street network in 'Poor' to 'Very Poor' condition increases from 3.5% currently, to 6.9% in 2025. At the City's current funding level, the street network condition will decline over the foreseeable future.

Scenario and Needs analyses assume that the City will follow a good pavement management philosophy of prioritizing preventative maintenance over rehabilitation. By first ensuring that Good streets stay Good, through the use of a cost-effective slurry and crack seal program, the City will save money in the long run. The use of slurry seals or thin AC overlays to rehabilitate streets in Fair condition should be the second priority, followed by thick overlays on Poor streets. Failed streets should be the lowest priority, as the reconstruction that would be required to rehabilitate them are very expensive, and the money is better used on more cost-effective treatments to maintain and rehabilitate better streets.

The PMP Budget Needs Module is recommending \$1.61 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 46.9% of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant ten year shortfall projection. Currently, none of the street network is in 'Very Poor' condition. This is likely to increase to 1.3% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Many of the City's streets are in failed conditions, and this will continue to get worse unless increased funding is allocated for street maintenance and rehabilitation. The City should seek to increase funding for street maintenance.

One strategy to increase funding for street maintenance may be to implement a local fee dedicated solely to street maintenance and rehabilitation, such as a Transportation Utility Fee. A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Street User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences and businesses within the City limits. The fee is based on the number of trips a particular land use generates and is collected through the City's regular utility bill. Adjustments can also be made for certain business types based on the nature of the traffic they create. The fee is designated for use in the maintenance and repair of the City's transportation system. Users of the street system share the costs of the rehabilitative and preventive maintenance needed to keep the street system operating at an adequate level.

As demonstrated in the different scenarios, the City needs to invest a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI, and allow money to be spent for less capital-intensive treatments such as crack sealing and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.

In addition to performing cyclic pavement condition inspections, unit cost information for the applications of various maintenance and rehabilitation treatments should be updated annually in the PMP 'Decision Tree Module'. If this data is not kept current, the City runs the risk of understating actual funding requirements to adequately maintain the street network. A pavement inspection cycle that would allow for the inspection of arterial and collector streets every two years and residential streets every three to four years is recommended.

The City has completed the foundation work necessary to execute a successful pavement management plan. At the current investment level, the overall street condition will likely decline, and the deferred maintenance backlog will likely increase as more streets fall into 'Poor' and 'Very Poor' condition. To reduce the deferred maintenance backlog, additional revenues <u>and</u> support from various decision-making bodies are required.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$45.5 million.

Appendix A

Definitions

The *Pavement Condition Index*, or PCI, is a measurement of the health of the pavement network or condition and ranges from 0 to 100. A newly constructed street would have a PCI of 100, while a failed street would have a PCI of 10 or less. The PCI is calculated based on pavement distresses identified in the field.

Network is defined as a complete inventory of all streets and other pavement facilities in which the City has jurisdiction and maintenance responsibilities. To facilitate the management of streets, they are subdivided into management sections identified as a segment of street, which has the same characteristics.

Urban Arterial street system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

Urban Collector Street provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods.

Urban Local Street system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems.

Preventive Maintenance refers to repairs applied while the pavement is in "good" condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

Deferred Maintenance refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in "good" condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a "backlog."

Stop Gap refers to the dollar amount of repairs applied to maintain the pavement in a serviceable condition (e.g. pothole patching). These repairs are a temporary measure to stop resident complaints, and do not extend the pavement life. Stopgap repairs are directly proportional to the amount of deferred maintenance.

Surface Types – AC is an Asphalt Concrete street that has one year's asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

Load related distress - Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

'Good' Condition Category – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than ½" wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor deformation evident. Good riding qualities. Rutting may be present but is generally less than ½".





'Fair' Condition Category' – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

Pavement structure is generally stable with only minor areas of structural weakness or pavement deterioration evident. Cracks, if present, have widths generally less then ³/₄". Wheel paths may have widespread, but not continuous, cracking with no or only a few interconnecting cracks and no spalling or pumping. Interconnected alligator cracks forming complete patterns, or with spalling, are very small localized areas and are not representative of the rest of the section. The pavement may be patched but not excessively. Rutting may be present but is generally less than ³/₄".





'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

Areas of instability, structural deficiency, or advanced pavement deterioration present in small areas (generally <10% of total pavement area). Continuous, interconnected alligator cracking often present (mostly in wheel paths). Wheel paths may have widespread, and continuous, cracking with some interconnecting cracks and/or spalling (none or isolated areas of pumping). Deformation may be somewhat noticeable.





'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Areas of instability, structural deficiency, or advanced pavement deterioration are frequent. Large crack patterns (alligatoring), heavy and numerous patches, potholes, or deformation is very noticeable. Rutting, if present, is generally greater than ³/₄".





Appendix B

Network Summary Statistics

Network Replacement Cost

Network Summary Statistics

Printed: 12/08/2020

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	42	7.70	17.38	1,459,250	74
Collector	38	6.63	13.27	1,149,666	80
Residential/Local	235	22.49	44.45	3,661,620	82
Total	315	36.82	75.10	6,270,536	
	Overall Network PCI as of 12/8/2020:				80

Network Replacement Cost

Printed: 12/08/2020

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	9.2	\$13.61	822,469	\$11,195
	AC/AC	8.2	\$13.61	636,781	\$8,667
Collector	AC	6.8	\$12.64	602,480	\$7,615
	AC/AC	6.5	\$12.64	547,186	\$6,916
Proposed; Private; Non-County	PCC	0.5	\$17.22	31,488	\$542
Residential/Local	AC	28.0	\$2.82	2,352,554	\$6,626
	AC/AC	15.9	\$2.82	1,274,194	\$3,589
	PCC	0.4	\$17.22	14,960	\$258
	ST	0.2	\$2.82	19,912	\$56
	Grand Total:	75.6		6,302,024	\$45,464

Appendix C Needs Analysis Reports

Needs - Projected PCI/Cost Summary

(303) 000-3333				Infl	ation Rate = 3.00 %	Printed: 12/08/2020
	Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
	2021	84	80	\$899,165	\$700,725	\$1,599,890
	2022	84	78	\$315,557	\$222,153	\$537,710
	2023	82	76	\$60,666	\$90,548	\$151,214
	2024	82	74	\$51,515	\$587,837	\$639,352
	2025	81	72	\$0	\$503,531	\$503,531
			% PM	PM Total Cost	Rehab Total Cost	Total Cost
			38.67%	\$1,326,903	\$2,104,794	\$3,431,697

CITY OF SANDY 39250 Pioneer Blvd Sandy, OR 97055 (503) 668-5533

Needs - Preventive Maintenance Treatment/Cost Summary

3.00 %

Printed: 12/08/2020

Inflation Rate =

Treatment	Year	Area Treated		Cost
SLURRY AND CRACK SEAL	2021	211,557.33	sq.yd.	\$899,165
	2022	72,081.33	sq.yd.	\$315,557
	2023	13,453.89	sq.yd.	\$60,666
	2024	11,092.44	sq.yd.	\$51,515
	Total	308,185		\$1,326,903
	Total Quantity	308,185		\$1,326,903

CITY OF SANDY 39250 Pioneer Blvd Sandy, OR 97055 (503) 668-5533

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 12/08/2020

Treatment	Year	Area Tre	ated	Cost
2 INCH OVERLAY	2021	1,515.56	sq.yd.	\$19,703
	2023	1,858.67	sq.yd.	\$25,635
	2024	9,195.11	sq.yd.	\$130,622
	2025	2,040	sq.yd.	\$29,849
	Total	14,609.33	sq.yd.	\$205,809
GRIND AND 3 IN OVERLAY	2022	5,024.44	sq.yd.	\$131,191
	2024	1,303.33	sq.yd.	\$36,104
	2025	2,432.89	sq.yd.	\$69,415
	 Total	8,760.67	sq.yd.	\$236,710
GRIND AND 4 IN OVERLAY	2021	8,083.11	sq.yd.	\$260,015
	2022	2,800	sq.yd.	\$87,241
	2024	11,299.67	sq.yd.	\$410,554
	2025	10,632	sq.yd.	\$397,884
	Total	32,814.78	sq.yd.	\$1,155,694
THIN AC OVERLAY(1.5 INCHES)	2021	28,805.44	sq.yd.	\$316,866
	2023	2,666.67	sq.yd.	\$31,120
	2024	878.22	sq.yd.	\$10,557
	 Total	32,350.33	sq.yd.	\$358,543
SLURRY AND CRACK SEAL	2021	24,503.11	sq.yd.	\$104,141
	2022	850	sq.yd.	\$3,721
	2023	7,494.22	sq.yd.	\$33,793
	2025	1,334.22	sq.yd.	\$6,383
	 Total	34,181.56	sa.vd.	\$148,038

Total Cost \$2,104,794

Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial AC	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		2 INCH OVERLAY	\$13.00			
		IV - Poor		GRIND AND 4 IN OVERLAY	\$33.25			
		V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$122.50			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		2 INCH OVERLAY	\$13.00			
		IV - Poor		GRIND AND 4 IN OVERLAY	\$33.25			
		V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$122.50			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	DO NOTHING	\$0.75		6	
			Restoration Treatment	2 INCH OVERLAY WITH FABRIC	\$7.00			2
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		2 INCH OVERLAY WITH FABRIC	\$7.00			
		V - Very Poor		MILL AND THICK OVERLAY	\$15.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:		Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		7	
			Restoration Treatment	2 INCH OVERLAY	\$13.00			2
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		7	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		GRIND AND 4 IN OVERLAY	\$30.25			
		V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$113.75			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		7	
			Restoration Treatment	2 INCH OVERLAY	\$13.00			2
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		7	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		GRIND AND 4 IN OVERLAY	\$30.25			
		V - Very Poor		GRIND & 4 IN OVERLAY w/CTB (RECON SURFACE)	\$113.75			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.75		7	
			Restoration Treatment	MILL AND THIN OVERLAY	\$12.00			3
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25			
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		2 INCH OVERLAY WITH FABRIC	\$7.00			
		V - Very Poor		MILL AND THIN OVERLAY	\$12.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:		Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		8	
			Restoration Treatment	2 INCH OVERLAY	\$13.00			3
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		2 INCH OVERLAY	\$13.00			
		V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY AND CRACK SEAL	\$4.25		8	
			Restoration Treatment	2 INCH OVERLAY	\$13.00			3
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		2 INCH OVERLAY	\$13.00			
		V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	DO NOTHING	\$0.75		8	
			Restoration Treatment	THIN AC OVERLAY(1.5 INCHES)	\$11.00			3
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		2 INCH OVERLAY WITH FABRIC	\$7.00			
		V - Very Poor		2 INCH OVERLAY WITH FABRIC	\$10.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (PCC)	\$155.00			

3

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 12/08/2020

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SLURRY AND CRACK SEAL	\$4.25		8	
		III - Good, Load Related		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		IV - Poor		THIN AC OVERLAY(1.5 INCHES)	\$11.00			
		V - Very Poor		GRIND AND 3 IN OVERLAY	\$25.35			

4

Appendix D Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 3%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$1,599,890	0%	2023	\$151,214	0%	2025	\$503,531	0%
2022	\$537 710	0%	2024	\$639 352	0%			

Projected	Network Average	e PCI by year			
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles	
2021	80	84	15.14	30.17	
2022	78	84	4.62	9.03	
2023	76	82	1.38	2.75	
2024	74	82	1.58	3.23	
2025	72	81	0.89	1.78	

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	15.5%	17.9%	53.4%	0.0%	86.9%
II / III	7.7%	0.4%	2.8%	0.0%	10.9%
IV	0.0%	0.0%	2.2%	0.0%	2.2%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	13.6%	17.1%	56.0%	0.0%	86.7%
II / III	9.7%	1.2%	1.5%	0.0%	12.4%
IV	0.0%	0.0%	0.9%	0.0%	0.9%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

top Gap		Deferred	Surplus PM	reventative aintenance		ehabilitation	Budget R	PM	Year
\$0	Funded	\$0	\$0	\$899,165	Non-	\$104,141	599,890 II	0%	2021
\$0	Unmet				Project	\$316,866	III		
				\$0	Project	\$279,718	IV		
						\$0	V		
						\$700,725	Total		
						\$0	Project		
\$0	Funded	\$0	\$0	\$315,557	Non-	\$3,721	537,710 II	0%	2022
\$0	Unmet				Project	\$0	III		
				\$0	Project	\$87,241	IV		
						\$131,191	V		
						\$222,153	Total		
						\$0	Project		
\$0	Funded	\$0	\$0	\$60,666	Non-	\$33,793	151,214 II	0%	2023
\$0	Unmet				Project	\$31,120	III		
				\$0	Project	\$25,635	IV		
						\$0	V		
						\$90,548	Total		
						\$0	Project		
\$0	Funded	\$0	\$0	\$51,515	Non-	\$0	639,352 II	0%	2024
\$0	Unmet				Project	\$0	III		
				\$0	Project	\$551,733	IV		
						\$36,104	V		
						\$587,837	Total		
						\$0	Project		
\$0	Funded	\$0	\$0	\$0	Non-	\$6,383	503,531 II	0%	2025
\$0	Unmet				Project	\$0	III		
				\$0	Project	\$427,733	IV		
						\$69,415	V		
						\$503,531	Total		
						\$0	Project		

Summary				
Gammary			Funded	Unmet
Functional Class	Rehabilitation	Prev. Maint.	Stop Gap	Stop Gap
Arterial	\$980,230	\$0	\$0	\$0
Collector	\$342,978	\$328,610	\$0	\$0
Residential/Local	\$781,586	\$998,293	\$0	\$0
Grand Total:	\$2,104,794	\$1,326,903	\$0	\$0

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 3%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$250,000	40%	2023	\$260,100	40%	2025	\$270,608	40%
2022	\$255,000	40%	2024	\$265.302	40%			

Projected	Network Average	e PCI by year			
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles	
2021	80	81	2.07	4.14	
2022	78	80	2.39	4.68	
2023	76	79	2.32	4.65	
2024	74	78	1.86	3.72	
2025	72	77	2.65	5.25	

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
1	14.8%	15.8%	49.2%	0.0%	79.8%
II / III	7.7%	2.1%	7.0%	0.0%	16.9%
IV	0.7%	0.4%	2.2%	0.0%	3.4%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.7%	15.2%	53.9%	0.0%	78.7%
II / III	9.7%	2.4%	2.3%	0.0%	14.4%
IV	3.9%	0.8%	0.9%	0.0%	5.6%
V	0.0%	0.0%	1.3%	0.0%	1.3%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Stop Gap		Deferred	Surplus PM	Preventative Maintenance		ehabilitation	Budget R	PM	Year
\$0 \$7,055	Funded Unmet	\$1,350,226	\$0	\$103,692	Non- Project	\$0 \$126,217	\$250,000 II	40%	2021
				\$0	Project	\$19,703	IV		
					•	\$0	V		
						\$145,920	Total		
						\$0	Project		
\$0	Funded	\$1,538,431	\$0	\$104,016	Non-	\$38,511	\$255,000 II	40%	2022
\$4,727	Unmet				Project	\$112,160	III		
				\$0	Project	\$0	IV		
						\$0	V		
						\$150,671	Total		
						\$0	Project		
\$0	Funded	\$1,288,513	\$0	\$104,183	Non-	\$43,180	\$260,100 II	40%	2023
\$786	Unmet				Project	\$86,774	III		
				\$0	Project	\$25,635	IV		
						\$0	V		
						\$155,589	Total		
						\$0	Project		
\$0	Funded	\$1,713,052	\$331	\$105,790	Non-	\$0	\$265,302 II	40%	2024
\$4,665	Unmet				Project	\$16,828	III		
				\$0	Project	\$141,179	IV		
						\$0	V		
						\$158,007	Total		
						\$0	Project		
\$0	Funded	\$1,920,646	\$0	\$112,843	Non-	\$86,192	\$270,608 II	40%	2025
\$5,859	Unmet				Project	\$40,972	III		
				\$0	Project	\$29,849	IV		
						\$0	V		
						\$157,013	Total		
						\$0	Project		

Summary			Funded	Unmet
Functional Class	Rehabilitation	Prev. Maint.	Stop Gap	Stop Gap
Arterial	\$0	\$0	\$0	\$5,896
Collector	\$183,705	\$178,706	\$0	\$3,862
Residential/Local	\$583,495	\$351,818	\$0	\$13,335
Grand Total:	\$767,200	\$530,524	\$0	\$23,093

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 3%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$500,000	40%	2023	\$500,000	40%	2025	\$500,000	40%
2022	\$500,000	40%	2024	\$500,000	40%			

Projected	Projected Network Average PCI by year								
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles					
2021	80	81	4.61	9.12					
2022	78	81	4.04	8.08					
2023	76	81	4.85	9.65					
2024	74	81	3.34	6.63					
2025	72	80	2.99	5.85					

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	17.3%	50.9%	0.0%	83.0%
II / III	7.7%	0.6%	5.3%	0.0%	13.6%
IV	0.7%	0.4%	2.2%	0.0%	3.4%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	10.7%	16.7%	56.0%	0.0%	83.4%
II / III	9.7%	1.2%	1.5%	0.0%	12.4%
IV	2.9%	0.4%	0.9%	0.0%	4.2%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Stop Gap		Deferred	Surplus PM	reventative aintenance		habilitation	Budget F	PM	Year
\$0 \$4,113	Funded Unmet	\$1,099,993	\$0	\$200,691	Non- Project	\$60,253 \$219,208	\$500,000 II	40%	2021
4 .,				\$0	Project	\$19,703	IV		
				, -	.,	\$0	V		
						\$299,164	Total		
						\$0	Project		
\$0	Funded	\$1,079,843	\$0	\$219,280	Non-	\$48,927	\$500,000 II	40%	2022
\$577	Unmet				Project	\$100,587	III		
				\$0	Project	\$0	IV		
						\$131,191	V		
						\$280,705	Total		
						\$0	Project		
\$0	Funded	\$581,699	\$0	\$319,106	Non-	\$33,793	\$500,000 II	40%	2023
\$0	Unmet				Project	\$31,120	III		
				\$0	Project	\$115,494	IV		
						\$0	V		
						\$180,407	Total		
						\$0	Project		
\$0	Funded	\$748,876	\$0	\$228,702	Non-	\$0	\$500,000 II	40%	2024
\$2,005	Unmet				Project	\$16,828	III		
				\$0	Project	\$218,327	IV		
						\$36,104	V		
						\$271,259	Total		
						\$0	Project		
\$0	Funded	\$775,731	\$0	\$202,568	Non-	\$6,383	\$500,000 II	40%	2025
\$2,393	Unmet				Project	\$0	III		
				\$0	Project	\$220,791	IV		
						\$69,415	V		
						\$296,589	Total		
						\$0	Project		

Cummary				
Summary			Funded	Unmet
Functional Class	Rehabilitation	Prev. Maint.	Stop Gap	Stop Gap
Arterial	\$268,090	\$0	\$0	\$5,432
Collector	\$274,396	\$333,436	\$0	\$1,358
Residential/Local	\$785,638	\$836,911	\$0	\$2,298
Grand Total:	\$1,328,124	\$1,170,347	\$0	\$9,089

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 3%

Printed: 12/08/2020

Scenario: (4) Zero Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$0	0%	2023	\$0	0%	2025	\$0	0%
2022	90	0%	2024	\$0	0%			

Projected	d Network Average	e PCI by year			
Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles	
2021	80	80	0	0	
2022	78	78	0	0	
2023	76	76	0	0	
2024	74	74	0	0	
2025	72	72	0	0	

Percent Network Area by Functional Class and Condition Category

Condition in base year 2021, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2021 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	14.8%	14.3%	48.8%	0.0%	77.9%
II / III	7.7%	3.6%	7.2%	0.0%	18.5%
IV	0.7%	0.4%	2.4%	0.0%	3.6%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.7%	11.6%	44.6%	0.0%	66.0%
II / III	9.7%	5.7%	9.4%	0.0%	24.8%
IV	3.9%	1.0%	3.2%	0.0%	8.0%
V	0.0%	0.0%	1.3%	0.0%	1.3%
Total	23.3%	18.3%	58.4%	0.0%	100.0%

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (4) Zero Funding

Year	PM	Budget	Re	habilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2021	0%	\$0	II III	\$0 \$0	Non- Project	\$0	\$0	\$1,599,833	Funded Unmet	\$0 \$8,850
			IV	\$0	Project	\$0				40,000
			٧	\$0	•					
		То	tal	\$0						
		Proje	ect	\$0						
2022	0%	\$0	II	\$0	Non-	\$0	\$0	\$2,042,060	Funded	\$0
			Ш	\$0	Project				Unmet	\$4,727
			IV	\$0	Project	\$0				
			V	\$0						
		То	tal	\$0						
		Proje	ect	\$0						
2023	0%	\$0	II	\$0	Non-	\$0	\$0	\$1,947,161	Funded	\$0
			Ш	\$0	Project				Unmet	\$1,796
			IV	\$0	Project	\$0				
			V	\$0						
		То	tal	\$0						
		Proje	ect	\$0						
2024	0%	\$0	II	\$0	Non-	\$0	\$0	\$2,579,817	Funded	\$0
			Ш	\$0	Project				Unmet	\$7,066
			IV	\$0	Project	\$0				
			V	\$0						
		То	tal	\$0						
		Proje	ect	\$0						
2025	0%	\$0	II	\$0	Non-	\$0	\$0	\$3,026,439	Funded	\$0
			Ш	\$0	Project				Unmet	\$8,466
			IV	\$0	Project	\$0				
			V	\$0						
		То	tal	\$0						
		Proje	ect	\$0						

Summary			Funded	Unmet
Functional Class	Rehabilitation	Prev. Maint.	Stop Gap	Stop Gap
Arterial	\$0	\$0	\$0	\$5,896
Collector	\$0	\$0	\$0	\$6,778
Residential/Local	\$0	\$0	\$0	\$18,231
Grand Total:	\$0	\$0	\$0	\$30,905

	Appendix E
;	Section PCI/Remaining Service Life (RSL) Listing Report

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
362ND	1A	362ND AV	DUBARKO RD	INDUSTRIAL WAY	1,056	36	38,016 A - Arterial	A - AC	68	15.4
362ND	1B	362ND AV	INDUSTRIAL WAY	HWY 26	930	50	46,500 A - Arterial	A - AC	46	5.
ADAMS	140	ADAMS AVE	GOLDENRAIN ST	OLSON ST	437	28	12,236 R - Residential/Local	A - AC	92	32.9
AGNES	2	AGNES ST	BLUFF RD	DEAD END	307	17	5,219 C - Collector	A - AC	85	18.2
ALLEY	114A	ALLEY	CASCADIA VILLAGE DR	WALLINGFORD	336	15	5,040 R - Residential/Local	P - PCC	77	45.8
ALLEY	114B	ALLEY	STRATFORD ST	NEWTON ST	180	16	2,880 R - Residential/Local	P - PCC	63	28.6
ALLEY	114C	ALLEY	NEWTON ST	AMHERST ST	440	16	7,040 R - Residential/Local	P - PCC	56	21.7
ALTAV	3	ALT AV	PROCTOR BLVD	PLEASANT ST	213	32	6,816 R - Residential/Local	O - AC/AC	80	33.1
AMBER	4	AMBER LN	DUBARKO RD	ELDRIDGE DR	420	33	13,860 R - Residential/Local	A - AC	82	27.6
AMERIC	141	AMERICAN ST	SALMONBERRY AVE	DEAD END E. OF SUNVLOWER AVE	568	28	15,904 R - Residential/Local	A - AC	92	32.9
AMHERS	112	AMHERST ST	AVERILL PKWY	NEWTON ST	879	32	28,128 R - Residential/Local	A - AC	88	31.2
ANTLER	127A	ANTLER AVE	150 FT S OF DUBARKO	385 FT N OF DUBARKO	535	28	14,980 R - Residential/Local	O - AC/AC	94	37.7
ANTLER	127B	ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	770	28	21,560 R - Residential/Local	O - AC/AC	90	36.2
AUBIN	142	AUBIN ST	CHINOOK ST	SKOGAN RD	1,041	28	29,148 R - Residential/Local	A - AC	87	30.6
AVERIL	6A	AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	520	20	10,400 R - Residential/Local	O - AC/AC	81	36.1
AVERIL	6B	AVERILL PKWY	50 FT S OF NEWTON	100 FT S JERGER	691	32	22,112 R - Residential/Local	A - AC	86	30.
BACHEL	143A	BACHELOR AVE	GOLDENRAIN ST	OLSON ST	446	28	12,488 R - Residential/Local	A - AC	92	32.9
BACHEL	143B	BACHELOR AVE	DEAD END S. OF CORALBURST ST	GREEN MOUNTAIN ST	612	28	17,136 R - Residential/Local	A - AC	92	32.9
BALKEN	144	BALKEN AVE	NETTIE CONNET DR	SANDY HEIGHTS ST	457	28	12,796 R - Residential/Local	A - AC	90	32.
BARKER	7A	BARKER CT	MEINIG AVE	GARY ST	1,090	32	34,880 R - Residential/Local	O - AC/AC	87	42.3
BARKER	7B	BARKER CT	GARY ST	CUL DE SAC	254	32	8,128 R - Residential/Local	A - AC	59	14.9
BARLOA	125A	BARLOW ALLEY	TUPPER RD	DEAD END	314	24	7,536 NCR - Proposed; Private; Non-County	P - PCC	74	41.6
BARLOB	125B	BARLOW ALLEY	DUBARKO	TUPPER RD	564	24	13,536 NCR - Proposed; Private; Non-County	P - PCC	70	36.5
BARLOC	125C	BARLOW ALLEY	DUBARKO RD	DEAD END	384	24	9,216 NCR - Proposed; Private; Non-County	P - PCC	57	22.6
BARLOW	118 A	BARLOW PKY	TUPPER RD	SAWYER ST	466	28	13,048 R - Residential/Local	A - AC	88	31.2
BARLOW	118B	BARLOW PKY	TUPPER RD	DEAD END	817	28	22,876 R - Residential/Local	A - AC	90	32.
BARRIN	8A	BARRINGTON AVE	100FT S OF LANCASTER	DEAD END (NORTH) OF CASCADIA V	450	32	14,400 R - Residential/Local	O - AC/AC	92	37.1
BARRIN	8B	BARRINGTON AVE	HASKINS ST	100 FT S OF LANCASTER ST	416	32	13,312 R - Residential/Local	A - AC	92	32.9

									_	
Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
BECKEC	9	BECKE CT	DAVIS ST	CUL DE SAC	260	34	8,840 R - Residential/Local	O - AC/AC	88	35.18
BEEBEE	10	BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	522	34	17,748 R - Residential/Local	A - AC	68	18.93
BEERS	11A	BEERS AV	PIONEER ST	PROCTOR BLVD	154	38	5,852 R - Residential/Local	O - AC/AC	78	31.52
BEERS	11B	BEERS AV	PROCTOR BLVD	HOOD ST	500	28	14,000 R - Residential/Local	A - AC	64	16.66
BEERS	11C	BEERS AV	HOOD ST	PARK ST	308	28	8,624 R - Residential/Local	A - AC	85	29.5
BELLST	12	BELL ST	BLUFF RD	BEGIN MEDIAN	578	40	23,120 A - Arterial	O - AC/AC	79	21.32
BELLST	12A	BELL ST	BEGIN MEDIAN	JEWELBERRY AVE	1,373	26	35,698 A - Arterial	A - AC	83	20.81
BELLST	12B	BELL ST	JEWELBERRY AVE	PROP LINE 540 FT W OF JEWELBERRY	540	35	18,900 A - Arterial	A - AC	92	24.36
BELLA	145	BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	185	24	4,440 R - Residential/Local	A - AC	86	30.1
BICKFO	13	BICKFORD ST	BEEBEE CT	EAST DEAD END	492	34	16,728 R - Residential/Local	A - AC	52	11.09
BLUFF	14	BLUFF RD	DUBARKO RD	100' S. OF MILLER RD	385	32	12,320 A - Arterial	A - AC	83	25.51
BLUFF	14A	BLUFF RD	100' S. OF MILLER RD	HEIA CT	366	34	12,444 A - Arterial	O - AC/AC	81	23.16
BLUFF	14B	BLUFF RD	HEIA CT	SANDY HEIGHTS ST	400	34	13,600 A - Arterial	O - AC/AC	83	24.4
BLUFF	14C	BLUFF RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	860	40	34,400 A - Arterial	O - AC/AC	83	24.4
BLUFF	14D	BLUFF RD	STRAWBRIDGE PKWY	HWY 26	643	41	26,363 A - Arterial	O - AC/AC	81	23.11
BLUFF	14E	BLUFF RD	HWY 26	HOOD ST	418	41	17,138 A - Arterial	A - AC	94	25
BLUFF	14F1	BLUFF RD	HOOD ST	185' S OF MARCY ST	925	32	29,600 A - Arterial	A - AC	90	23.75
BLUFF	14F2	BLUFF RD	185' S OF MARCY ST	NORTH SIDE OF #16530	798	40	31,920 A - Arterial	A - AC	88	23
BLUFF	14G1	BLUFF RD	NORTH SIDE OF #16530 (END OF CURB)	DRIVEWAY FOR #16405	540	32	17,280 A - Arterial	O - AC/AC	88	27.18
BLUFF	14G2	BLUFF RD	DRIVEWAY FOR #16405	BELL ST	410	44	18,040 A - Arterial	O - AC/AC	90	28.03
BLUFF	14G3	BLUFF RD	BELL ST	NORTH SIDE OF HOUSE #15880	1,040	32	33,280 A - Arterial	O - AC/AC	74	18.83
BLUFF	14H	BLUFF RD	HOUSE #15880	AGNES ST	1,435	32	45,920 A - Arterial	A - AC	56	9.99
BLUFF	14I	BLUFF RD	AGNES ST	ANDREWS ST	991	37	36,667 A - Arterial	A - AC	56	10
BLUFF	14J	BLUFF RD	ANDREWS ST	BURGS LN	1,110	32	35,520 A - Arterial	A - AC	59	11.33
BLUFF	14K	BLUFF RD	BURGS LN	CITY LIMITS (HOUSE #13989)	1,402	24	33,648 A - Arterial	A - AC	59	10.3
BODLEY	15	BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	316	34	10,744 R - Residential/Local	O - AC/AC	83	38.97
BORNST	157A	BORNSTEDT RD	ST HWY 211	CASCADIA VILLAGE	479	36	17,244 A - Arterial	O - AC/AC	70	16.55
BORNST	157B	BORNSTEDT RD	CASCADIA VILLAGE	CITY LIMITS (HOUSE#19525)	1,336	25	33,400 A - Arterial	O - AC/AC	77	21.14
BRITAL	129	BRITTA ALLEY	BRITTA CT	DEAD END	60	20	1,200 NCR - Proposed; Private; Non-County	P - PCC	53	19.09

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
BRITTA	119	BRITTA CT	HAMILTON RIDGE	DEAD END	192	28	5,376 R - Residential/Local	O - AC/AC	92	37.18
BROKEN	146	BROKEN TOP AVE	GOLDENRAIN ST	OLSON ST	448	28	12,544 R - Residential/Local	A - AC	92	32.98
BRUNS	16A	BRUNS AV	DEAD END (SOUTH)	PIONEER BLVD	137	35	4,795 R - Residential/Local	A - AC	93	33.49
BRUNS	16B	BRUNS AV	PIONEER BLVD	PROCTOR BLVD	298	38	11,324 R - Residential/Local	O - AC/AC	68	21.66
BRUNS	16C	BRUNS AV	PROCTOR BLVD	PLEASANT ST	205	28	5,740 R - Residential/Local	O - AC/AC	81	34.89
BRUNS	16D	BRUNS AV	PLEASANT ST	HOOD ST	235	16	3,760 R - Residential/Local	A - AC	86	30.1
BUCK	132	BUCK ST	ANTLER AVE	MEADOW AVE	266	28	7,448 R - Residential/Local	O - AC/AC	90	36.29
BUENA	147	BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	373	24	8,952 R - Residential/Local	A - AC	86	37.2
CARLSO	120	CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	470	28	13,160 R - Residential/Local	O - AC/AC	88	35.18
CASCAD	17A	CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	815	36	29,340 C - Collector	O - AC/AC	61	12.73
CASCAD	17B	CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	1,230	36	44,280 C - Collector	O - AC/AC	75	20.97
CASCAD	17C	CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	640	28	17,920 C - Collector	O - AC/AC	83	25.15
CASSID	18	CASSIDY CT	VAN FLEET AVE	CUL DE SAC	250	25	6,250 R - Residential/Local	A - AC	92	32.98
CHAMPI	19A	CHAMPION WAY	HWY 26	INDUSTRIAL WAY	772	34	26,248 C - Collector	A - AC	44	4.09
CHAMPI	19B	CHAMPION WAY	INDUSTRIAL WAY	BELLA VISTA ST	1,115	41	45,715 C - Collector	A - AC	90	20.84
CHAMPI	19C	CHAMPION WAY	BELLA VISTA ST	BUENA VISTA ST	412	41	16,892 C - Collector	A - AC	88	19.79
CHASE	20	CHASE CT	BICKFORD ST	CUL DE SAC	253	34	8,602 R - Residential/Local	A - AC	84	28.9
CHINOO	148	CHINOOK ST	362ND AVE	DEAD END WEST	1,365	28	38,220 R - Residential/Local	A - AC	87	38.46
CHULA	149	CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF BELLA VISTA	628	24	15,072 R - Residential/Local	A - AC	87	30.67
CLAYTO	21	CLAYTON CT	DAHLAGER ST	CUL DE SAC	250	34	8,500 R - Residential/Local	O - AC/AC	92	37.18
CLOUDC	133	CLOUD CAP AVE	VAN FLEET AVE	TRILLIUM ST	250	28	7,000 R - Residential/Local	O - AC/AC	88	35.18
CONSTABL EA	. 161	CONSTABLE AVE	ICHABOD ST	DEAD END 250 FT N OF ICHABOD ST	250	28	7,000 R - Residential/Local	A - AC	92	32.98
CORALB	113	CORALBURST ST	JEWELBERRY AVE	DREAMCATCHER	1,340	34	45,560 R - Residential/Local	A - AC	85	29.51
CORALB	113A	CORALBURST ST	BACHELOR AVE	JEWELBERRY AVE	289	28	8,092 R - Residential/Local	A - AC	92	32.98
CREEKSID EL	158A	CREEKSIDE LP	TUPPER RD	1-WAY LOOP	400	28	11,200 R - Residential/Local	A - AC	88	31.21
CREEKSID EL	158B	CREEKSIDE LP	CREEKSIDE LOOP 2- WAY	CREEKSIDE LOOP 2- WAY	700	26	18,200 R - Residential/Local	A - AC	90	32.2
DAHLAG	22	DAHLAGER ST	DUBARKO RD	MEINIG AVE	1,090	34	37,060 R - Residential/Local	A - AC	54	12.1
DAVIS	23	DAVIS DR	WOLF DR	DAVIS ST	586	34	19,924 R - Residential/Local	A - AC	73	21.94

									Current	Remaining
Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	PCI	Life
DAVISS	24A	DAVIS ST	WOLF DR	VAN FLEET AVE	720	34	24,480 R - Residential/Local	O - AC/AC	90	36.29
DAVISS	24B	DAVIS ST	VAN FLEET AVE	170 FT. SOUTH OF GARY ST	1,470	34	49,980 R - Residential/Local	A - AC	93	33.49
DAVISS	24C	DAVIS ST	170 FT. SOUTH OF GARY ST	BECKE CT	165	32	5,280 R - Residential/Local	A - AC	85	29.51
DAVISS	24D	DAVIS ST	BECKE CT	163ft south of Becke ct	163	32	5,216 R - Residential/Local	A - AC	86	30.1
DAVISS	24E	DAVIS ST	163 FT S OF BECKE CT	DUBARKO RD	195	28	5,460 R - Residential/Local	O - AC/AC	94	37.79
DELORI	116	DELORIS AVE	BARLOW PARKWAY	TUPPER RD 160 ft E OF MILLER	475	28	13,300 R - Residential/Local	A - AC	90	32.2
DOUBLE	25	DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	390	33	12,870 R - Residential/Local	A - AC	80	30.9
DREAMC	26A	DREAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	419	34	14,246 R - Residential/Local	A - AC	84	28.9
DREAMC	26B	DREAMCATCHER AVE	DREAMCATCHER AVE	CUL DE SAC	140	86	12,040 R - Residential/Local	A - AC	92	32.98
DREAMC	26C	DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	485	34	16,490 R - Residential/Local	A - AC	88	31.21
DUBARK	27A	DUBARKO RD	362ND AVE	YOCUM LP	1,250	39	48,750 A - Arterial	A - AC	93	24.78
DUBARK	27B	DUBARKO RD	YOKUM LP	ELDRIDGE DR	680	39	26,520 A - Arterial	A - AC	60	11.48
DUBARK	27C	DUBARKO RD	ELDRIDGE DRIVE	310 FT N OF SANDY HEIGHTS	1,128	36	40,608 A - Arterial	A - AC	61	11.89
DUBARK	27D	DUBARKO RD	310 FT N OF SANDY HEIGHTS	SANDY HEIGHTS ST	310	40	12,400 A - Arterial	O - AC/AC	83	24.66
DUBARK	27E	DUBARKO RD	SANDY HEIGHTS ST	100 FT. NORTH OF REICH CT	1,244	40	49,760 A - Arterial	O - AC/AC	73	18.36
DUBARK	27F	DUBARKO RD	100 FT. NORTH OF REICH CT	HOUSE #37658	997	40	39,880 A - Arterial	O - AC/AC	65	13.83
DUBARK	27F1	DUBARKO RD	HOUSE #37658	BLUFF RD	885	32	28,320 A - Arterial	A - AC	79	22.78
DUBARK	27F2	DUBARKO RD	BLUFF RD	508' E. OF BLUFF RD	508	32	16,256 A - Arterial	A - AC	80	19.41
DUBARK	27F3	DUBARKO RD	508' E. OF BLUFF RD	150' W. OF TUPPER	1,414	32	45,248 A - Arterial	A - AC	77	18
DUBARK	27G	DUBARKO RD	150' W. OF TUPPER	HWY 211	590	32	18,880 A - Arterial	A - AC	82	20.35
DUBARK	27G1	DUBARKO RD	HWY 211	JACOBY RD SE	1,432	40	57,280 A - Arterial	A - AC	92	24.36
DUBARK	27H	DUBARKO RD	395TH(JACOBY RD)	260FT EAST OF VANFLEET	1,307	40	52,280 A - Arterial	A - AC	61	11.98
DUBARK	271	DUBARKO RD	280FT E OF VAN FLEET AVE	LANGENSAND RD	675	40	27,000 A - Arterial	A - AC	70	16.81
DUBARK	27J	DUBARKO RD	LANGENSAND RD	133 FT E OF MEADOW AVE	1,192	40	47,680 A - Arterial	O - AC/AC	83	24.4
Dublin	165a	Dublin Ave	Cascadia Village Dr	Southern Terminus	400	28	11,200 R - Residential/Local	A - AC	92	32.98

									Current	Remaining
Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	PCI	Life
ELDRID	28	ELDRIDGE DR	DUBARKO RD	DUBARKO RD	1,275	33	42,075 R - Residential/Local	A - AC	88	31.21
EMERAL	29	EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	952	34	32,368 R - Residential/Local	O - AC/AC	56	12.96
EMERAL	29A	EMERALD CASCADE ST	BACHELOR AVE	JEWELBERRY AVE	317	28	8,876 R - Residential/Local	A - AC	92	32.98
EVANS	30A	EVANS ST	MEINIG AVE	HOUSE #39600	1,073	39	41,847 R - Residential/Local	O - AC/AC	94	38.06
EVANS	30B	EVANS ST	HOUSE #39600	HOUSE #39706	280	34	9,520 R - Residential/Local	A - AC	72	23.45
EVANS	30C	EVANS ST	HOUSE #39706	VAN FLEET AVE	380	34	12,920 R - Residential/Local	A - AC	73	23.88
FAWNST	135	FAWN ST	ANTLER AVE	130 FT E OF MEADOW AVE	390	28	10,920 R - Residential/Local	O - AC/AC	94	37.79
FIRDR	31A	FIR DR	HOOD ST	SCENIC ST	675	34	22,950 R - Residential/Local	A - AC	78	28.61
FIRDR	31B	FIR DR	SCENIC ST	DEAD END	314	34	10,676 R - Residential/Local	A - AC	93	33.5
GALWAY	134	GALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	630	28	17,640 R - Residential/Local	O - AC/AC	86	33.94
GARYST	32A	GARY ST	BARKER CT	BARKER CT	790	28	22,120 R - Residential/Local	A - AC	68	20.55
GARYST	32B	GARY ST	BARKER CT	VAN FLEET AVE	850	32	27,200 R - Residential/Local	O - AC/AC	80	34.27
GARYST	32C	GARY ST	VAN FLEET AVE	LANGENSAND RD	970	34	32,980 R - Residential/Local	A - AC	38	4.66
GERILY	33	GERILYNN CT	SANDY HEIGHTS ST	CUL DE SAC	427	32	13,664 R - Residential/Local	A - AC	92	32.98
GLOVER	34	GLOVER CT	ROSS AVE	CUL DE SAC	225	34	7,650 R - Residential/Local	A - AC	70	20.12
GOLDEN	35	GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	966	34	32,844 R - Residential/Local	O - AC/AC	69	22.93
GOLDEN	35A	GOLDENRAIN ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	1,526	28	42,728 R - Residential/Local	A - AC	92	32.98
GREENM	36	GREEN MOUNTAIN ST	JEWELBERRY AVE	BLUFF RD	1,605	34	54,570 R - Residential/Local	O - AC/AC	95	38.1
GREENM	36A	GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	298	28	8,344 R - Residential/Local	A - AC	92	32.98
GREYAV	37	GREY AVE	RACHAEL DR	SOLSO DR	698	30	20,940 R - Residential/Local	A - AC	92	32.98
HALLCT	38	HALL CT	DAVIS ST	CUL DE SAC	200	34	6,800 R - Residential/Local	A - AC	49	9.15
HAMILT	121A	HAMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	618	28	17,304 R - Residential/Local	O - AC/AC	86	33.94
HAMILT	121B	HAMILTON RIDGE DR	99 FT W OF NETTIE CONNETT DR	330 FT E N.C. (END OF CURVE)	231	20	4,620 R - Residential/Local	O - AC/AC	88	35.18
HAMILT	121C	HAMILTON RIDGE DR	330 FT PAST NETTIE CONNETT	DEAD END	245	28	6,860 R - Residential/Local	O - AC/AC	92	37.18
HARDENB ROO	159	HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	100	28	2,800 R - Residential/Local	A - AC	92	32.98
HASKIN	110A	HASKINS ST	WELLESLEY AVE	BARRINGTON AVE	432	32	13,824 R - Residential/Local	A - AC	88	31.21
HASKIN	110B	HASKINS ST	BARRINGTON AVE	DEAD END	210	32	6.720 R - Residential/Local	O - AC/AC	84	39.48

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Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	PCI	Remaining Life
HEIACT	39	HEIA CT	BLUFF RD	CUL DE SAC	345	34	11,730 R - Residential/Local	A - AC	34	3.05
HELMS	40	HELMS CT	GARY ST	CUL DE SAC	190	34	6,460 R - Residential/Local	A - AC	85	29.5
HOFFMA	41A	HOFFMAN AV	PIONEER ST	PROCTOR BLVD	250	35	8,750 R - Residential/Local	O - AC/AC	82	37.32
HOFFMA	41B	HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	212	28	5,936 R - Residential/Local	A - AC	86	30.1
HOFFMA	41C	HOFFMAN AV	PLEASANT ST	HOOD ST	235	24	5,640 R - Residential/Local	O - AC/AC	87	40.22
HOFFMA	41D	HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	260	16	4,160 R - Residential/Local	A - AC	88	31.21
HOODCT	43	HOOD CT	110' EAST OF FIR DR	DEAD END	540	34	18,360 R - Residential/Local	O - AC/AC	90	36.29
HOODST	44A	HOOD ST	BLUFF RD	BEERS AVE	845	40	33,800 R - Residential/Local	A - AC	72	21.33
HOODST	44B	HOOD ST	BEERS AVE	SCALES AVE	420	40	10,500 R - Residential/Local	A - AC	63	16.86
HOODST	44C	HOOD ST	SCALES AVE	STRAUSS AVE	560	36	20,160 R - Residential/Local	A - AC	92	32.98
HOODST	44D	HOOD ST	SMITH AVE	DEAD END EAST	113	24	2,712 R - Residential/Local	A - AC	86	30.1
HOODST	44E	HOOD ST	MEINIG AVE	REVENUE AVE	622	32	19,904 R - Residential/Local	O - AC/AC	80	33.7
HOODST	44F	HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	790	34	26,860 R - Residential/Local	A - AC	79	29.89
HOODST	44G	HOOD ST	TEN EYCK	DEAD END	556	16	8,896 R - Residential/Local	O - AC/AC	86	33.94
HORNEC	45	HORNECKER AV	DAVIS ST	MCCORMICK DR	210	34	7,140 R - Residential/Local	A - AC	92	32.98
ICHABODS T	3 162	ICHABOD ST	SANDY HEIGHTS	82 FT W OF TRACT B (STAIRS)	813	28	22,764 R - Residential/Local	A - AC	92	32.98
IDLEMA	46	IDLEMAN ST	REVENUE AVE	HOUSE #39325	300	34	10,200 R - Residential/Local	A - AC	92	32.98
IDLEMA	46A	IDLEMAN ST	HOUSE #39325	MEING AVE	296	27	7,992 R - Residential/Local	A - AC	94	33.74
INDIAN	47	INDIAN SUMMER ST	JEWELBERRY AVE	DEAD END	427	34	14,518 R - Residential/Local	O - AC/AC	92	37.18
INDIAN	47A	INDIAN SUMMER ST	STEENS AVE	DEAD END WEST	197	28	5,516 R - Residential/Local	A - AC	92	32.98
INDIAN	47B	INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	162	28	4,536 R - Residential/Local	A - AC	92	32.98
INDUST	48A	INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY	362ND DR	2,240	41	91,840 C - Collector	A - AC	87	19.27
INDUST	48B	INDUSTRIAL WAY	362ND DR	HWY 26	1,750	33	57,750 C - Collector	O - AC/AC	81	25.07
JACOBY	130A	JACOBY RD	DUBARKO RD	CASCADIA VILLAGE DR	1,182	34	40,188 C - Collector	O - AC/AC	92	29.25
JACOBY	130B	JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	1,094	32	35,008 C - Collector	O - AC/AC	66	15.36
JADEGL	49A	JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	540	34	18,360 R - Residential/Local	A - AC	58	12.99
JADEGL	49B	JADE GLEN AVE	90FT S OF EMERALD CASCADE	90FT S OF CORALBURST ST	245	34	8,330 R - Residential/Local	A - AC	92	32.98
JEFFER	150	JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	445	28	12,460 R - Residential/Local	A - AC	92	32.98
JERGER	109	JERGER ST	AVERILL PKWY	DEAD END	684	32	21,888 R - Residential/Local	A - AC	86	30.1

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
JEWELB	50A	JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	950	32	30,400 C - Collector	A - AC	70	12.52
JEWELB	50B	JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	537	32	17,184 C - Collector	A - AC	84	17.73
JEWELB	50C	JEWELBERRY AVE	INDIAN SUMMER	PENNY ST	524	32	16,768 C - Collector	A - AC	83	17.23
JEWELB	50D	JEWELBERRY AVE	PENNY ST	KELSO RD	2,438	32	78,016 R - Residential/Local	A - AC	86	37.2
JONSRU	51	JONSRUD LN	BLUFF RD	CUL DE SAC	410	34	13,940 R - Residential/Local	O - AC/AC	89	45.07
JUNKER	52	JUNKER ST	STRAUSS AVE	EAST TO PIONEER	283	16	4,528 R - Residential/Local	A - AC	74	22.56
KATESC	53	KATE SCHMITZ AV	HWY 26	DEAD END	343	40	13,720 C - Collector	A - AC	70	11.59
KATRINAS	T 163	KATRINA ST	VAN TASSEL AVE	90 FT W OF VAN BRUNT AVE	515	28	14,420 R - Residential/Local	A - AC	92	32.98
KIMBER	54	KIMBERLY CT	WOLF DR	CUL DE SAC	725	34	24,650 R - Residential/Local	A - AC	93	33.49
KOCHCT	55A	KOCH CT	SOUTH CUL DE SAC	STRAWBRIDGE PKWY	113	62	7,006 R - Residential/Local	A - AC	92	32.98
KOCHCT	55B	KOCH CT	STRAWBRIDGE PKWY	NORTH CUL DE SAC	180	34	6,120 R - Residential/Local	O - AC/AC	90	36.29
LAMPER	56	LAMPER CT	BARKER CT	CUL DE SAC	188	34	6,392 R - Residential/Local	A - AC	66	19.46
LANCAS	57	LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	190	32	6,080 R - Residential/Local	O - AC/AC	73	27.09
LANGEN	58A	LANGENSAND RD	CITY LIMITS (HOUSE #18906)	THERESE ST	1,372	40	54,880 A - Arterial	A - AC	83	20.81
LANGEN	58B	LANGENSAND RD	THERESE ST	HOUSE #18070	615	40	24,600 A - Arterial	A - AC	72	15.7
LANGEN	58C	LANGENSAND RD	HOUSE #18070	HWY 26	1,093	40	43,720 A - Arterial	O - AC/AC	75	19.39
LAUREL	152	LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	397	28	11,116 R - Residential/Local	A - AC	90	32.2
LIMERI	136	LIMERICK ST	OAK AVE	PINE AVE	365	28	10,220 R - Residential/Local	O - AC/AC	92	37.18
LITTLE	59	LITTLEPAGE AV	DUBARKO RD	YOCUM LP	402	34	13,668 R - Residential/Local	O - AC/AC	85	36.08
LONGCI	60	LONG CIR	TUPPER RD	CUL DE SAC	609	32	19,488 R - Residential/Local	A - AC	92	32.98
LOUNDR	61A	LOUNDREE DR	CUL DE SAC	KIMBERLEY AVE	312	28	8,736 R - Residential/Local	A - AC	92	32.98
LOUNDR	61B	LOUNDREE DR	KIMBERLEY CT	MCCORMICK AVE	680	34	23,120 R - Residential/Local	A - AC	92	32.98
MARCY	62	MARCY ST	BLUFF RD	DEAD END	602	32	19,264 R - Residential/Local	O - AC/AC	90	36.29
MCCORM	63	MCCORMICK CT	LANGENSAND RD	CUL DE SAC	450	34	15,300 R - Residential/Local	A - AC	83	28.27
MCCORM	64A	MCCORMICK DR	CUL DE SAC W. OF LOUNDREE DR	WOLF DR	545	34	18,530 R - Residential/Local	A - AC	92	32.98
MCCORM	64B	MCCORMICK DR	WOLF DR	LANGENSAND RD	1,706	40	68,240 C - Collector	A - AC	89	20.32
MCELRO	65	MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	212	16	3,392 R - Residential/Local	A - AC	88	31.21
MEADOW	128A	MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	447	28	12.516 R - Residential/Local	O - AC/AC	84	39.87

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Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	PCI	Remaining Life
MEADOW	128B	MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	1,074	28	30,072 R - Residential/Local	O - AC/AC	90	36.29
MEEKER	66	MEEKER ST	UNIVERSITY AVE	BLUFF RD	720	19	13,680 R - Residential/Local	O - AC/AC	85	41.73
MEINIG	67A	MEINIG AV	DUBARKO RD	BARKER CT	971	40	38,840 C - Collector	O - AC/AC	83	27.02
MEINIG	67B	MEINIG AV	BARKER CT	HWY 211	1,053	32	33,696 C - Collector	A - AC	92	21.88
MEINIG	67C	MEINIG AV	PIONEER ST	PROCTOR BLVD	315	40	12,600 C - Collector	A - AC	76	14.01
MEINIG	67D	MEINIG AV	PROCTOR BLVD	PLEASANT ST	207	32	6,624 C - Collector	O - AC/AC	72	19.06
MEINIG	67E	MEINIG AV	PLEASANT ST	HOOD ST	227	36	8,172 C - Collector	O - AC/AC	82	26.04
MEINIG	67F	MEINIG AV	HOOD ST	SCENIC ST	610	36	21,960 C - Collector	O - AC/AC	83	25.15
MELISS	68	MELISSA AVE	DEAD END S OF RACHAEL DR	DUBARKO DR	720	32	23,040 R - Residential/Local	A - AC	91	32.62
MILLER	70A	MILLER ST	BLUFF RD	BARLOW RIDGE SUB	450	34	15,300 R - Residential/Local	A - AC	92	32.98
MILLER	70B	MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	542	28	15,176 R - Residential/Local	A - AC	86	30.1
MILLER	70C	MILLER ST	DELORIS AVE	BARLOW PARKWAY	329	28	9,212 R - Residential/Local	A - AC	87	30.67
MYRACT	71	MYRA CT	RACHAEL DR	CUL DE SAC	241	29	6,989 R - Residential/Local	A - AC	92	32.98
NETTIE	72A	NETTIE CONNETT DR	SANDY HEIGHTS ST	100' WEST OF BALKEN AVE	707	34	24,038 R - Residential/Local	A - AC	92	32.98
NETTIE	72A2	NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	266	28	7,448 R - Residential/Local	O - AC/AC	92	37.18
NETTIE	72B	NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	275	34	9,350 R - Residential/Local	A - AC	73	24.53
NETTIE	72B2	NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	200	34	6,800 R - Residential/Local	A - AC	81	31.84
NETTIE	72C	NETTIE CONNETT DR	38090 TRIMBLE LN	BLUFF RD	328	34	11,152 R - Residential/Local	A - AC	92	32.98
NETTIE	72E	NETTIE CONNETT DR	HAMILTON RIDGE	SANDY HEIGHTS	200	28	5,600 R - Residential/Local	O - AC/AC	92	37.18
NEWCIR	73	NEW CIR	DUBARKO RD	CUL DE SAC	323	34	10,982 R - Residential/Local	O - AC/AC	85	36.08
NEWTON	74A	NEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	506	32	16,192 R - Residential/Local	O - AC/AC	85	33.28
NEWTON	74B	NEWTON ST	100 E OF AVERILL PKWY	JACOBY RD	649	32	20,768 R - Residential/Local	A - AC	92	32.98
NORWAL	75A	NORWALK AVE	55 FT SOUTH OF STRATFORD ST	CASCADIA VILLAGE DR	434	32	13,888 R - Residential/Local	O - AC/AC	92	37.18
NORWAL	75B	NORWALK AVE	55FT S OF STRATFORD ST	NEWTON	92	32	2,944 R - Residential/Local	A - AC	92	32.98
OAKAVE	123A	OAK AVE	175 FT N REDWOOD	S END OF SANDY MEADOWS	343	28	9,604 R - Residential/Local	A - AC	92	32.98
OAKAVE	123B	OAK AVE	175 FT N OF REDWOOD	GALWAY	525	28	14,700 R - Residential/Local	O - AC/AC	84	39.43
OLSONS	110	OLSON ST	JEWELBERRY AVE	E DEAD END	429	34	14,586 R - Residential/Local	A - AC	82	27.65

									Current	Remaining
Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	PCI	Life
OLSONS	110A	OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	1,507	22	33,154 C - Collector	A - AC	89	20.32
ORRCIR	76	ORR CIR	DUBARKO RD	CUL DE SAC	263	34	8,942 R - Residential/Local	O - AC/AC	86	38.08
ORTIZ	153	ORTIZ ST	VISTA LOOP DR	HOUSE #41545	516	28	14,448 R - Residential/Local	A - AC	90	32.2
PACIFI	137	PACIFIC AVE	DUBARKO RD	TRILLIUM ST	638	28	17,864 R - Residential/Local	O - AC/AC	94	37.79
PARKST	77	PARK ST	DEAD END (WEST)	STRAUSS AVE	1,325	19	25,175 R - Residential/Local	O - AC/AC	81	30.87
PENNYA	109	PENNY AVE	JEWELBERRY AVE	AMERICAN ST	578	34	19,652 R - Residential/Local	A - AC	92	32.98
PINEST	124A	PINE ST	PRIVATE DRIVE S. OF REDWOOD ST	175' N. OF REDWOOD ST	334	12	4,008 R - Residential/Local	A - AC	92	32.98
PINEST	124B	PINE ST	175 FT N REDWOOD	CASCADIA VILLAGE DR	315	12	3,780 R - Residential/Local	O - AC/AC	92	37.18
PLEASA	78A	PLEASANT ST	BEERS ST	SCALES AVE	420	32	13,440 R - Residential/Local	A - AC	86	30.1
PLEASA	78B	PLEASANT ST	SCALES AVE	BRUNS AVE	285	24	6,840 R - Residential/Local	O - AC/AC	48	10.04
PLEASA	78B1	PLEASANT ST	BRUNS AVE	STRAUSS AVE	284	44	12,496 R - Residential/Local	A - AC	59	13.98
PLEASA	78C	PLEASANT ST	STRAUSS AVE	SMITH AVE	584	44	25,696 R - Residential/Local	A - AC	40	5.21
PLEASA	78D	PLEASANT ST	SMITH AVE	MEINIG AVE	248	36	8,928 R - Residential/Local	A - AC	86	30.1
PLEASA	78E	PLEASANT ST	MEINIG AVE	REVENUE AVE	612	36	22,032 R - Residential/Local	O - AC/AC	92	44.6
PLEASA	78F	PLEASANT ST	REVENUE AVE	TEN EYCK RD	650	32	20,800 R - Residential/Local	A - AC	68	20.8
PLEASA	78G	PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	644	34	21,896 R - Residential/Local	A - AC	35	3.51
RACHAE	79A	RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	874	30	26,220 R - Residential/Local	A - AC	67	19.76
RACHAE	79B	RACHAEL DR	SOLSO RD	95FT WEST OF GREY	1,195	30	35,850 R - Residential/Local	O - AC/AC	73	27.09
RACHAE	79C	RACHAEL DR	HOUSE #37642	NORTH DEAD END	341	30	10,230 R - Residential/Local	O - AC/AC	90	36.29
RAINIER	154	RAINIER AVE	GOLDENRAIN ST	OLSON ST	443	28	12,404 R - Residential/Local	A - AC	92	32.98
REDWOO	122A	REDWOOD ST	PINE ST	OAK AVE	373	28	10,444 R - Residential/Local	A - AC	92	32.98
REDWOO	122B	REDWOOD ST	OAK AVE	BORNSTEDT ROAD	255	28	7,140 R - Residential/Local	A - AC	82	32.42
REDWOO	122C	REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	254	28	7,112 R - Residential/Local	O - AC/AC	85	41.25
REEDCI	80	REED CIR	GARY ST	CUL DE SAC	392	34	13,328 R - Residential/Local	A - AC	55	12.7
REICH	81	REICH CT	DUBARKO RD	CUL DE SAC	350	32	11,200 R - Residential/Local	A - AC	84	28.9
REVENU	82A	REVENUE AV	PIONEER ST	PROCTOR BLVD	145	24	3,480 R - Residential/Local	A - AC	72	21.33
REVENU	82B	REVENUE AV	PROCTOR BLVD	PLEASANT ST	223	29	6,467 R - Residential/Local	A - AC	60	15.61
REVENU	82C	REVENUE AV	PLEASANT ST	SCENIC ST	876	34	29,784 R - Residential/Local	A - AC	75	25.94
ROSSAV	83	ROSS AV	DUBARKO RD	EVANS ST	492	34	16,728 R - Residential/Local	A - AC	90	32.19
RUBEN	109A	RUBEN LN	HWY 26	PRIVATE RD	438	39	17,082 R - Residential/Local	O - AC/AC	65	18.23
RUBEN	109B	RUBEN LN	PRIVATE ROAD	DUBARKO RD	1,148	32	36,736 C - Collector	O - AC/AC	76	21.93

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
SANDYH	84A	SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONETT DR	1,745	40	69,800 C - Collector	A - AC	79	15.33
SANDYH	84A1	SANDY HEIGHTS RD	300 FT W. OF NETTIE CONNETT DR	150 FT W OF SUE DR	635	22	13,970 C - Collector	A - AC	92	21.88
SANDYH	84A2	SANDY HEIGHTS RD	150 FT W OF SUE LANE	HOUSE #38035	350	22	7,700 C - Collector	A - AC	92	21.88
SANDYH	84A3	SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	360	22	7,920 C - Collector	A - AC	78	14.88
SANDYH	84B	SANDY HEIGHTS RD	BLUFF RD	TUPPER RD	1,345	22	29,590 C - Collector	A - AC	91	21.37
SANDYH	84C	SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	823	22	18,106 R - Residential/Local	O - AC/AC	80	33.4
SAWYE	117	SAWYER ST	TUPPER RD	BARLOW PARKWAY	484	28	13,552 R - Residential/Local	A - AC	90	32.2
SCALES	85A	SCALES AV	PIONEER ST	PROCTOR BLVD	276	31	8,556 R - Residential/Local	O - AC/AC	85	36.08
SCALES	85B	SCALES AV	PROCTOR BLVD	PARK ST	800	34	27,200 R - Residential/Local	A - AC	90	32.19
SCENIC	86	SCENIC ST	MEINIG AVE	FIR DR	1,330	34	45,220 R - Residential/Local	A - AC	76	26.67
SEAMEN	87	SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	640	32	20,480 R - Residential/Local	A - AC	63	17.56
SHALIM	88	SHALIMAR DR	KELSO RD	END OF PAVEMENT	640	34	21,760 R - Residential/Local	O - AC/AC	92	37.18
SHELLE	89	SHELLEY AV	PIONEER ST	PROCTOR BLVD	330	43	14,190 R - Residential/Local	A - AC	77	24.46
SMITH	90A	SMITH AV	PROCTOR BLVD	PLEASANT ST	215	34	7,310 R - Residential/Local	O - AC/AC	95	38.1
SMITH	90B	SMITH AV	PLEASANT ST	HOOD ST	258	34	8,772 R - Residential/Local	A - AC	92	32.98
SOLSOC	91	SOLSO CT	MELISSA AVE	CUL DE SAC	275	29	7,975 R - Residential/Local	A - AC	84	28.89
SOLSOD	92	SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	1,166	34	39,644 R - Residential/Local	A - AC	66	19
HWY211	10	ST HWY 211	ARLETHA CT	420 FT. NORTH OF BORNSTEDT RD	2,420	48	116,160 A - Arterial	O - AC/AC	67	14.82
HWY211	20	ST HWY 211	420 FT. NORTH OF BORNSTEDT RD	MEINIG AVE	3,156	25	78,900 A - Arterial	O - AC/AC	74	18.6
HWY211	30	ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	390	49	19,110 A - Arterial	O - AC/AC	56	9.66
STEENS	155	STEENS AVE	GOLDENRAIN ST	OLSON ST	427	28	11,956 R - Residential/Local	A - AC	92	32.98
STEFEN	93	STEFENEE CT	LOUNDREE DR	CUL DE SAC	156	28	4,368 R - Residential/Local	A - AC	66	18.65
STRATF	94	STRATFORD ST	NORWALK AVE	WALLINGFORD AVE	383	32	12,256 R - Residential/Local	O - AC/AC	92	37.18
STRAUS	95A	STRAUSS AV	JUNKER ST	PIONEER ST	165	24	3,960 R - Residential/Local	A - AC	81	31.57
STRAUS	95B	STRAUSS AV	PIONEER ST	PROCTOR BLVD	316	38	12,008 R - Residential/Local	S - ST	79	18.85
STRAUS	95C	STRAUSS AV	PROCTOR BLVD	PLEASANT ST	208	38	7,904 R - Residential/Local	S - ST	60	4.73
STRAUS	95D	STRAUSS AV	PLEASANT ST	HOOD ST	240	38	9,120 R - Residential/Local	A - AC	85	35.57
STRAUS	95E	STRAUSS AV	HOOD ST	PARK ST	303	21	6,363 R - Residential/Local	A - AC	88	38.17

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current PCI	Remaining Life
STRAWB	96A	STRAWBRIDGE PKWY		HOUSE #38474	630	36	22,680 R - Residential/Local	O - AC/AC	84	39.8
STRAWB	96B	STRAWBRIDGE PKWY	HOUSE #38667	TUPPER RD	312	36	11,232 R - Residential/Local	O - AC/AC	94	47.9
STRAWB	96C	STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	775	36	27,900 R - Residential/Local	A - AC	73	21.9
SUNFLO	141A	SUNFLOWER AVE	AMERICAN ST	JEWELBERRY AVE	574	27	15,498 R - Residential/Local	A - AC	93	33.
SUNSET	97A	SUNSET ST	TOWLE DR	UNIVERSITY AVE	550	40	22,000 R - Residential/Local	A - AC	65	17.2
SUNSET	97B	SUNSET ST	UNIVERSITY AVE	BLUFF RD	1,000	24	24,000 R - Residential/Local	A - AC	72	23.9
HERES	115A	THERESE ST	LANGENSAND RD	EAST 660FT	660	28	18,480 R - Residential/Local	A - AC	82	27.6
THERES	115B	THERESE ST	660 FT E OF LANGENSAND	ANTLER AVE	130	28	3,640 R - Residential/Local	O - AC/AC	94	37.7
OWLE	98A	TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS RD	705	34	23,970 R - Residential/Local	A - AC	61	16.2
OWLE	98B	TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	640	40	25,600 R - Residential/Local	A - AC	78	28.7
ΓRILLI	138	TRILLIUM ST	JACOBY RD	CUL DE SAC E OF CLOUD CAP	730	28	20,440 R - Residential/Local	O - AC/AC	90	36.2
UPPER	99A	TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS ST	690	32	22,080 C - Collector	O - AC/AC	90	28.6
UPPER	99B	TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	720	25	18,000 C - Collector	O - AC/AC	88	27.8
UPPER	99C	TUPPER RD	STRAWBRIDGE PKWY	HWY 211	1,080	25	27,000 C - Collector	O - AC/AC	87	31.3
TUPPER	99D	TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	830	32	26,560 C - Collector	A - AC	77	16.2
JNIVER	100A	UNIVERSITY AV	SUNSET ST	HWY 26	684	22	15,048 R - Residential/Local	O - AC/AC	89	45.0
JNIVER	100B	UNIVERSITY AV	HWY 26	MEEKER ST	481	34	16,354 R - Residential/Local	A - AC	92	32.9
/ANBRUNT AV	Г 164	VAN BRUNT AVE	KATRINA ST	130 FT S OF KATRINA ST (DEAD END)	230	28	6,440 R - Residential/Local	A - AC	93	33.2
/ANFLE	101A	VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	630	40	25,200 C - Collector	A - AC	54	6.3
/ANFLE	101B	VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	435	40	17,400 C - Collector	O - AC/AC	90	28.6
/ANFLE	101C	VAN FLEET AVE	GARY ST	MCCORMICK DR	1,088	40	43,520 C - Collector	O - AC/AC	90	28.6
'ANFLE	101D	VAN FLEET AVE	DUBARKO RD	PACIFIC AVE	1,070	28	29,960 R - Residential/Local	O - AC/AC	87	34.5
/ANTASSE .A	160	VAN TASSEL AVE	130 FT S OF KATRINA ST	245 FT N OF ICHABOD ST	642	28	17,976 R - Residential/Local	A - AC	92	32.9
/ISTAL	131	VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	3,168	26	82,368 C - Collector	O - AC/AC	63	13.6
VALLST	139	WALL ST	PACIFIC AVE	CUL DE SAC	1,220	28	34,160 R - Residential/Local	O - AC/AC	86	43.23
VALLIN	102	WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	450	32	14,400 R - Residential/Local	O - AC/AC	92	37.18
VEAVER	103	WEAVER CT	GARY ST	CUL DE SAC	232	34	7,888 R - Residential/Local	A - AC	93	33.4
WEBSTE	104A	WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF NEWTON	550	32	17,600 R - Residential/Local	O - AC/AC	84	32.61

Section PCI/RSL Listing

Street ID	Section ID	Street Name	From	То	Length	Width	Area Functional Class	Surface Type	Current	Remaining Life
WEBSTE	104B	WEBSTER AVE	100 FT S OF NEWTON	HASKINS ST	236	32	7,552 R - Residential/Local	O - AC/AC	92	37.18
WELLES	105A	WELLSELEY AVE	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	505	32	16,160 R - Residential/Local	O - AC/AC	92	37.18
WELLES	105B	WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	540	32	17,280 R - Residential/Local	A - AC	80	30.51
WEWER	111	WEWER AVE	RACHAEL DR	SOLSO DR	786	30	23,580 R - Residential/Local	O - AC/AC	75	28.23
WHITET	126A	WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	200	28	5,600 R - Residential/Local	O - AC/AC	81	34.94
WHITET	126B	WHITETAIL AVE	135' N OF LAUREL ST	95' N OF PRIVATE DR	95	28	2,660 R - Residential/Local	O - AC/AC	92	37.18
WHITET	126C	WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	270	28	7,560 R - Residential/Local	O - AC/AC	87	44.72
WOLFDR	106A	WOLF DR	VAN FLEET AVE	MCCORMICK DR	1,330	34	45,220 R - Residential/Local	A - AC	27	0.59
WOLFDR	106B	WOLF DR	MCCORMICK DR	HWY 26	296	34	10,064 C - Collector	A - AC	65	8.76
WOODBU	107	WOODBURY ST	NORWALK AVE	WALLINGFORD AVE	378	32	12,096 R - Residential/Local	O - AC/AC	92	37.18
YOCUM	108	YOCUM LP	DUBARKO RD	DUBARKO RD	1,960	34	66,640 R - Residential/Local	O - AC/AC	95	38.1

Total Section Length:	195,791
Total Section Area:	6,302,024

Appendix F

Scenarios - Sections Selected for Treatment

Scenario 1 - Unconstrained Needs

Scenario 2 - Current Budget Scenario

Scenario 3 - Maintain Current PCI

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$1,599,890	0%	2023	\$151,214	0%	2025	\$503,531	0%
2022	\$537,710	0%	2024	\$639,352	0%			

Year: 2021												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
AGNES ST	BLUFF RD	DEAD END	AGNES	2	307	17	5,219	С	AC		85	85	91	\$2,465	29,915	SLURRY AND CRACK SEAL
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	79	87	\$3,219	38,753	SLURRY AND CRACK SEAL
AMBER LN	DUBARKO RD	ELDRIDGE DR	AMBER	4	420	33	13,860	R	AC		82	82	89	\$6,545	24,813	SLURRY AND CRACK SEAL
AMHERST ST	AVERILL PKWY	NEWTON ST	AMHERS	112	879	32	28,128	R	AC		88	88	93	\$13,283	15,477	SLURRY AND CRACK SEAL
AUBIN ST	CHINOOK ST	SKOGAN RD	AUBIN	142	1,041	28	29,148	R	AC		87	87	93	\$13,765	21,095	SLURRY AND CRACK SEAL
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	80	88	\$4,912	48,373	SLURRY AND CRACK SEAL
AVERILL PKWY	50 FT S OF NEWTON	100 FT S JERGER	AVERIL	6B	691	32	22,112	R	AC		86	86	92	\$10,442	19,283	SLURRY AND CRACK SEAL
BARKER CT	MEINIG AVE	GARY ST	BARKER	7A	1,090	32	34,880	R	AC/AC		86	86	92	\$16,472	40,800	SLURRY AND CRACK SEAL
BARLOW PKY	TUPPER RD	SAWYER ST	BARLOW	118 A	466	28	13,048	R	AC		88	88	93	\$6,162	16,621	SLURRY AND CRACK SEAL
BECKE CT	DAVIS ST	CUL DE SAC	BECKEC	9	260	34	8,840	R	AC/AC		88	88	94	\$4,175	16,661	SLURRY AND CRACK SEAL
BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	BEEBEE	10	522	34	17,748	R	AC		68	68	77	\$8,381	27,651	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	77	85	\$2,764	43,296	SLURRY AND CRACK SEAL
BEERS AV	HOOD ST	PARK ST	BEERS	11C	308	28	8,624	R	AC		85	85	91	\$4,073	20,902	SLURRY AND CRACK SEAL
BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	BELLA	145	185	24	4,440	R	AC		86	86	92	\$2,097	22,944	SLURRY AND CRACK SEAL
BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	82	89	\$5,074	49,971	SLURRY AND CRACK SEAL
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	68	77	\$5,348	33,798	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	80	88	\$2,711	43,754	SLURRY AND CRACK SEAL
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	86	92	\$1,776	22,791	SLURRY AND CRACK SEAL
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	85	92	\$4,228	45,076	SLURRY AND CRACK SEAL
CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	CARLSO	120	470	28	13,160	R	AC/AC		88	88	94	\$6,215	18,691	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	CASCAD	17A	815	36	29,340	С	AC/AC		61	61	71	\$13,855	37,531	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

															()	Onconstrained Nee
Year: 2021												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	С	AC/AC		75	75	83	\$20,910	56,706	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	CASCAD	17C	640	28	17,920	С	AC/AC		83	83	90	\$8,463	32,593	SLURRY AND CRACK SEAL
CHAMPION WAY	BELLA VISTA ST	BUENA VISTA ST	CHAMPI	19C	412	41	16,892	С	AC		88	88	93	\$7,977	26,777	SLURRY AND CRACK SEAL
HINOOK ST	362ND AVE	DEAD END WEST	CHINOO	148	1,365	28	38,220	R	AC		86	86	92	\$18,049	,	SLURRY AND CRACK SEAL
CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF BELLA VISTA	CHULA	149	628	24	15,072	R	AC		87	87	93	\$7,118	21,095	SLURRY AND CRACK SEAL
CLOUD CAP AVE	VAN FLEET AVE	TRILLIUM ST	CLOUDC	133	250	28	7,000	R	AC/AC		88	88	94	\$3,306	21,814	SLURRY AND CRACK SEAL
ORALBURST ST	JEWELBERRY AVE	DREAMCATCHE R	CORALB	113	1,340	34	45,560	R	AC		85	85	91	\$21,515	25,602	SLURRY AND CRACK SEAL
REEKSIDE LP	TUPPER RD	1-WAY LOOP	CREEKSIDE L	158A	400	28	11,200	R	AC		88	88	93	\$5,289	20,821	SLURRY AND CRACK SEAL
AVIS ST	170 FT. SOUTH OF GARY ST	BECKE CT	DAVISS	24C	165	32	5,280	R	AC		85	85	91	\$2,494	20,896	SLURRY AND CRACK SEAL
AVIS ST	BECKE CT	163ft south of Becke ct	DAVISS	24D	163	32	5,216	R	AC		86	86	92	\$2,464	23,976	SLURRY AND CRACK SEAL
OOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	79	87	\$6,078	45,369	SLURRY AND CRACK SEAL
REAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	DREAMC	26A	419	34	14,246	R	AC		84	84	91	\$6,728	27,506	SLURRY AND CRACK SEAL
DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	DREAMC	26C	485	34	16,490	R	AC		88	88	93	\$7,787	20,264	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	73	81	\$6,102	38,474	SLURRY AND CRACK SEAL
IR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	77	85	\$10,838	42,335	SLURRY AND CRACK SEAL
GALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	GALWAY	134	630	28	17,640	R	AC/AC		86	86	92	\$8,330	23,175	SLURRY AND CRACK SEAL
SARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	79	87	\$12,845	45,960	SLURRY AND CRACK SEAL
OLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	69	78	\$15,510	36,079	SLURRY AND CRACK SEAL
AMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	HAMILT	121A	618	28	17,304	R	AC/AC		86	86	92	\$8,172	22,666	SLURRY AND CRACK SEAL
IASKINS ST	WELLESLEY AVE	BARRINGTON AVE	HASKIN	110A	432	32	13,824	R	AC		88	88	93	\$6,528	15,477	SLURRY AND CRACK SEAL
IASKINS ST	BARRINGTON AVE	DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	83	90	\$3,174	44,787	SLURRY AND CRACK SEAL
HELMS CT	GARY ST	CUL DE SAC	HELMS	40	190	34	6,460	R	AC		85	85	91	\$3,051	20,902	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

MTC StreetSaver

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

															70	Onconstrained Nee
Year: 2021												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	81	88	\$4,132	48,593	SLURRY AND CRACK SEAL
HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	HOFFMA	41B	212	28	5,936	R	AC		86	86	92	\$2,804	22,791	SLURRY AND CRACK SEAL
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	86	92	\$2,664	35,708	SLURRY AND CRACK SEAL
HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	HOFFMA	41D	260	16	4,160	R	AC		88	88	93	\$1,965	18,740	SLURRY AND CRACK SEAL
HOOD ST	BEERS AVE	SCALES AVE	HOODST	44B	420	40	10,500	R	AC		63	63	73	\$4,959	28,870	SLURRY AND CRACK SEAL
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	86	92	\$1,281	19,280	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	79	87	\$9,400	40,223	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	78	86	\$12,684	44,912	SLURRY AND CRACK SEAL
HOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	86	92	\$4,201	24,460	SLURRY AND CRACK SEAL
NDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	С	AC/AC		80	80	88	\$27,271	59,123	SLURRY AND CRACK SEAL
JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	С	AC/AC		66	66	75	\$16,532	36,230	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	С	AC		70	69	79	\$14,356	36,902	SLURRY AND CRACK SEAL
EWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	С	AC		84	84	90	\$8,115	37,069	SLURRY AND CRACK SEAL
JEWELBERRY AVE	INDIAN SUMMER	PENNY ST	JEWELB	50C	524	32	16,768	С	AC		83	83	90	\$7,919	30,744	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	85	92	\$36,841	45,076	SLURRY AND CRACK SEAL
JONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	88	94	\$6,583	36,866	SLURRY AND CRACK SEAL
JUNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	74	82	\$2,139	30,868	SLURRY AND CRACK SEAL
KATE SCHMITZ AV	HWY 26	DEAD END	KATESC	53	343	40	13,720	С	AC		69	69	78	\$6,479	26,382	SLURRY AND CRACK SEAL
ANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	73	82	\$2,872	39,525	SLURRY AND CRACK SEAL
ITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	84	91	\$6,455	34,353	SLURRY AND CRACK SEAL
MCCORMICK CT	LANGENSAND RD	CUL DE SAC	MCCORM	63	450	34	15,300	R	AC		83	83	90	\$7,225	23,724	SLURRY AND CRACK SEAL
MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	MCELRO	65	212	16	3,392	R	AC		88	88	93	\$1,602	19,466	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

MTC StreetSaver

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	83	90	\$5,911	47,457	SLURRY AND CRACK SEAL
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	84	91	\$6,460	48,703	SLURRY AND CRACK SEAL
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	С	AC/AC		82	82	89	\$18,342	65,447	SLURRY AND CRACK SEAL
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	С	AC		76	75	84	\$5,950	29,510	SLURRY AND CRACK SEAL
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	С	AC/AC		81	81	88	\$3,859	59,557	SLURRY AND CRACK SEAL
MEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	С	AC/AC		83	83	90	\$10,370	29,181	SLURRY AND CRACK SEAL
MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	MILLER	70B	542	28	15,176	R	AC		86	86	92	\$7,167	20,433	SLURRY AND CRACK SEAL
MILLER ST	DELORIS AVE	BARLOW PARKWAY	MILLER	70C	329	28	9,212	R	AC		87	87	93	\$4,351	18,577	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' E. OF BALKEN AVE	37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	73	82	\$4,416	37,004	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174	SLURRY AND CRACK SEAL
NEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	84	91	\$5,186	34,353	SLURRY AND CRACK SEAL
NEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	NEWTON	74A	506	32	16,192	R	AC/AC		85	85	91	\$7,647	26,935	SLURRY AND CRACK SEAL
DAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	83	90	\$6,942	45,099	SLURRY AND CRACK SEAL
OLSON ST	JEWELBERRY AVE	E DEAD END	OLSONS	110	429	34	14,586	R	AC		82	82	89	\$6,888	24,809	SLURRY AND CRACK SEAL
OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	С	AC		89	89	94	\$15,657	30,597	SLURRY AND CRACK SEAL
ORR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	85	92	\$4,223	35,063	SLURRY AND CRACK SEAL
PARK ST	DEAD END (WEST)	STRAUSS AVE	PARKST	77	1,325	19	25,175	R	AC/AC		81	81	88	\$11,889	32,085	SLURRY AND CRACK SEAL
PLEASANT ST	BEERS ST	SCALES AVE	PLEASA	78A	420	32	13,440	R	AC		86	86	92	\$6,347	19,283	SLURRY AND CRACK SEAL
PLEASANT ST	SMITH AVE	MEINIG AVE	PLEASA	78D	248	36	8,928	R	AC		86	86	92	\$4,216	19,283	SLURRY AND CRACK SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	73	82	\$16,930	39,525	SLURRY AND CRACK SEAL
EDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	81	88	\$3,372	44,351	SLURRY AND CRACK SEAL
REDWOOD ST	BARRINGTON AVE		REDWOO	122C	254	28	7,112	R	AC/AC		84	84	91	\$3,359	46,600	SLURRY AND CRACK SEAL
REICH CT	DUBARKO RD	CUL DE SAC	REICH	81	350	32	11,200	R	AC		84	84	91	\$5,289	22,430	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	74	82	\$14,065	40,823	SLURRY AND CRACK SEAL
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	С	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONETT DR	SANDYH	84A	1,745	40	69,800	С	AC		79	78	86	\$32,962	30,494	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	С	AC		78	77	85	\$3,740	30,285	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	79	87	\$8,551	42,532	SLURRY AND CRACK SEAL
SCALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	84	91	\$4,041	34,353	SLURRY AND CRACK SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	75	83	\$21,354	40,511	SLURRY AND CRACK SEAL
SHELLEY AV	PIONEER ST	PROCTOR BLVD	SHELLE	89	330	43	14,190	R	AC		77	77	85	\$6,701	27,979	SLURRY AND CRACK SEAL
SOLSO CT	MELISSA AVE	CUL DE SAC	SOLSOC	91	275	29	7,975	R	AC		84	84	91	\$3,766	22,432	SLURRY AND CRACK SEAL
SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	66	75	\$18,721	31,270	SLURRY AND CRACI
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	80	88	\$1,870	47,558	SLURRY AND CRACK
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	84	91	\$4,307	43,631	SLURRY AND CRACK SEAL
STRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	87	93	\$3,005	37,396	SLURRY AND CRAC SEAL
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	83	90	\$10,710	47,457	SLURRY AND CRACK
THERESE ST	LANGENSAND RD	EAST 660FT	THERES	115A	660	28	18,480	R	AC		82	82	89	\$8,727	29,396	SLURRY AND CRACK SEAL
TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	77	85	\$12,089	43,362	SLURRY AND CRACI
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS	TUPPER	99A	690	32	22,080	С	AC/AC		89	89	95	\$10,427	17,617	SLURRY AND CRACK
TUPPER RD	SANDY HEIGHTS ST		TUPPER	99B	720	25	18,000	С	AC/AC		88	88	93	\$8,500	22,938	SLURRY AND CRACI
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	С	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRACI
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	С	AC		77	77	85	\$12,543	40,982	SLURRY AND CRAC SEAL
JNIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	88	94	\$7,106	36,866	SLURRY AND CRAC
/AN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	VANFLE	101B	435	40	17,400	С	AC/AC		89	89	95	\$8,217	16,059	SLURRY AND CRAC
VAN FLEET AVE	GARY ST	MCCORMICK DR	VANFLE	101C	1,088	40	43,520	С	AC/AC		89	89	95	\$20,552	16,059	SLURRY AND CRACI

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

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Year: 2021												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
VAN FLEET AVE	DUBARKO RD	PACIFIC AVE	VANFLE	101D	1,070	28	29,960	R	AC/AC		87	87	93	\$14,148	21,757	SLURRY AND CRACK SEAL
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	85	92	\$16,132	47,775	SLURRY AND CRACK SEAL
WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF NEWTON	F WEBSTE	104A	550	32	17,600	R	AC/AC		84	84	91	\$8,312	28,370	SLURRY AND CRACK SEAL
WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	79	87	\$8,160	42,934	SLURRY AND CRACK SEAL
WEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	74	82	\$11,135	40,676	SLURRY AND CRACK SEAL
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATI DRIVE (DEER POINTE)	E WHITET	126A	200	28	5,600	R	AC/AC		80	80	88	\$2,645	43,423	SLURRY AND CRACK SEAL
WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	86	92	\$3,570	47,140	SLURRY AND CRACK SEAL
										_	Treatm	ent Tota	l \$	31,003,306		
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY
											Treatm	ent Tota	I	\$19,703		
362ND AV	INDUSTRIAL WAY	HWY 26	362ND	1B	930	50	46,500	Α	AC		45	45	100	\$171,792	24,646	GRIND AND 4 IN OVERLAY
CHAMPION WAY	HWY 26	INDUSTRIAL WA	Y CHAMPI	19A	772	34	26,248	С	AC		44	44	100	\$88,223	19,879	GRIND AND 4 IN OVERLAY
										-	Treatm	ent Tota	I	\$260,015		
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	64	100	\$17,112	38,362	THIN AC OVERLAY(1.5
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	68	100	\$27,036	33,366	THIN AC OVERLAY(1.5
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	66	100	\$7,813	35,036	THIN AC OVERLAY(1.5 INCHES)
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	68	100	\$25,423	33,054	THIN AC OVERLAY(1.5 INCHES)
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	67	100	\$32,047	34,496	THIN AC OVERLAY(1.5 INCHES)
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(1.5 INCHES)
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	63	100	\$25,032	37,596	THIN AC OVERLAY(1.5 INCHES)
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	66	100	\$5,339	35,929	THIN AC OVERLAY(1.5 INCHES)
SUNSET ST	TOWLE DR	UNIVERSITY AVE	E SUNSET	97A	550	40	22,000	R	AC		65	65	100	\$26,889	37,605	THIN AC OVERLAY(1.5 INCHES)
TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS	S TOWLE	98A	705	34	23,970	R	AC		61	61	100	\$29,297	39,364	THIN AC OVERLAY(1.5

^{** -} Treatment from Project Selection

MTC StreetSaver

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021												Treatn	nent		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating Treatment
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	2 VISTAL	131	3,168	26	82,368	С	AC/AC		63	63	100	\$100,672	42,658 THIN AC OVERLAY(1.5 INCHES)
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	С	AC		64	64	100	\$12,301	47,562 THIN AC OVERLAY(1.5 INCHES)
										-	Treatm	nent Tota	Ī	\$316.866	

 Year 2021 Area Total
 2,470,181
 Year 2021 Total
 \$1,599,890

Year: 2022												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
ADAMS AVE	GOLDENRAIN ST	OLSON ST	ADAMS	140	437	28	12,236	R	AC		91	89	94	\$5,952	15,609	SLURRY AND CRACK SEAL
AMERICAN ST	SALMONBERRY AVE	DEAD END E. OF SUNVLOWER AVE	AMERIC	141	568	28	15,904	R	AC		91	89	94	\$7,736	15,609	SLURRY AND CRACK SEAL
ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	ANTLER	127B	770	28	21,560	R	AC/AC		90	88	94	\$10,487	21,830	SLURRY AND CRACK SEAL
BACHELOR AVE	GOLDENRAIN ST	OLSON ST	BACHEL	143A	446	28	12,488	R	AC		91	89	94	\$6,075	15,609	SLURRY AND CRACK SEAL
BACHELOR AVE	DEAD END S. OF CORALBURST ST	GREEN MOUNTAIN ST	BACHEL	143B	612	28	17,136	R	AC		91	89	94	\$8,335	15,609	SLURRY AND CRACK SEAL
BALKEN AVE	NETTIE CONNET DR	SANDY HEIGHTS ST	BALKEN	144	457	28	12,796	R	AC		90	88	93	\$6,224	18,698	SLURRY AND CRACK SEAL
BARLOW PKY	TUPPER RD	DEAD END	BARLOW	118B	817	28	22,876	R	AC		90	88	93	\$11,127	16,206	SLURRY AND CRACK SEAL
BROKEN TOP AVE	GOLDENRAIN ST	OLSON ST	BROKEN	146	448	28	12,544	R	AC		91	89	94	\$6,102	15,609	SLURRY AND CRACK SEAL
BUCK ST	ANTLER AVE	MEADOW AVE	BUCK	132	266	28	7,448	R	AC/AC		90	88	94	\$3,623	21,830	SLURRY AND CRACK SEAL
CLAYTON CT	DAHLAGER ST	CUL DE SAC	CLAYTO	21	250	34	8,500	R	AC/AC		92	89	95	\$4,135	16,362	SLURRY AND CRACK SEAL
CONSTABLE AVE	ICHABOD ST	DEAD END 250 FT N OF ICHABOD ST	CONSTABLE A	161	250	28	7,000	R	AC		91	89	94	\$3,405	14,334	SLURRY AND CRACK SEAL
CORALBURST ST	BACHELOR AVE	JEWELBERRY AVE	CORALB	113A	289	28	8,092	R	AC		91	89	94	\$3,936	16,644	SLURRY AND CRACK SEAL
CREEKSIDE LP	CREEKSIDE LOOP 2-WAY	CREEKSIDE LOOP 2-WAY	CREEKSIDE L	158B	700	26	18,200	R	AC		90	88	93	\$8,853	20,282	SLURRY AND CRACK SEAL
DAVIS ST	WOLF DR	VAN FLEET AVE	DAVISS	24A	720	34	24,480	R	AC/AC		90	88	94	\$11,907	19,017	SLURRY AND CRACK SEAL
DELORIS AVE	BARLOW PARKWAY	TUPPER RD 160 ft E OF MILLER	DELORI	116	475	28	13,300	R	AC		90	88	93	\$6,469	16,206	SLURRY AND CRACK SEAL
Dublin Ave	Cascadia Village Dr	Southern Terminus	Dublin	165a	400	28	11,200	UL	AC		91	89	94	\$5,448	15,082	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

															• •	, enconciramed 1100
Year: 2022												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
EMERALD CASCADE ST	BACHELOR AVE	JEWELBERRY AVE	EMERAL	29A	317	28	8,876	R	AC		91	89	94	\$4,318	15,609	SLURRY AND CRACK SEAL
GERILYNN CT	SANDY HEIGHTS ST	CUL DE SAC	GERILY	33	427	32	13,664	R	AC		91	89	94	\$6,647	11,955	SLURRY AND CRACK SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	68	77	\$3,721	26,916	SLURRY AND CRACK SEAL
GOLDENRAIN ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	GOLDEN	35A	1,526	28	42,728	R	AC		91	89	94	\$20,783	15,609	SLURRY AND CRACK SEAL
GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	GREENM	36A	298	28	8,344	R	AC		91	89	94	\$4,059	15,609	SLURRY AND CRACK SEAL
HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	HARDENBR OO	159	100	28	2,800	R	AC		91	89	94	\$1,362	14,334	SLURRY AND CRACK SEAL
HOOD CT	110' EAST OF FIR DR	DEAD END	HOODCT	43	540	34	18,360	R	AC/AC		90	88	94	\$8,931	15,799	SLURRY AND CRACK SEAL
HOOD ST	SCALES AVE	STRAUSS AVE	HOODST	44C	560	36	20,160	R	AC		91	89	94	\$9,806	11,951	SLURRY AND CRACK SEAL
ICHABOD ST	SANDY HEIGHTS	82 FT W OF TRACT B (STAIRS)	ICHABODST	162	813	28	22,764	R	AC		91	89	94	\$11,073	14,334	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	STEENS AVE	DEAD END WEST	T INDIAN	47A	197	28	5,516	R	AC		91	89	94	\$2,683	15,609	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	INDIAN	47B	162	28	4,536	R	AC		91	89	94	\$2,207	15,609	SLURRY AND CRACK SEAL
JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	JEFFER	150	445	28	12,460	R	AC		91	89	94	\$6,061	15,609	SLURRY AND CRACK SEAL
KATRINA ST	VAN TASSEL AVE	90 FT W OF VAN BRUNT AVE	KATRINAST	163	515	28	14,420	R	AC		91	89	94	\$7,014	14,334	SLURRY AND CRACK SEAL
КОСН СТ	STRAWBRIDGE PKWY	NORTH CUL DE SAC	KOCHCT	55B	180	34	6,120	R	AC/AC		90	88	94	\$2,977	19,797	SLURRY AND CRACK SEAL
LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	LAUREL	152	397	28	11,116	R	AC		90	88	93	\$5,407	18,698	SLURRY AND CRACK SEAL
LONG CIR	TUPPER RD	CUL DE SAC	LONGCI	60	609	32	19,488	R	AC		91	89	94	\$9,479	11,947	SLURRY AND CRACK SEAL
LOUNDREE DR	KIMBERLEY CT	MCCORMICK AVE	LOUNDR	61B	680	34	23,120	R	AC		91	89	94	\$11,246	11,951	SLURRY AND CRACK SEAL
MCCORMICK DR	CUL DE SAC W. OF LOUNDREE DR	WOLF DR	MCCORM	64A	545	34	18,530	R	AC		91	89	94	\$9,013	11,955	SLURRY AND CRACK SEAL
MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	MEADOW	128B	1,074	28	30,072	R	AC/AC		90	88	94	\$14,627	21,830	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	NETTIE	72A2	266	28	7,448	R	AC/AC		92	89	95	\$3,623	15,882	SLURRY AND CRACK SEAL
NORWALK AVE	55FT S OF STRATFORD ST	NEWTON	NORWAL	75B	92	32	2,944	R	AC		91	89	94	\$1,432	11,951	SLURRY AND CRACK SEAL
ORTIZ ST	VISTA LOOP DR	HOUSE #41545	ORTIZ	153	516	28	14,448	R	AC		90	88	93	\$7,028	18,159	SLURRY AND CRACK SEAL
PINE ST	PRIVATE DRIVE S. OF REDWOOD ST		PINEST	124A	334	12	4,008	R	AC		91	89	94	\$1,950	14,005	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

MTC StreetSaver

Scenarios - Sections Selected for Treatment

Interest: 2.00%

71

93

92

72

72

78

94

94

78

78

\$4,770

\$5,349

\$16,882

\$3,319

\$1,744

68

88

88

69

68

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

															` '	,
Year: 2022												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
RACHAEL DR	HOUSE #37642	NORTH DEAD END	RACHAE	79C	341	30	10,230	R	AC/AC		90	88	94	\$4,976	15,799	SLURRY AND CRACK SEAL
RAINIER AVE	GOLDENRAIN ST	OLSON ST	RAINIER	154	443	28	12,404	R	AC		91	89	94	\$6,034	15,609	SLURRY AND CRACK SEAL
SAWYER ST	TUPPER RD	BARLOW PARKWAY	SAWYE	117	484	28	13,552	R	AC		90	88	93	\$6,592	16,206	SLURRY AND CRACK SEAL
SHALIMAR DR	KELSO RD	END OF PAVEMENT	SHALIM	88	640	34	21,760	R	AC/AC		92	89	95	\$10,584	16,362	SLURRY AND CRACK SEAL
SMITH AV	PLEASANT ST	HOOD ST	SMITH	90B	258	34	8,772	R	AC		91	89	94	\$4,267	11,955	SLURRY AND CRACK SEAL
STEENS AVE	GOLDENRAIN ST	OLSON ST	STEENS	155	427	28	11,956	R	AC		91	89	94	\$5,816	15,609	SLURRY AND CRACK SEAL
VAN TASSEL AVE	130 FT S OF KATRINA ST	245 FT N OF ICHABOD ST	VANTASSEL A	160	642	28	17,976	R	AC		91	89	94	\$8,744	14,334	SLURRY AND CRACK SEAL
WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	WALLIN	102	450	32	14,400	R	AC/AC		92	89	95	\$7,004	16,803	SLURRY AND CRACK SEAL
										_	Treatm	nent Tota		\$319,278		
VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	VANFLE	101A	630	40	25,200	С	AC		53	49	100	\$87,241	18,815	GRIND AND 4 IN OVERLAY
										_	Treatm	ent Tota		\$87,241		
WOLF DR	VAN FLEET AVE	MCCORMICK DR	WOLFDR	106A	1,330	34	45,220	R	AC		26	23	100	\$131,191	21,321	GRIND AND 3 IN OVERLAY
										_	Treatm	ent Tota		\$131,191		
					Year 2	2022 Ar	ea Tota	 al	7:	26,802	Year 20	022 Total		\$537,710		
Year: 2023												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
BRUNS AV	DEAD END (SOUTH)	PIONEER BLVD	BRUNS	16A	137	35	4,795	R	AC		93	88	94	\$2,403	13,526	SLURRY AND CRACK SEAL
DAVIS DR	WOLF DR	DAVIS ST	DAVIS	23	586	34	19,924	R	AC		73	69	79	\$9,982	26,404	SLURRY AND CRACK SEAL
DAVIS ST	VAN FLEET AVE	170 FT. SOUTH OF GARY ST	DAVISS	24B	1,470	34	49,980	R	AC		93	88	94	\$25,040	13,523	SLURRY AND CRACK SEAL

HOUSE #39600

SCENIC ST

BARKER CT

PIONEER ST

PROCTOR BLVD

HOUSE #39706

DEAD END

HWY 211

PLEASANT ST

PROCTOR BLVD REVENU

EVANS

FIRDR

MEINIG

MEINIG

30B

31B

67B

67D

82A

280

314

1,053

207

145

MTC StreetSaver

34,820 SLURRY AND CRACK

13,519 SLURRY AND CRACK SEAL

25,022 SLURRY AND CRACK

39,140 SLURRY AND CRACK

SLURRY AND CRACK

SEAL

SEAL

SEAL

SEAL

26,167

9,520

10,676

33,696

6,624

3,480

34

34

32

32

24

R AC

R AC

R AC

AC/AC

C AC

С

EVANS ST

MEINIG AV

MEINIG AV

REVENUE AV

FIR DR

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

55

Treatment Total

49

100

\$21,037

\$130,622

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

35,833 2 INCH OVERLAY

														•	.)	
Year: 2023												Treatm	ent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	69	79	\$13,978	26,404	SLURRY AND CRACK SEAL
SUNFLOWER AVE	AMERICAN ST	JEWELBERRY AVE	SUNFLO	141A	574	27	15,498	R	AC		93	88	94	\$7,765	13,519	SLURRY AND CRACK SEAL
VAN BRUNT AVE	KATRINA ST	130 FT S OF KATRINA ST (DEAD END)	VANBRUNTA V	164	230	28	6,440	R	AC		92	88	94	\$3,227	16,624	SLURRY AND CRACK SEAL
										_	Treatme	ent Total		\$94,459		
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY
										_	Treatme	ent Total		\$25,635		
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.8 INCHES)
											Treatme	ent Total		\$31,120		
					Year 2	2023 Ar	ea Tota	 al	2	29,261	Year 20	23 Total		\$151,214		
Year: 2024												Treatm	ent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
IDLEMAN ST	HOUSE #39325	MEING AVE	IDLEMA	46A	296	27	7,992	R	AC		94	87	93	\$4,124	15,723	SLURRY AND CRACK SEAL
INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY		INDUST	48A	2,240	41	91,840	С	AC		87	81	88	\$47,391	28,240	SLURRY AND CRACK SEAL
											Treatme	ent Total		\$51,515		
DAHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY
EMERALD CASCADE	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY

BLUFF RD	HOUSE #15880	AGNES ST	BLUFF	14H	1,435	32	45,920	Α	AC	56	48	100	\$185,380	22,090	GRIND AND 4 IN OVERLAY
BLUFF RD	AGNES ST	ANDREWS ST	BLUFF	141	991	37	36,667	Α	AC	56	48	100	\$148,026	22,086	GRIND AND 4 IN OVERLAY
ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	HWY211	30	390	49	19,110	Α	AC/AC	56	48	100	\$77,148	22,170	GRIND AND 4 IN OVERLAY
										Treatment	Total		\$410,554		
HEIA CT	BLUFF RD	CUL DE SAC	HEIACT	39	345	34	11,730	R	AC	33	24	100	\$36,104	20,097	GRIND AND 3 IN OVERLAY
									-	Treatment	Total		\$36,104		
STRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST	59	44	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)

13,328

R AC

GARY ST

CUL DE SAC

REEDCI

80

392

34

REED CIR

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

											Trootm	ent Tota	<u> </u>	\$10,557	
					Year 2	2024 Ar	ea Tota	al	3	303,919	Year 20	24 Total		\$639,352	
Year: 2025												Treatm	nent		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating Treatment
STRAUSS AV	PIONEER ST	PROCTOR BLVD	STRAUS	95B	316	38	12,008	R	ST		79	68	100	\$6,383	21,453 SLURRY AND CRAC SEAL
											Treatm	ent Tota		\$6,383	
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103 2 INCH OVERLAY
											Treatm	ent Tota		\$29,849	
BLUFF RD	ANDREWS ST	BURGS LN	BLUFF	14J	1,110	32	35,520	Α	AC		59	49	100	\$147,697	21,282 GRIND AND 4 IN OVERLAY
BLUFF RD	BURGS LN	CITY LIMITS (HOUSE #13989)	BLUFF	14K	1,402	24	33,648	Α	AC		58	47	100	\$139,913	21,700 GRIND AND 4 IN OVERLAY
DUBARKO RD	YOKUM LP	ELDRIDGE DR	DUBARK	27B	680	39	26,520	Α	AC		60	49	100	\$110,274	21,203 GRIND AND 4 IN OVERLAY
											Treatm	ent Tota		\$397,884	
PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	PLEASA	78G	644	34	21,896	R	AC		34	23	100	\$69,415	19,512 GRIND AND 3 IN OVERLAY
											Treatm	ent Tota		\$69,415	
					Year 2	2025 Ar	ea Tota	al –	1	147,952	Year 20	25 Total		\$503,531	
					Tot	al Secti	ion Are	a:	3,8	378,115	Gran	d Total	\$3	3,431,697	

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

																() = = = = = = = = = = = = = = = = = =
	Year	Bu	ıdget	PM	Year		Budge	et	PI	M	Year	Bu	ıdget	PM		
	2021	\$25	50,000	40%	2023		\$260,10	0	409	%	2025	\$27	0,608	40%		
	2022	\$25	55,000	40%	2024		\$265,30	2	409	%						
Year: 2021												Treatr	ment			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	C	AC/AC		75	75	83	\$20,910	56,706	SLURRY AND CRAC
INDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	C	AC/AC		80	80	88	\$27,271	59,123	SLURRY AND CRAC
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	C	AC/AC		82	82	89	\$18,342	65,447	SLURRY AND CRAC
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	C	AC/AC		81	81	88	\$3,859	59,557	SLURRY AND CRAC
NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174	SLURRY AND CRAC
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	C	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRAC
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	C	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRAC SEAL
											Treatm	ent Tota	ıl	\$103,692		
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY
											Treatm	ent Tota	ıl	\$19,703		
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(INCHES)
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	66	100	\$5,339	35,929	THIN AC OVERLAY(INCHES)
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	2 VISTAL	131	3,168	26	82,368	C	AC/AC		63	63	100	\$100,672	42,658	THIN AC OVERLAY(INCHES)
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	C	AC		64	64	100	\$12,301	47,562	THIN AC OVERLAY(INCHES)
											Treatm	ent Tota	ıl	\$126,217		
					Year 2	2021 Aı	rea Tota	al	33	36,485	Year 20	021 Tota	ıl	\$249,612		
Year: 2022												Treatr	ment			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	79	87	\$5,059	46,971	SLURRY AND CRAC
BODLEY CT	SANDY HEIGHT ST	CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	81	89	\$5,226	48,792	SLURRY AND CRAC
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	66	76	\$5,508	32,404	SLURRY AND CRAC

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

															OCCITIC	ino. (2) Current Budget
Year: 2022												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	84	91	\$4,355	44,717	SLURRY AND CRACK SEAL
DOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	78	86	\$6,260	43,625	SLURRY AND CRACK SEAL
GARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	78	86	\$13,230	44,615	SLURRY AND CRACK SEAL
GOLDENRAIN ST	JEWELBERRY AVE	JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	67	77	\$15,975	34,581	SLURRY AND CRACK SEAL
HASKINS ST	BARRINGTON AVE	E DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	82	89	\$3,269	44,110	SLURRY AND CRACK SEAL
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	80	88	\$4,256	47,346	SLURRY AND CRACK SEAL
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	84	91	\$1,320	21,330	SLURRY AND CRACK
JACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	C	AC/AC		66	64	74	\$17,028	34,120	SLURRY AND CRACK SEAL
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	82	89	\$6,088	46,635	SLURRY AND CRACK SEAL
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	83	90	\$6,654	47,975	SLURRY AND CRACK SEAL
OAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	82	89	\$7,150	44,418	SLURRY AND CRACK SEAL
REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	REDWOO	122C	254	28	7,112	R	AC/AC		84	83	90	\$3,460	46,013	SLURRY AND CRACK SEAL
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	79	87	\$1,927	46,011	SLURRY AND CRACK SEAL
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	83	90	\$4,436	43,144	SLURRY AND CRACK SEAL
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	82	89	\$11,032	46,635	SLURRY AND CRACK SEAL
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	84	91	\$16,616	47,288	SLURRY AND CRACK SEAL
WHITETAIL AVE	135' N OF LAUREL	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	85	92	\$3,678	46,931	
		LACKEL OT								_	Treatm	nent Tota	I	\$142,527		CEAL
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	62	100	\$17,625	38,531	THIN AC OVERLAY(1.5 INCHES)
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	64	100	\$8,047	35,380	THIN AC OVERLAY(1.5 INCHES)
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	65	100	\$33,009	34,888	THIN AC OVERLAY(1.5 INCHES)
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	61	100	\$25,783	37,763	THIN AC OVERLAY(1.5 INCHES)
SUNSET ST	TOWLE DR	UNIVERSITY AVE	SUNSET	97A	550	40	22,000	R	AC		65	63	100	\$27,696	37,830	THIN AC OVERLAY(1.5 INCHES)

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

											Treatme	ent Tota	I	\$112,160		
					Year 2	2022 Ar	ea Tota	al	3	82,104	Year 20	22 Total		\$254,687		
Year: 2023												Treatm	nont			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI	Cost	Rating	Treatment
BARKER CT	MEINIG AVE	GARY ST	BARKER	7 A	1,090	32	34,880	R	AC/AC		86	84	91	\$17,475	41,168	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	75	83	\$2,932	40,402	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	78	86	\$2,876	41,500	SLURRY AND CRACK SEAL
CHINOOK ST	362ND AVE	DEAD END WEST	CHINOO	148	1,365	28	38,220	R	AC		86	84	91	\$19,148	43,557	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39600	HOUSE #39706	EVANS	30B	280	34	9,520	R	AC		71	68	78	\$4,770	34,820	SLURRY AND CRACK SEAL
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	84	91	\$2,826	36,830	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	76	84	\$13,457	41,153	SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	С	AC		70	64	74	\$15,230	31,066	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	83	90	\$39,085	44,086	SLURRY AND CRACK SEAL
MEINIG AV	PROCTOR BLVD	PLEASANT ST	MEINIG	67D	207	32	6,624	C	AC/AC		72	69	78	\$3,319	39,140	SLURRY AND CRACK SEAL
REDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	79	87	\$3,578	41,777	SLURRY AND CRACK SEAL
SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	63	73	\$19,861	28,124	SLURRY AND CRACK SEAL
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	WHITET	126A	200	28	5,600	R	AC/AC		80	78	86	\$2,806	41,182	SLURRY AND CRACK SEAL
										•	Treatme	ent Total	I	\$147,363		
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY
											Treatme	ent Tota	I	\$25,635		
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	65	100	\$28,683	34,182	THIN AC OVERLAY(1.5 INCHES)
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	65	100	\$26,971	33,892	THIN AC OVERLAY(1.5 INCHES)
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.5 INCHES)
										•	Treatme	ent Tota		\$86,774		
					Year 2	2023 Ar	ea Tota	al	3	77,784	Year 20	23 Total		\$259,772		

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

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Year: 2024												Treatm	ent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	76	84	\$3,518	35,516	SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	BORNSTEDT RD	PINE AVE	CASCAD	17C	640	28	17,920	C	AC/AC		83	78	86	\$9,247	35,317	SLURRY AND CRACK SEAL
TIR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	74	82	\$11,843	36,941	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	76	84	\$10,271	36,689	SLURRY AND CRACK SEAL
ONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	86	92	\$7,194	38,984	SLURRY AND CRACK SEAL
ORR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	82	89	\$4,615	35,794	SLURRY AND CRACK SEAL
ANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	76	84	\$9,343	38,840	SLURRY AND CRACK SEAL
CALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	81	88	\$4,415	34,677	SLURRY AND CRACK SEAL
TRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	84	91	\$3,284	38,642	SLURRY AND CRACK SEAL
OWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	74	82	\$13,210	37,699	SLURRY AND CRACK SEAL
INIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	86	92	\$7,765	38,984	SLURRY AND CRACK SEAL
VELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	76	84	\$8,917	38,121	SLURRY AND CRACK SEAL
VEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	70	79	\$12,168	36,002	SLURRY AND CRACK SEAL
											Treatn	nent Total		\$105,790		
AHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY
MERALD CASCADE T	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY
REED CIR	GARY ST	CUL DE SAC	REEDCI	80	392	34	13,328	R	AC		55	49	100	\$21,037	35,833	2 INCH OVERLAY
											Treatn	nent Total		\$130,622		
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	C	AC		76	68	100	\$16,828	40,106	THIN AC OVERLAY(1.5
TRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST		59	44	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)
											Treatn	nent Total		\$27,385		
					Year :	2024 Ar	ea Tota	al —	3	08,265	Year 2	024 Total		\$263,797		
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Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

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Year: 2025												Treatr	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	79	87	\$1,999	26,815	SLURRY AND CRAC SEAL
DAVIS DR	WOLF DR	DAVIS ST	DAVIS	23	586	34	19,924	R	AC		73	66	76	\$10,590	24,198	SLURRY AND CRAC SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	67	77	\$6,867	31,815	SLURRY AND CRAC SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	63	73	\$4,066	23,429	SLURRY AND CRAC SEAL
HOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	80	88	\$4,729	28,309	SLURRY AND CRAC SEAL
JEWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	C	AC		84	75	83	\$9,134	31,373	SLURRY AND CRAC SEAL
JUNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	67	76	\$2,407	26,444	SLURRY AND CRAC SEAL
LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	68	77	\$3,232	33,364	SLURRY AND CRAC SEAL
LITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	79	87	\$7,265	34,240	SLURRY AND CRAC SEAL
MEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	C	AC/AC		83	76	84	\$11,672	32,078	SLURRY AND CRAC
NETTIE CONNETT DR	100' E. OF BALKEN AVE	I 37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	67	77	\$4,970	30,198	SLURRY AND CRAC
NEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	79	87	\$5,837	34,240	SLURRY AND CRAC SEAL
OLSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	C	AC		89	81	88	\$17,622	32,012	SLURRY AND CRAC SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	68	77	\$19,054	33,364	SLURRY AND CRAC SEAL
REVENUE AV	PIONEER ST	PROCTOR BLVD	REVENU	82A	145	24	3,480	R	AC		72	65	75	\$1,850	23,911	SLURRY AND CRAC SEAL
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	C	AC		78	67	77	\$4,210	22,627	SLURRY AND CRAC SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	70	79	\$24,034	33,147	SLURRY AND CRAC SEAL
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	66	76	\$14,829	24,198	SLURRY AND CRAC
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS	TUPPER	99A	690	32	22,080	C	AC/AC		89	82	89	\$11,736	32,230	SLURRY AND CRAC SEAL
TUPPER RD		STRAWBRIDGE PKWY	TUPPER	99B	720	25	18,000	C	AC/AC		88	81	88	\$9,567	33,982	SLURRY AND CRAC
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	C	AC		77	68	78	\$14,117	29,199	SLURRY AND CRAC
VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT		VANFLE	101B	435	40	17,400	C	AC/AC		89	82	89	\$9,248	30,903	SLURRY AND CRAC SEAL
										-	Treatm	ent Tota	I	\$199,035		

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

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Year: 2025												Treatn	nent		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating Treatment
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103 2 INCH OVERLAY
										•	Treatm	ent Tota	I	\$29,849	
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	69	100	\$40,972	27,855 THIN AC OVERLAY(1.5 INCHES)
											Treatm	ent Tota	I	\$40,972	
					Year 2	2025 Ar	ea Tota	al _	4	22,610	Year 20	25 Tota		\$269,856	
					Tot	al Secti	on Are	a:	1,8	27,248	Gran	d Total	\$1	,297,724	

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2021	\$500,000	40%	2023	\$500,000	40%	2025	\$500,000	40%
2022	\$500,000	40%	2024	\$500,000	40%			

	2022		0,000	4070	2024		φοσο,σο	0	-10	70					
Year: 2021												Treatn	nent		
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating Treatment
AVERILL PKWY	50 FT SOUTH OF NEWTON ST	CASCADIA VILLAGE DR	AVERIL	6A	520	20	10,400	R	AC/AC		80	80	88	\$4,912	48,373 SLURRY AND CRACK SEAL
BODLEY CT	SANDY HEIGHT ST	T CUL DE SAC	BODLEY	15	316	34	10,744	R	AC/AC		82	82	89	\$5,074	49,971 SLURRY AND CRACK SEAL
BUENA VISTA ST	DEAD END @ CHAMPION WAY	DEAD END S. OF CHULA VISTA	BUENA	147	373	24	8,952	R	AC		85	85	92	\$4,228	45,076 SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	JACOBY RD	AVERILL PARKWAY	CASCAD	17A	815	36	29,340	С	AC/AC		61	61	71	\$13,855	37,531 SLURRY AND CRACK SEAL
CASCADIA VILLAGE DR	AVERILL PARKWAY	BORNSTEDT RD	CASCAD	17B	1,230	36	44,280	С	AC/AC		75	75	83	\$20,910	56,706 SLURRY AND CRACK SEAL
OOUBLE CREEK DR	DUBARKO RD	DUBARKO RD	DOUBLE	25	390	33	12,870	R	AC		79	79	87	\$6,078	45,369 SLURRY AND CRACK SEAL
GARY ST	BARKER CT	VAN FLEET AVE	GARYST	32B	850	32	27,200	R	AC/AC		79	79	87	\$12,845	45,960 SLURRY AND CRACK SEAL
GOLDENRAIN ST	JEWELBERRY AVE	E JADE GLEN AVE	GOLDEN	35	966	34	32,844	R	AC/AC		69	69	78	\$15,510	36,079 SLURRY AND CRACK SEAL
ASKINS ST	BARRINGTON AVE	E DEAD END	HASKIN	110B	210	32	6,720	R	AC/AC		83	83	90	\$3,174	44,787 SLURRY AND CRACK SEAL
HOFFMAN AV	PIONEER ST	PROCTOR BLVD	HOFFMA	41A	250	35	8,750	R	AC/AC		81	81	88	\$4,132	48,593 SLURRY AND CRACK SEAL
NDUSTRIAL WAY	362ND DR	HWY 26	INDUST	48B	1,750	33	57,750	С	AC/AC		80	80	88	\$27,271	59,123 SLURRY AND CRACK SEAL
ACOBY RD	CASCADIA VILLAGE DR	CITY LIMITS/HOUSE #19415	JACOBY	130B	1,094	32	35,008	С	AC/AC		66	66	75	\$16,532	36,230 SLURRY AND CRACK SEAL
JEWELBERRY AVE	90 ft. S. OF EMERALD CASCADE	INDIAN SUMMER	JEWELB	50A	950	32	30,400	С	AC		70	69	79	\$14,356	36,902 SLURRY AND CRACK SEAL
MCELROY ST	REVENUE AVE	220 EAST TO DEAD END	MCELRO	65	212	16	3,392	R	AC		88	88	93	\$1,602	19,466 SLURRY AND CRACK SEAL
MEADOW AVE	152 FT S OF DUBARKO	295 FT N OF DUBARKO	MEADOW	128A	447	28	12,516	R	AC/AC		83	83	90	\$5,911	47,457 SLURRY AND CRACK SEAL
MEEKER ST	UNIVERSITY AVE	BLUFF RD	MEEKER	66	720	19	13,680	R	AC/AC		84	84	91	\$6,460	48,703 SLURRY AND CRACK SEAL
MEINIG AV	DUBARKO RD	BARKER CT	MEINIG	67A	971	40	38,840	С	AC/AC		82	82	89	\$18,342	65,447 SLURRY AND CRACK SEAL
MEINIG AV	PLEASANT ST	HOOD ST	MEINIG	67E	227	36	8,172	С	AC/AC		81	81	88	\$3,859	59,557 SLURRY AND CRACK SEAL
NETTIE CONNETT DR	37975 NETTIE CONNETT	38090 TRIMBLE LN	NETTIE	72B2	200	34	6,800	R	AC		80	80	88	\$3,212	48,174 SLURRY AND CRACK SEAL
DAK AVE	175 FT N OF REDWOOD	GALWAY	OAKAVE	123B	525	28	14,700	R	AC/AC		83	83	90	\$6,942	45,099 SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Year: 2021												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
REDWOOD ST	BARRINGTON AVE	DEAD END W OF BARRINGTON	REDWOO	122C	254	28	7,112	R	AC/AC		84	84	91	\$3,359	46,600	SLURRY AND CRACK SEAL
RUBEN LN	PRIVATE ROAD	DUBARKO RD	RUBEN	109B	1,148	32	36,736	С	AC/AC		76	76	84	\$17,348	54,610	SLURRY AND CRACK SEAL
STRAUSS AV	JUNKER ST	PIONEER ST	STRAUS	95A	165	24	3,960	R	AC		80	80	88	\$1,870	47,558	SLURRY AND CRACK SEAL
STRAWBRIDGE PKWY	BLUFF RD	HOUSE #38474	STRAWB	96A	630	36	22,680	R	AC/AC		83	83	90	\$10,710	47,457	SLURRY AND CRACK SEAL
TUPPER RD	STRAWBRIDGE PKWY	HWY 211	TUPPER	99C	1,080	25	27,000	С	AC/AC		86	86	92	\$12,750	59,744	SLURRY AND CRACK SEAL
WALL ST	PACIFIC AVE	CUL DE SAC	WALLST	139	1,220	28	34,160	R	AC/AC		85	85	92	\$16,132	47,775	SLURRY AND CRACK SEAL
WHITETAIL AVE	135' N OF LAUREL ST	100' S. OF LAUREL ST	WHITET	126C	270	28	7,560	R	AC/AC		86	86	92	\$3,570	47,140	SLURRY AND CRACK SEAL
										-	Treatm	ent Total		\$260,944		
HALL CT	DAVIS ST	CUL DE SAC	HALLCT	38	200	34	6,800	R	AC		49	48	100	\$9,823	39,469	2 INCH OVERLAY
PLEASANT ST	SCALES AVE	BRUNS AVE	PLEASA	78B	285	24	6,840	R	AC/AC		48	48	100	\$9,880	39,296	2 INCH OVERLAY
										-	Treatm	ent Total		\$19,703		
BEERS AV	PROCTOR BLVD	HOOD ST	BEERS	11B	500	28	14,000	R	AC		64	64	100	\$17,112	38,362	THIN AC OVERLAY(1.5 INCHES)
REVENUE AV	PROCTOR BLVD	PLEASANT ST	REVENU	82B	223	29	6,467	R	AC		60	60	100	\$7,905	40,147	THIN AC OVERLAY(1.5 INCHES)
SEAMAN AV	SANDY HEIGHTS ST	CUL DE SAC	SEAMEN	87	640	32	20,480	R	AC		63	63	100	\$25,032	37,596	THIN AC OVERLAY(1.5 INCHES)
SUNSET ST	TOWLE DR	UNIVERSITY AVE	SUNSET	97A	550	40	22,000	R	AC		65	65	100	\$26,889	37,605	THIN AC OVERLAY(1.5 INCHES)
TOWLE DR	SANDY HEIGHTS RD	SANDY HEIGHTS RD	TOWLE	98A	705	34	23,970	R	AC		61	61	100	\$29,297	39,364	THIN AC OVERLAY(1.5 INCHES)
VISTA LOOP DR	HWY 26 MP 25.57	HWY 26 MP 26.12	2 VISTAL	131	3,168	26	82,368	С	AC/AC		63	63	100	\$100,672	42,658	THIN AC OVERLAY(1.5 INCHES)
WOLF DR	MCCORMICK DR	HWY 26	WOLFDR	106B	296	34	10,064	С	AC		64	64	100	\$12,301	47,562	THIN AC OVERLAY(1.5 INCHES)
											Treatm	ent Total		\$219,208		
					Year 2	2021 Ar	ea Tota	al	7	45,555	Year 20	21 Total		\$499,855		
Year: 2022												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current	PCI Before	PCI After	Cost	Rating	Treatment
ALT AV	PROCTOR BLVD	PLEASANT ST	ALTAV	3	213	32	6,816	R	AC/AC		79	78	86	\$3,316	37,791	SLURRY AND CRACK SEAL
BARKER CT	MEINIG AVE	GARY ST	BARKER	7A	1,090	32	34,880	R	AC/AC		86	85	92	\$16,966	41,146	SLURRY AND CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Year: 2022												Treatn	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
BEEBEE CT	SANDY HEIGHTS ST	CUL DE SAC	BEEBEE	10	522	34	17,748	R	AC		68	66	76	\$8,633	26,437	SLURRY AND CRACK SEAL
BEERS AV	PIONEER ST	PROCTOR BLVD	BEERS	11A	154	38	5,852	R	AC/AC		77	76	84	\$2,847	41,885	SLURRY AND CRACK SEAL
BRUNS AV	PIONEER BLVD	PROCTOR BLVD	BRUNS	16B	298	38	11,324	R	AC/AC		68	66	76	\$5,508	32,404	SLURRY AND CRACK SEAL
BRUNS AV	PROCTOR BLVD	PLEASANT ST	BRUNS	16C	205	28	5,740	R	AC/AC		80	79	87	\$2,792	42,694	SLURRY AND CRACK SEAL
BRUNS AV	PLEASANT ST	HOOD ST	BRUNS	16D	235	16	3,760	R	AC		86	84	91	\$1,829	24,700	SLURRY AND CRACK SEAL
CHINOOK ST	362ND AVE	DEAD END WEST	T CHINOO	148	1,365	28	38,220	R	AC		86	85	92	\$18,590	43,902	SLURRY AND CRACK SEAL
FIR DR	HOOD ST	SCENIC ST	FIRDR	31A	675	34	22,950	R	AC		77	76	84	\$11,163	40,565	SLURRY AND CRACK SEAL
GLOVER CT	ROSS AVE	CUL DE SAC	GLOVER	34	225	34	7,650	R	AC		70	68	77	\$3,721	26,916	SLURRY AND CRACK SEAL
HOOD ST	BEERS AVE	SCALES AVE	HOODST	44B	420	40	10,500	R	AC		63	61	71	\$5,108	27,413	SLURRY AND CRACK SEAL
HOOD ST	MEINIG AVE	REVENUE AVE	HOODST	44E	622	32	19,904	R	AC/AC		79	78	86	\$9,682	39,149	SLURRY AND CRACK SEAL
HOOD ST	REVENUE AVE	110FT EAST OF FIR DR	HOODST	44F	790	34	26,860	R	AC		78	77	85	\$13,065	43,052	SLURRY AND CRACK SEAL
JEWELBERRY AVE	PENNY ST	KELSO RD	JEWELB	50D	2,438	32	78,016	R	AC		85	84	91	\$37,947	44,717	SLURRY AND CRACK SEAL
JONSRUD LN	BLUFF RD	CUL DE SAC	JONSRU	51	410	34	13,940	R	AC/AC		88	87	93	\$6,781	37,955	SLURRY AND CRACK SEAL
KATE SCHMITZ AV	HWY 26	DEAD END	KATESC	53	343	40	13,720	С	AC		69	66	76	\$6,674	24,261	SLURRY AND CRACK SEAL
LANCASTER ST	BARRINGTON AVE	WEBSTER AVE	LANCAS	57	190	32	6,080	R	AC/AC		73	72	80	\$2,958	37,991	SLURRY AND CRACK SEAL
REDWOOD ST	OAK AVE	BORNSTEDT ROAD	REDWOO	122B	255	28	7,140	R	AC		81	80	88	\$3,473	43,136	SLURRY AND CRACK SEAL
REVENUE AV	PLEASANT ST	SCENIC ST	REVENU	82C	876	34	29,784	R	AC		74	73	81	\$14,487	38,839	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	TUPPER RD	150 FT EAST OF BODLEY CT	SANDYH	84C	823	22	18,106	R	AC/AC		79	78	86	\$8,807	41,410	SLURRY AND CRACK SEAL
SCENIC ST	MEINIG AVE	FIR DR	SCENIC	86	1,330	34	45,220	R	AC		75	74	82	\$21,995	38,658	SLURRY AND CRACK SEAL
SOLSO DR	DEAD END WEST OF RACHAEL DR	MELISSA AVE	SOLSOD	92	1,166	34	39,644	R	AC		66	64	74	\$19,283	29,663	SLURRY AND CRACK SEAL
STRAUSS AV	PLEASANT ST	HOOD ST	STRAUS	95D	240	38	9,120	R	AC		84	83	90	\$4,436	43,144	SLURRY AND CRACK SEAL
STRAUSS AV	HOOD ST	PARK ST	STRAUS	95E	303	21	6,363	R	AC		87	86	92	\$3,095	38,198	SLURRY AND CRACK SEAL
TOWLE DR	SANDY HEIGHTS RD	SUNSET ST	TOWLE	98B	640	40	25,600	R	AC		77	76	84	\$12,452	41,492	SLURRY AND CRACK SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2022												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
WELLSELEY AVE	50 FT S OF NEWTON ST	JERGER ST	WELLES	105B	540	32	17,280	R	AC		79	78	86	\$8,405	41,404	SLURRY AND CRACK SEAL
WEWER AVE	RACHAEL DR	SOLSO DR	WEWER	111	786	30	23,580	R	AC/AC		74	73	81	\$11,470	39,137	SLURRY AND CRACK SEAL
WHITETAIL AVE	DUBARKO RD	65' S OF PRIVATE DRIVE (DEER POINTE)	WHITET	126A	200	28	5,600	R	AC/AC		80	79	87	\$2,724	42,369	SLURRY AND CRACK SEAL
										•	Treatn	nent Tota		\$268,207		
WOLF DR	VAN FLEET AVE	MCCORMICK DR	WOLFDR	106A	1,330	34	45,220	R	AC		26	23	100	\$131,191	21,321	GRIND AND 3 IN OVERLAY
											Treatn	nent Tota		\$131,191		
GARY ST	BARKER CT	BARKER CT	GARYST	32A	790	28	22,120	R	AC		68	66	100	\$27,847	33,826	THIN AC OVERLAY(1.5 INCHES)
LAMPER CT	BARKER CT	CUL DE SAC	LAMPER	56	188	34	6,392	R	AC		66	64	100	\$8,047	35,380	THIN AC OVERLAY(1.5 INCHES)
PLEASANT ST	REVENUE AVE	TEN EYCK RD	PLEASA	78F	650	32	20,800	R	AC		68	66	100	\$26,185	33,524	THIN AC OVERLAY(1.5 INCHES)
RACHAEL DR	95FT WEST OF GREY	HOUSE #37642	RACHAE	79A	874	30	26,220	R	AC		67	65	100	\$33,009	34,888	THIN AC OVERLAY(1.5 INCHES)
STEFENEE CT	LOUNDREE DR	CUL DE SAC	STEFEN	93	156	28	4,368	R	AC		66	64	100	\$5,499	36,242	THIN AC OVERLAY(1.5 INCHES)
											Treatn	nent Tota		\$100,587		
					Year 2	2022 Ar	ea Tota	al –	6	76,517	Year 2	022 Total		\$499,985		
Year: 2023												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI	PCI After	Cost	Rating	Treatment
AGNES ST	BLUFF RD	DEAD END	AGNES	2	307	17	5,219	С	AC		85	80	88	\$2,615	29,100	SLURRY AND CRACK SEAL
BELLA VISTA ST	CHULA VISTA AVE	CHAMPION WAY	BELLA	145	185	24	4,440	R	AC		86	82	90	\$2,225	26,060	SLURRY AND CRACK SEAL

BORNSTEDT RD

BELLA VISTA ST

WOLF DR

BECKE CT

VAN FLEET AVE TRILLIUM ST

PINE AVE

JEWELBERRY AVE DREAMCATCHE CORALB

DAVIS ST

Becke ct

163ft south of

BUENA VISTA ST CHAMPI

CASCAD

CLOUDC

DAVIS

DAVISS

17C

19C

133

113

23

24D

640

412

250

1,340

586

163

MTC StreetSaver

17,920

16,892

7,000

45,560

19,924

5,216

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\$8,978

\$8,463

\$3,507

\$22,825

\$9,982

\$2,614

35,101 SLURRY AND CRACK

28,610 SLURRY AND CRACK

26,094 SLURRY AND CRACK

27,912 SLURRY AND CRACK

26,404 SLURRY AND CRACK

SLURRY AND CRACK

SEAL

SEAL

SEAL

SEAL

SEAL

SEAL

27,007

CASCADIA VILLAGE

CHAMPION WAY

CLOUD CAP AVE

CORALBURST ST

DAVIS DR

DAVIS ST

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Year: 2023												Treatr	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
DREAMCATCHER AVE	100 FT S. OF GREEN MOUNTAIN	DEAD END N. OF GREEN MOUNTAIN	DREAMC	26A	419	34	14,246	R	AC		84	81	88	\$7,137	29,089	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39600	HOUSE #39706	EVANS	30B	280	34	9,520	R	AC		71	68	78	\$4,770	34,820	SLURRY AND CRACK SEAL
EVANS ST	HOUSE #39706	VAN FLEET AVE	EVANS	30C	380	34	12,920	R	AC		73	70	79	\$6,473	35,128	SLURRY AND CRACK SEAL
SALWAY ST	DEAD END AT BORNSTEDT	PINE AVE	GALWAY	134	630	28	17,640	R	AC/AC		86	83	90	\$8,838	26,182	SLURRY AND CRACK SEAL
HAMILTON RIDGE DR	CARLSON AVE	99 FT W OF NETTIE CONNETT DR	HAMILT	121A	618	28	17,304	R	AC/AC		86	83	90	\$8,669	25,712	SLURRY AND CRACK SEAL
HOFFMAN AV	PROCTOR BLVD	PLEASANT ST	HOFFMA	41B	212	28	5,936	R	AC		86	82	90	\$2,974	25,919	SLURRY AND CRACK
HOFFMAN AV	PLEASANT ST	HOOD ST	HOFFMA	41C	235	24	5,640	R	AC/AC		86	84	91	\$2,826	36,830	SLURRY AND CRACK SEAL
HOOD ST	SMITH AVE	DEAD END EAST	HOODST	44D	113	24	2,712	R	AC		86	82	90	\$1,359	22,684	SLURRY AND CRAC SEAL
IOOD ST	TEN EYCK	DEAD END	HOODST	44G	556	16	8,896	R	AC/AC		86	83	90	\$4,457	27,353	SLURRY AND CRAC SEAL
EWELBERRY AVE	90FT S OF EMERALD CASCADE ST	BELL ST	JEWELB	50B	537	32	17,184	С	AC		84	79	87	\$8,609	35,071	SLURRY AND CRAC SEAL
EWELBERRY AVE	INDIAN SUMMER	PENNY ST	JEWELB	50C	524	32	16,768	С	AC		83	78	86	\$8,401	28,711	SLURRY AND CRAC SEAL
UNKER ST	STRAUSS AVE	EAST TO PIONEER	JUNKER	52	283	16	4,528	R	AC		74	70	79	\$2,269	28,789	SLURRY AND CRAC SEAL
ITTLEPAGE AV	DUBARKO RD	YOCUM LP	LITTLE	59	402	34	13,668	R	AC/AC		84	82	89	\$6,848	34,882	SLURRY AND CRAC SEAL
IEINIG AV	PROCTOR BLVD	PLEASANT ST	MEINIG	67D	207	32	6,624	С	AC/AC		72	69	78	\$3,319	39,140	SLURRY AND CRAC SEAL
IEINIG AV	HOOD ST	SCENIC ST	MEINIG	67F	610	36	21,960	С	AC/AC		83	79	87	\$11,002	32,029	SLURRY AND CRAC SEAL
ETTIE CONNETT DR	100' E. OF BALKEN AVE	I 37975 NETTIE CONNETT	NETTIE	72B	275	34	9,350	R	AC		73	70	79	\$4,685	33,549	SLURRY AND CRAC SEAL
IEW CIR	DUBARKO RD	CUL DE SAC	NEWCIR	73	323	34	10,982	R	AC/AC		84	82	89	\$5,502	34,882	SLURRY AND CRAC SEAL
IEWTON ST	WEBSTER AVE	100 FT EAST OF AVERILL PKWY	NEWTON	74A	506	32	16,192	R	AC/AC		85	82	89	\$8,112	29,092	SLURRY AND CRAC SEAL
LSON ST	DEAD END W. OF STEENS AVE	JEWELBERRY AVE	OLSONS	110A	1,507	22	33,154	С	AC		89	85	91	\$16,610	33,045	SLURRY AND CRAC SEAL
RR CIR	DUBARKO RD	CUL DE SAC	ORRCIR	76	263	34	8,942	R	AC/AC		85	83	90	\$4,480	35,863	SLURRY AND CRAC SEAL
ARK ST	DEAD END (WEST)) STRAUSS AVE	PARKST	77	1,325	19	25,175	R	AC/AC		81	78	86	\$12,613	31,898	SLURRY AND CRAC SEAL
RACHAEL DR	SOLSO RD	95FT WEST OF GREY	RACHAE	79B	1,195	30	35,850	R	AC/AC		73	70	79	\$17,961	36,440	SLURRY AND CRAC SEAL

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Year: 2023												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
REVENUE AV	PIONEER ST	PROCTOR BLVD	REVENU	82A	145	24	3,480	R	AC		72	68	78	\$1,744	26,167	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	DUBARKO RD	300 FT W. OF NETTIE CONETT DR	SANDYH	84A	1,745	40	69,800	С	AC		79	74	82	\$34,969	26,985	SLURRY AND CRACK SEAL
SANDY HEIGHTS RD	HOUSE #38035	BLUFF RD	SANDYH	84A3	360	22	7,920	С	AC		78	73	81	\$3,968	26,559	SLURRY AND CRACK SEAL
SCALES AV	PIONEER ST	PROCTOR BLVD	SCALES	85A	276	31	8,556	R	AC/AC		84	82	89	\$4,287	34,882	SLURRY AND CRACK SEAL
SHELLEY AV	PIONEER ST	PROCTOR BLVD	SHELLE	89	330	43	14,190	R	AC		77	74	82	\$7,109	26,775	SLURRY AND CRACK SEAL
STRAWBRIDGE PKWY	HOUSE #38474	HOUSE #38667	STRAWB	96C	775	36	27,900	R	AC		73	69	79	\$13,978	26,404	SLURRY AND CRACK SEAL
THERESE ST	LANGENSAND RD	EAST 660FT	THERES	115A	660	28	18,480	R	AC		82	79	86	\$9,259	29,838	SLURRY AND CRACK SEAL
TUPPER RD	200 FT. SOUTH OF LONG CIR	SANDY HEIGHTS	TUPPER	99A	690	32	22,080	С	AC/AC		89	85	92	\$11,062	27,406	SLURRY AND CRACK SEAL
TUPPER RD	SANDY HEIGHTS ST	STRAWBRIDGE PKWY	TUPPER	99B	720	25	18,000	С	AC/AC		88	84	91	\$9,018	30,645	SLURRY AND CRACK SEAL
TUPPER RD	DUBARKO RD	200 FT S. OF LONG CIRCLE	TUPPER	99D	830	32	26,560	С	AC		77	73	81	\$13,307	34,855	SLURRY AND CRACK SEAL
UNIVERSITY AV	SUNSET ST	HWY 26	UNIVER	100A	684	22	15,048	R	AC/AC		88	86	93	\$7,539	38,642	SLURRY AND CRACK SEAL
VAN FLEET AVE	100 FT. NORTH OF CASSIDY CT	GARY ST	VANFLE	101B	435	40	17,400	С	AC/AC		89	85	92	\$8,718	25,952	SLURRY AND CRACK SEAL
WEBSTER AVE	CASCADIA VILLAGE DR	100FT SOUTH OF NEWTON	WEBSTE	104A	550	32	17,600	R	AC/AC		84	81	88	\$8,818	29,875	SLURRY AND CRACK SEAL
										•	Treatm	nent Tota	I	\$352,899		
BICKFORD ST	BEEBEE CT	EAST DEAD END	BICKFO	13	492	34	16,728	R	AC		52	48	100	\$25,635	37,324	2 INCH OVERLAY
										•	Treatm	nent Tota	l	\$25,635		
VAN FLEET AVE	140FT N OF CASSIDY CT	DUBARKO RD	VANFLE	101A	630	40	25,200	С	AC		53	45	100	\$89,859	18,643	GRIND AND 4 IN OVERLAY
											Treatm	nent Tota	I	\$89,859		
SUNSET ST	UNIVERSITY AVE	BLUFF RD	SUNSET	97B	1,000	24	24,000	R	AC		72	69	100	\$31,120	29,544	THIN AC OVERLAY(1.5 INCHES)
										-	Treatm	nent Tota	I	\$31,120		
					Year 2	2023 Ar	ea Tota	al –	7	70,304	Year 20	023 Tota		\$499,513		
Year: 2024												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
AMBER LN	DUBARKO RD	ELDRIDGE DR	AMBER	4	420	33	13,860	R	AC		82	77	85	\$7,152	25,516	SLURRY AND CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

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Year: 2024												Treatm	ent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
ANTLER AVE	385 FT N OF DUBARKO	MEADOW AVE	ANTLER	127B	770	28	21,560	R	AC/AC		90	85	91	\$11,126	26,044	SLURRY AND CRACK SEAL
AUBIN ST	CHINOOK ST	SKOGAN RD	AUBIN	142	1,041	28	29,148	R	AC		87	82	89	\$15,041	25,944	SLURRY AND CRACK SEAL
BEERS AV	HOOD ST	PARK ST	BEERS	11C	308	28	8,624	R	AC		85	80	88	\$4,451	24,132	SLURRY AND CRACK SEAL
BUCK ST	ANTLER AVE	MEADOW AVE	BUCK	132	266	28	7,448	R	AC/AC		90	85	91	\$3,844	26,044	SLURRY AND CRACK SEAL
CARLSON AVE	HAMILTON RIDGE DR	SANDY HEIGHTS	CARLSO	120	470	28	13,160	R	AC/AC		88	83	90	\$6,791	24,537	SLURRY AND CRACK SEAL
CHULA VISTA AVE	BUENA VISTA AVE	DEAD END W. OF BELLA VISTA	CHULA	149	628	24	15,072	R	AC		87	82	89	\$7,778	25,944	SLURRY AND CRACK SEAL
CREEKSIDE LP	TUPPER RD	1-WAY LOOP	CREEKSIDE L	158A	400	28	11,200	R	AC		88	83	90	\$5,780	26,499	SLURRY AND CRACK SEAL
CREEKSIDE LP	CREEKSIDE LOOP 2-WAY	CREEKSIDE LOOP 2-WAY	CREEKSIDE L	158B	700	26	18,200	R	AC		90	84	91	\$9,392	24,643	SLURRY AND CRACK SEAL
DREAMCATCHER AVE	110ft S OF GREEN MOUNTAIN	CORALBURST ST	DREAMC	26C	485	34	16,490	R	AC		88	83	90	\$8,510	26,007	SLURRY AND CRACK SEAL
HOFFMAN AV	SCENIC ST	NORTH TO DEAD END	HOFFMA	41D	260	16	4,160	R	AC		88	83	90	\$2,147	24,708	SLURRY AND CRACK SEAL
INDUSTRIAL WAY	DEAD END WEST OF CHAMPION WY		INDUST	48A	2,240	41	91,840	С	AC		87	81	88	\$47,391	28,240	SLURRY AND CRACK SEAL
КОСН СТ	STRAWBRIDGE PKWY	NORTH CUL DE SAC	KOCHCT	55B	180	34	6,120	R	AC/AC		90	85	91	\$3,158	24,173	SLURRY AND CRACK SEAL
MCCORMICK CT	LANGENSAND RD	CUL DE SAC	MCCORM	63	450	34	15,300	R	AC		83	78	86	\$7,895	25,170	SLURRY AND CRACK SEAL
MEADOW AVE	295 FT N OF DUBARKO	DEAD END E OF ANTLER	MEADOW	128B	1,074	28	30,072	R	AC/AC		90	85	91	\$15,518	26,044	SLURRY AND CRACK SEAL
MEINIG AV	BARKER CT	HWY 211	MEINIG	67B	1,053	32	33,696	С	AC		92	86	92	\$17,388	26,418	SLURRY AND CRACK SEAL
OLSON ST	JEWELBERRY AVE	E DEAD END	OLSONS	110	429	34	14,586	R	AC		82	77	85	\$7,527	25,515	SLURRY AND CRACK SEAL
REICH CT	DUBARKO RD	CUL DE SAC	REICH	81	350	32	11,200	R	AC		84	79	87	\$5,780	24,730	SLURRY AND CRACK SEAL
SOLSO CT	MELISSA AVE	CUL DE SAC	SOLSOC	91	275	29	7,975	R	AC		84	79	87	\$4,116	24,730	SLURRY AND CRACK SEAL
VAN FLEET AVE	GARY ST	MCCORMICK DR	VANFLE	101C	1,088	40	43,520	С	AC/AC		89	84	90	\$22,457	28,996	SLURRY AND CRACK SEAL
/AN FLEET AVE	DUBARKO RD	PACIFIC AVE	VANFLE	101D	1,070	28	29,960	R	AC/AC		87	82	89	\$15,460	26,439	SLURRY AND CRACK SEAL
										_	Treatm	ent Total		\$228,702		
DAHLAGER ST	DUBARKO RD	MEINIG AVE	DAHLAG	22	1,090	34	37,060	R	AC		54	48	100	\$58,495	36,234	2 INCH OVERLAY
EMERALD CASCADE ST	JEWELBERRY AVE	JADE GLEN AVE	EMERAL	29	952	34	32,368	R	AC/AC		56	49	100	\$51,090	35,785	2 INCH OVERLAY
REED CIR	GARY ST	CUL DE SAC	REEDCI	80	392	34	13,328	R	AC		55	49	100	\$21,037	25 022	2 INCH OVERLAY

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

91

92

91

90

85

91

91

84

85

84

83

78

84

84

91

91

91

90

86

91

91

\$6,668

\$4,518

\$4,301

\$13.011

\$2,807

\$4,718

\$22,710

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

										Treatn	nent To	tal		\$130,622		
ST HWY 211	MEINIG AVE	PIONEER BLVD (HWY 26)	HWY211	30	390	49	19,110	Α	AC/AC	56	48	3	100	\$77,148	22,170	GRIND AND 4 IN OVERLAY
										Treatn	ent To	tal		\$77,148		
HEIA CT	BLUFF RD	CUL DE SAC	HEIACT	39	345	34	11,730	R	AC	33	24	ļ	100	\$36,104	20,097	GRIND AND 3 IN OVERLAY
										Treatn	ent To	tal		\$36,104		
MEINIG AV	PIONEER ST	PROCTOR BLVD	MEINIG	67C	315	40	12,600	С	AC	76	68	3	100	\$16,828	40,106	THIN AC OVERLAY(1.5 INCHES)
STRAUSS AV	PROCTOR BLVD	PLEASANT ST	STRAUS	95C	208	38	7,904	R	ST	59	44	1	100	\$10,557	42,229	THIN AC OVERLAY(1.5 INCHES)
										Treatn	ent To	tal		\$27,385		
					Year 202	24 Ar	ea Tota		577,291	Year 2)24 To	tal		\$499,961		

Year: 2025 Treatment Street Name Begin Location End Location Street ID Section ID Width FC Surf Area ID Current PCI PCI Rating Treatment Length Area Cost Type PCI Before After ADAMS AVE GOLDENRAIN ST OLSON ST **ADAMS** 140 437 28 12,236 R AC 91 84 91 \$6,504 22,976 SLURRY AND CRACK SEAL AMERICAN ST SALMONBERRY DEAD END E. OF AMERIC 141 568 28 15,904 R AC 91 84 91 \$8,453 22,976 SLURRY AND CRACK SUNVLOWER SEAL AVE AVE 100 FT S **AVERILL PKWY** 50 FT S OF **AVERIL** 6B 691 32 22,112 R AC 86 79 87 \$11,753 23,846 SLURRY AND CRACK NEWTON **JERGER** SEAL **BACHELOR AVE** GOLDENRAIN ST OLSON ST **BACHEL** 143A 12,488 R 91 22,976 SLURRY AND CRACK 446 28 AC 91 84 \$6,638 SEAL **BACHELOR AVE** DEAD END S. OF **BACHEL** 22,976 SLURRY AND CRACK GREEN 143B 612 28 17,136 R AC 91 84 91 \$9,108 CORALBURST ST MOUNTAIN ST SEAL BALKEN AVE NETTIE CONNET SANDY HEIGHTS BALKEN 144 457 28 12,796 R AC 90 83 90 \$6,801 24,393 SLURRY AND CRACK ST SEAL **BARLOW PKY TUPPER RD BARLOW** R 88 SLURRY AND CRACK SAWYER ST 118 A 466 28 13.048 AC 81 88 \$6.935 23.634 SEAL BECKE CT DAVIS ST CUL DE SAC **BECKEC** 9 260 34 8,840 R AC/AC 88 82 89 \$4,699 23,632 SLURRY AND CRACK

12,544

8,500

8,092

24.480

5,280

8,876

42,728

R AC

R

R AC

R

R

R AC

R AC

AC/AC

AC/AC

AC

GOLDENRAIN ST

DAHLAGER ST

BACHELOR AVE

BACHELOR AVE

DEAD END W. OF

STEENS AVE

WOLF DR

GARY ST

OLSON ST

AVE

AVE

AVE

170 FT. SOUTH OF BECKE CT

CUL DE SAC

JEWELBERRY

JEWELBERRY

JEWELBERRY

VAN FLEET AVE DAVISS

BROKEN

CLAYTO

CORALB

DAVISS

EMERAL

GOLDEN

146

21

113A

24A

24C

29A

35A

448

250

289

720

165

317

1,526

28

34

28

34

32

28

28

MTC StreetSaver

SEAL 22,976 SLURRY AND CRACK

SEAL

SEAL

SEAL

SEAL

SEAL

SEAL

24,286

22,976

22,976

23,707 SLURRY AND CRACK

23,886 SLURRY AND CRACK

24,723 SLURRY AND CRACK SEAL

SLURRY AND CRACK

SLURRY AND CRACK

SLURRY AND CRACK

BROKEN TOP AVE

CORALBURST ST

EMERALD CASCADE

GOLDENRAIN ST

CLAYTON CT

DAVIS ST

DAVIS ST

^{** -} Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

														Oceria	1110. (3) IVIZ	iintain Current PCI (8
Year: 2025												Treatm	nent			
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surf Type	Area ID	Current PCI	PCI Before	PCI After	Cost	Rating	Treatment
GREEN MOUNTAIN ST	BACHELOR AVE	JEWELBERRY AVE	GREENM	36A	298	28	8,344	R	AC		91	84	91	\$4,435	22,976	SLURRY AND CRACK SEAL
HARDENBROOK AVE	SANDY HEIGHTS ST	DEAD END	HARDENBR OO	159	100	28	2,800	R	AC		91	84	91	\$1,489	21,839	SLURRY AND CRACK SEAL
HELMS CT	GARY ST	CUL DE SAC	HELMS	40	190	34	6,460	R	AC		85	78	86	\$3,434	24,287	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	STEENS AVE	DEAD END WEST	INDIAN	47A	197	28	5,516	R	AC		91	84	91	\$2,932	22,976	SLURRY AND CRACK SEAL
INDIAN SUMMER ST	ADAMS AVE	JEWELBERRY AVE	INDIAN	47B	162	28	4,536	R	AC		91	84	91	\$2,411	22,976	SLURRY AND CRACK SEAL
JEFFERSON AVE	GOLDENRAIN ST	OLSON ST	JEFFER	150	445	28	12,460	R	AC		91	84	91	\$6,623	22,976	SLURRY AND CRACK SEAL
LAUREL ST	150' E. OF WHITETAIL AVE	230' E. OF WHITETAIL AVE	LAUREL	152	397	28	11,116	R	AC		90	83	90	\$5,909	24,393	SLURRY AND CRACK SEAL
MILLER ST	BARLOW RIDGE SUB	DELORIS AVE	MILLER	70B	542	28	15,176	R	AC		86	79	87	\$8,066	24,793	SLURRY AND CRACK SEAL
MILLER ST	DELORIS AVE	BARLOW PARKWAY	MILLER	70C	329	28	9,212	R	AC		87	80	88	\$4,897	24,253	SLURRY AND CRACK SEAL
NETTIE CONNETT DR	100' WEST OF BALKEN AVE	100' EAST OF BALKEN AVE	NETTIE	72A2	266	28	7,448	R	AC/AC		92	85	91	\$3,959	23,282	SLURRY AND CRACK SEAL
ORTIZ ST	VISTA LOOP DR	HOUSE #41545	ORTIZ	153	516	28	14,448	R	AC		90	83	90	\$7,679	23,932	SLURRY AND CRACK SEAL
PLEASANT ST	BEERS ST	SCALES AVE	PLEASA	78A	420	32	13,440	R	AC		86	79	87	\$7,144	23,846	SLURRY AND CRACK SEAL
PLEASANT ST	SMITH AVE	MEINIG AVE	PLEASA	78D	248	36	8,928	R	AC		86	79	87	\$4,746	23,846	SLURRY AND CRACK SEAL
SHALIMAR DR	KELSO RD	END OF PAVEMENT	SHALIM	88	640	34	21,760	R	AC/AC		92	85	91	\$11,566	23,707	SLURRY AND CRACK SEAL
STRAUSS AV	PIONEER ST	PROCTOR BLVD	STRAUS	95B	316	38	12,008	R	ST		79	68	100	\$6,383	21,453	SLURRY AND CRACK SEAL
WALLINGFORD AVE	STRATFORD ST	CASCADIA VILLAGE DR	WALLIN	102	450	32	14,400	R	AC/AC		92	85	91	\$7,654	24,093	SLURRY AND CRACK SEAL
											Treatm	ent Tota		\$208,951		
JADE GLEN AVE	GOLDENRAIN ST	90 FT S. OF EMERALD CASCADE	JADEGL	49A	540	34	18,360	R	AC		58	49	100	\$29,849	35,103	2 INCH OVERLAY
											Treatm	ent Tota		\$29,849		
BLUFF RD	HOUSE #15880	AGNES ST	BLUFF	14H	1,435	32	45,920	Α	AC		56	45	100	\$190,942	21,884	GRIND AND 4 IN OVERLAY
											Treatm	ent Tota		\$190,942		
PLEASANT ST	TEN EYCK RD	END OF PAVEMENT	PLEASA	78G	644	34	21,896	R	AC		34	23	100	\$69,415	19,512	GRIND AND 3 IN OVERLAY
											Treatm	ent Tota		\$69,415		
					Year '	2025 Ar	a Tota	— — al	1	79,288	Year 20)25 Total		\$499,157		

** - Treatment from Project Selection

9

MTC StreetSaver

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Total Section Area:

3,248,955

Grand Total

\$2,498,471

SS1026

Appendix G

<u>Maps</u>

Map – Current PCI Scenario Maps – PCI Condition after Treatments in 2025 (all Scenarios) Scenario Maps – Section Selected for Treatment (Scenarios 1-3)

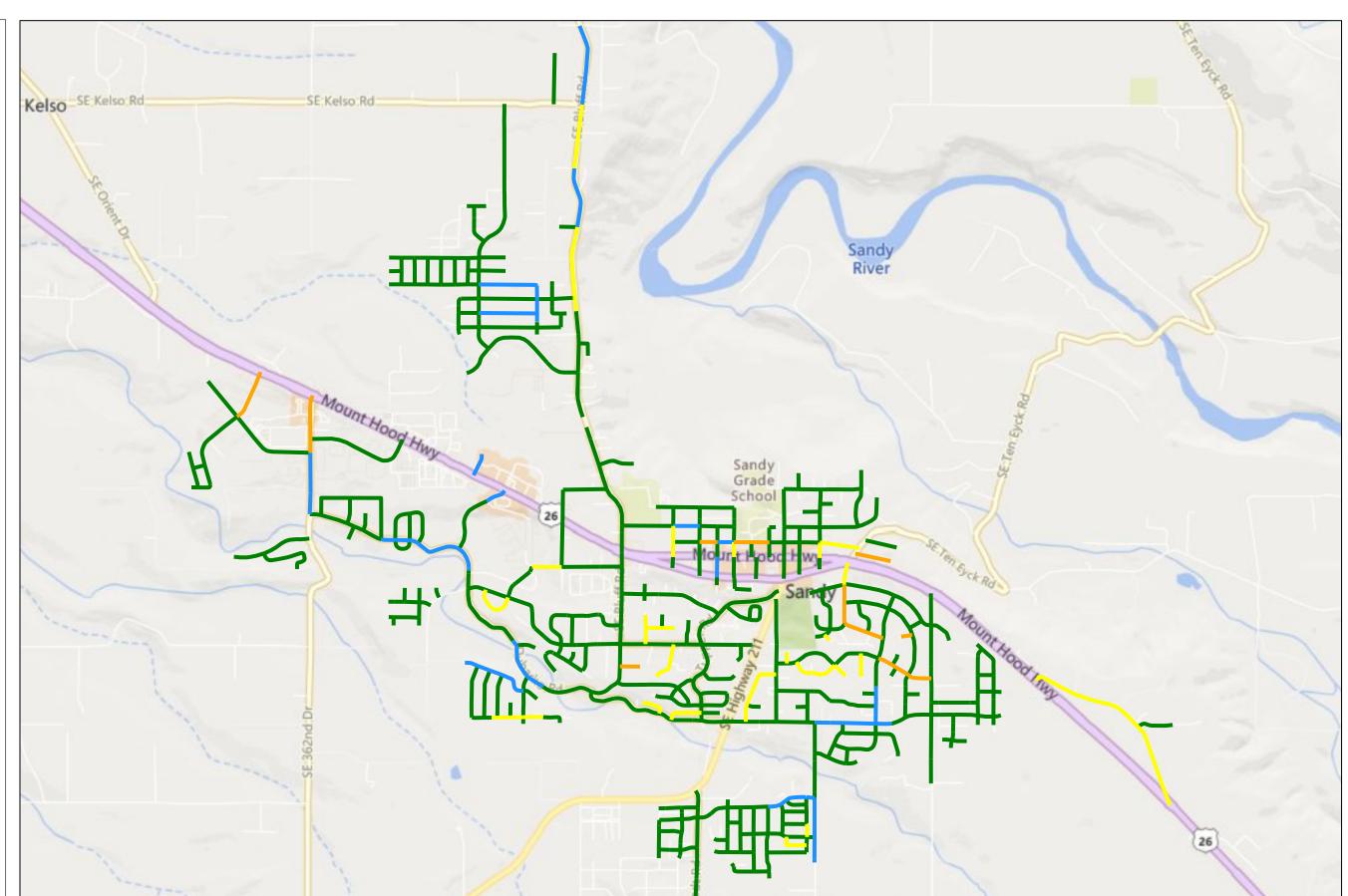


Current PCI Condition

Printed: 12/8/2020



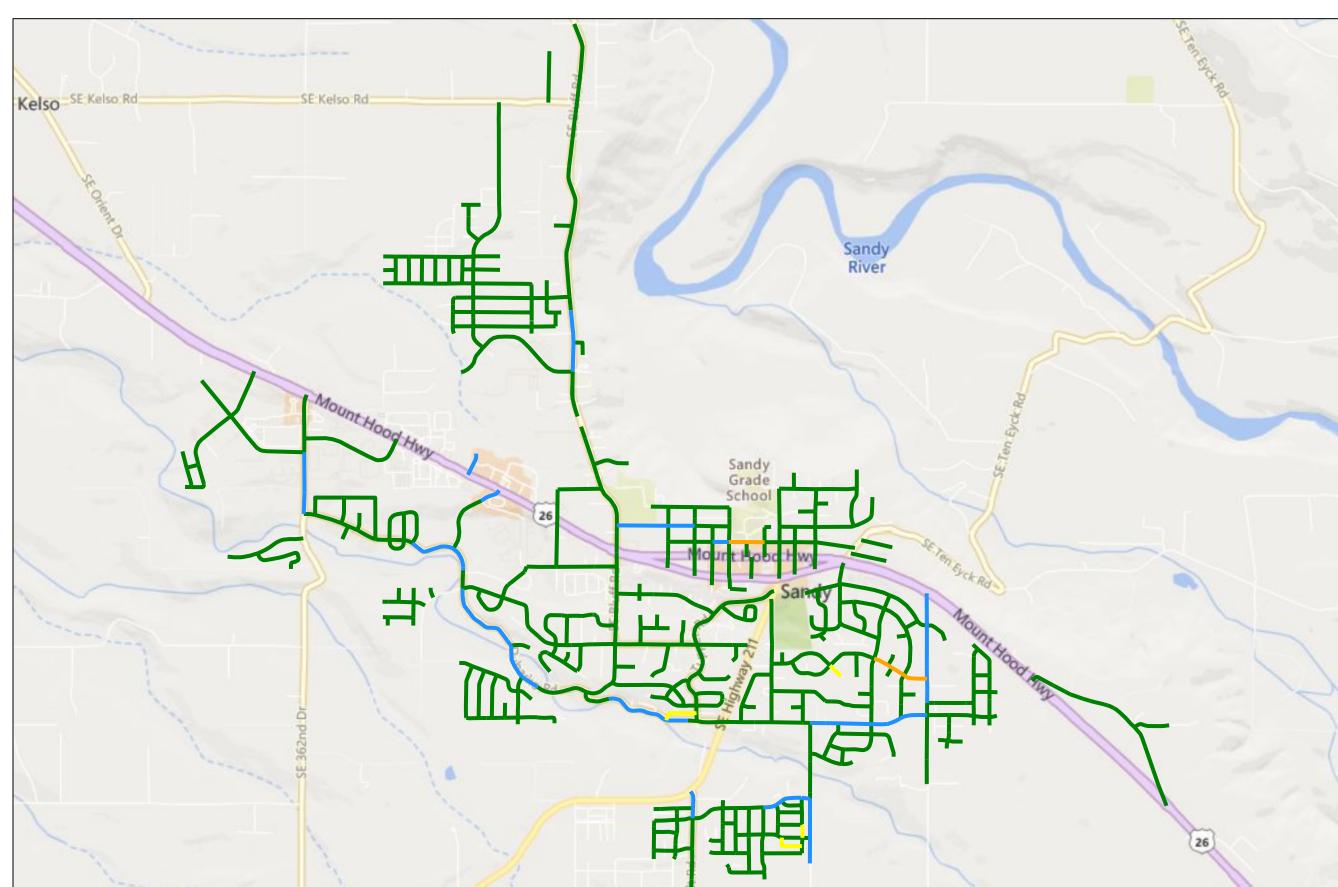
- Category I Very Good
 Category II Good (Non-Load)
 Category III Good (Load)
- Category IV Poor





(1) Unconstrained Needs - 2025 Project Period - Printed: 12/8/2020

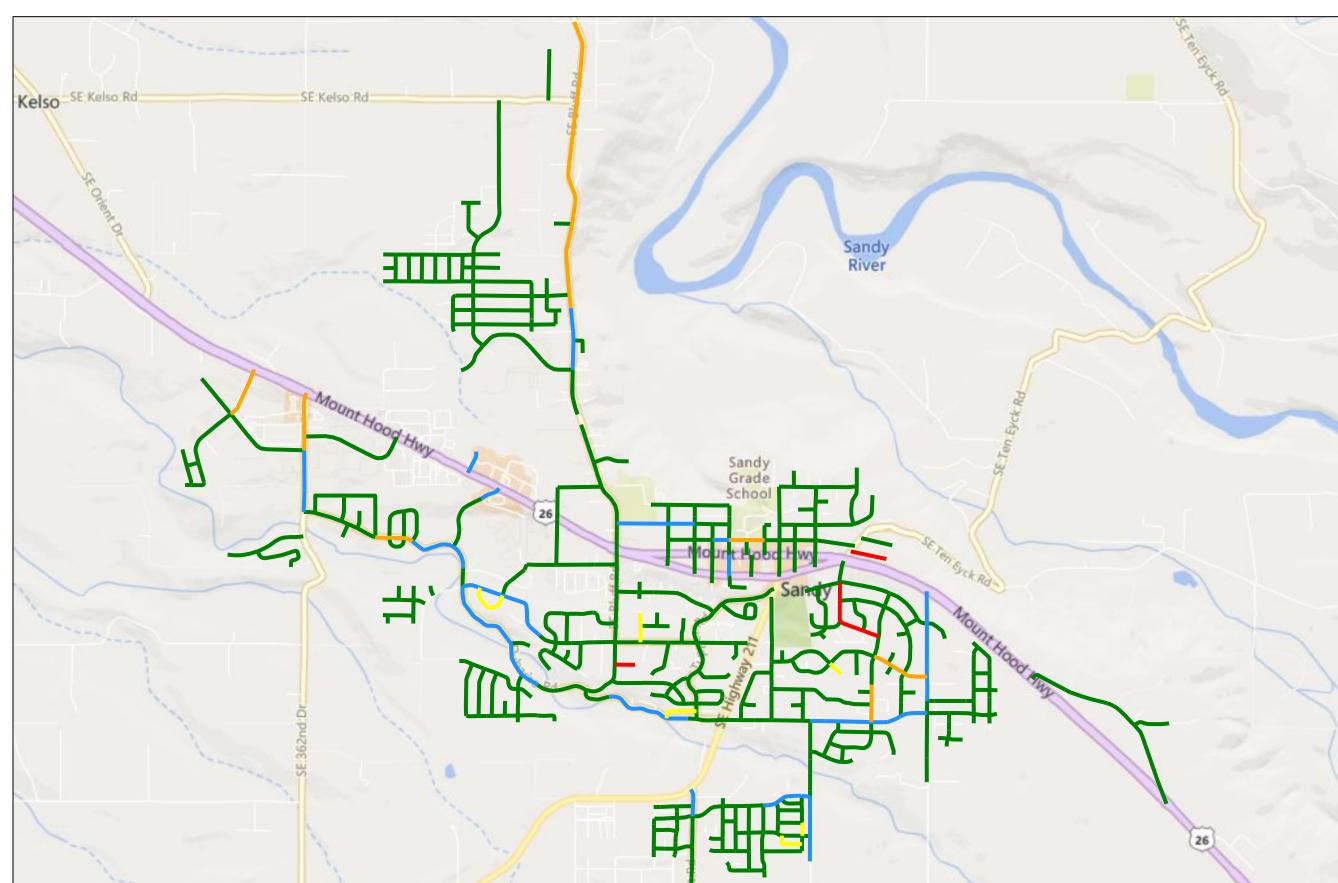
39250 Pione Sandy, OR (503) 668-5 Feature Legend Category I - Very Good Category II - Good (Non-Load) Category III - Good (Load) Category IV - Poor





(2) Current Budget - 2025 Project Period - Printed: 12/8/2020

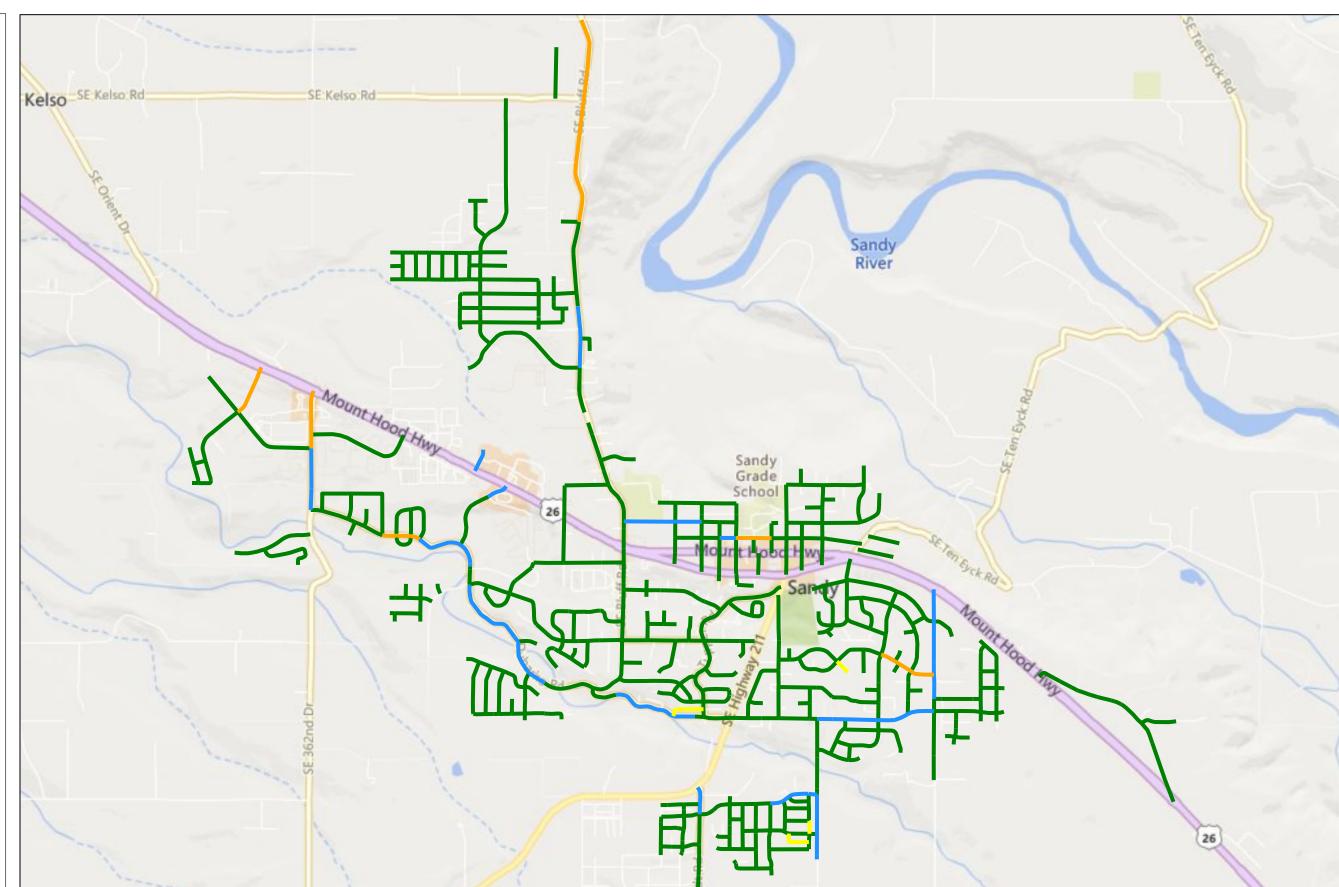
Feature Legend Category I - Very Good Category II - Good (Non-Load) Category III - Good (Load) Category IV - Poor Category V - Very Poor





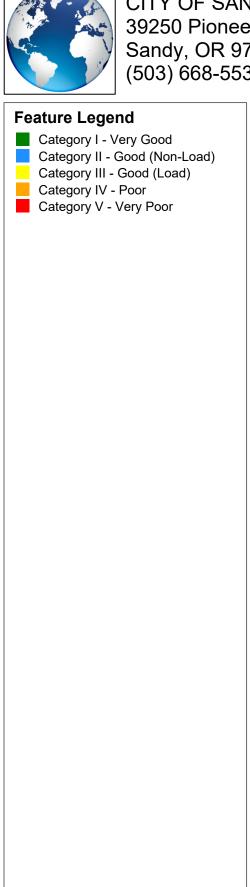
(3) Maintain Current PCI (80) - 2025 Project Period - Printed: 12/8/2020

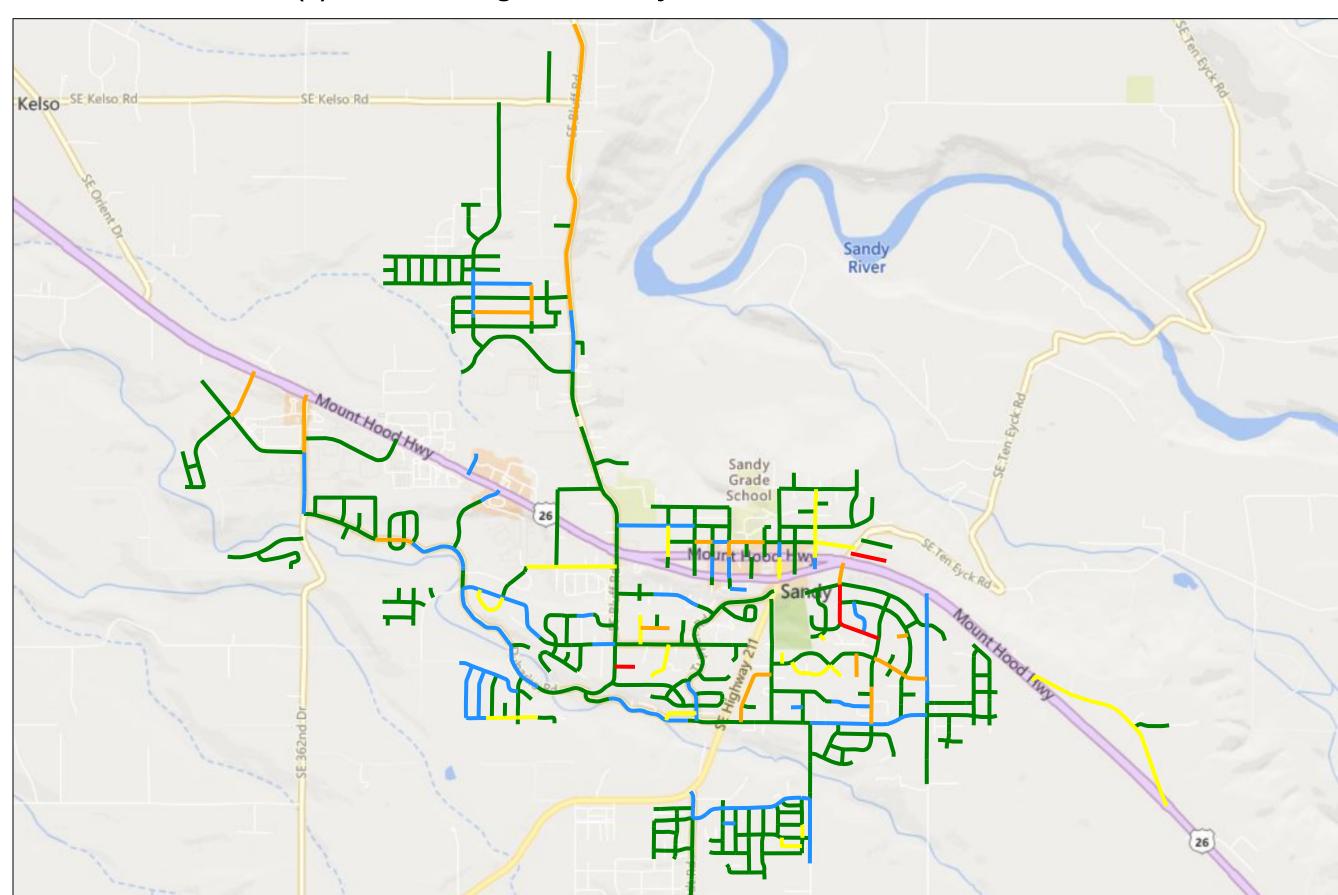
Feature Legend Category I - Very Good Category II - Good (Non-Load) Category III - Good (Load) Category IV - Poor





(4) Zero Funding - 2025 Project Period - Printed: 12/8/2020

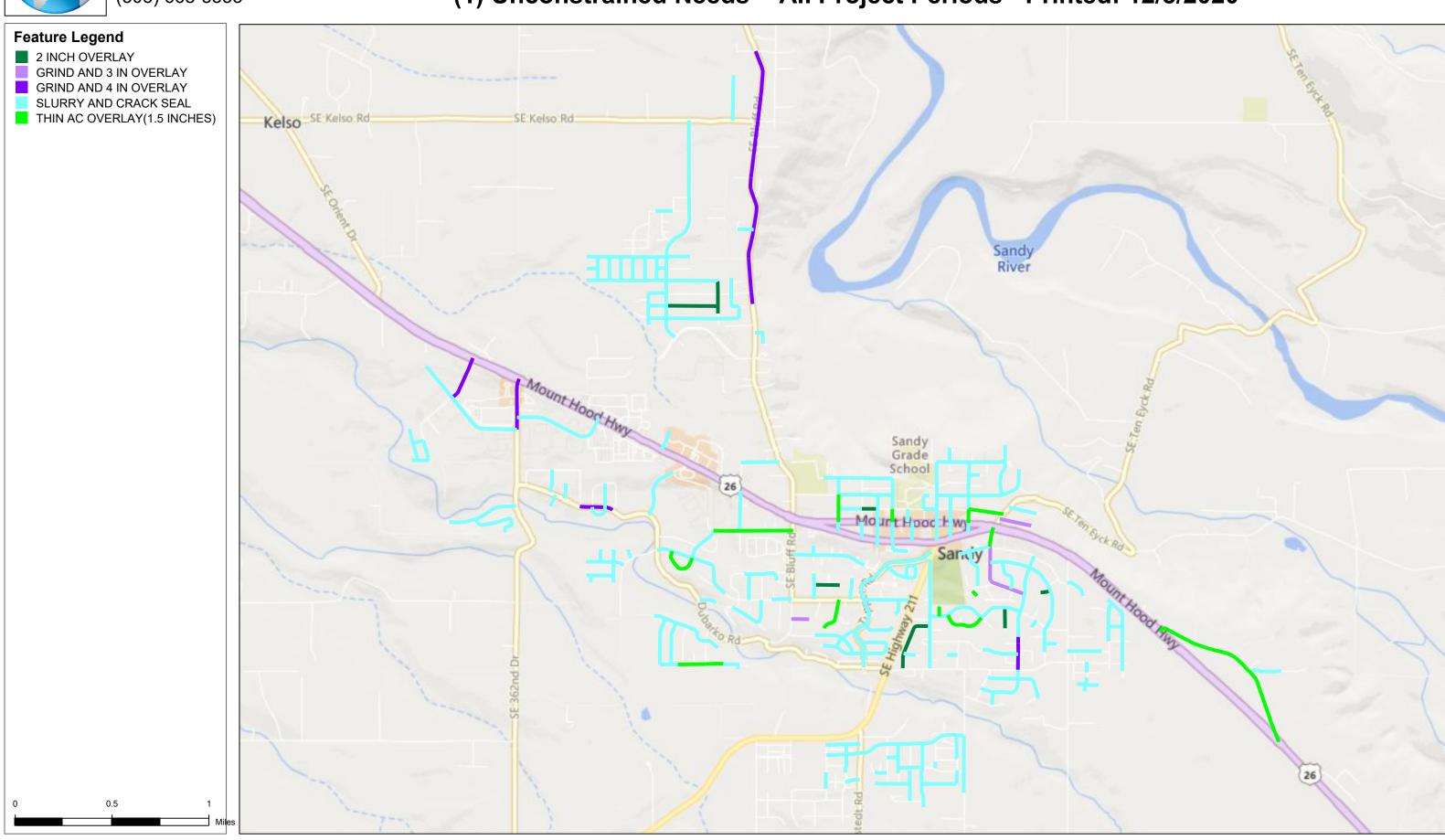






Scenario Treatments

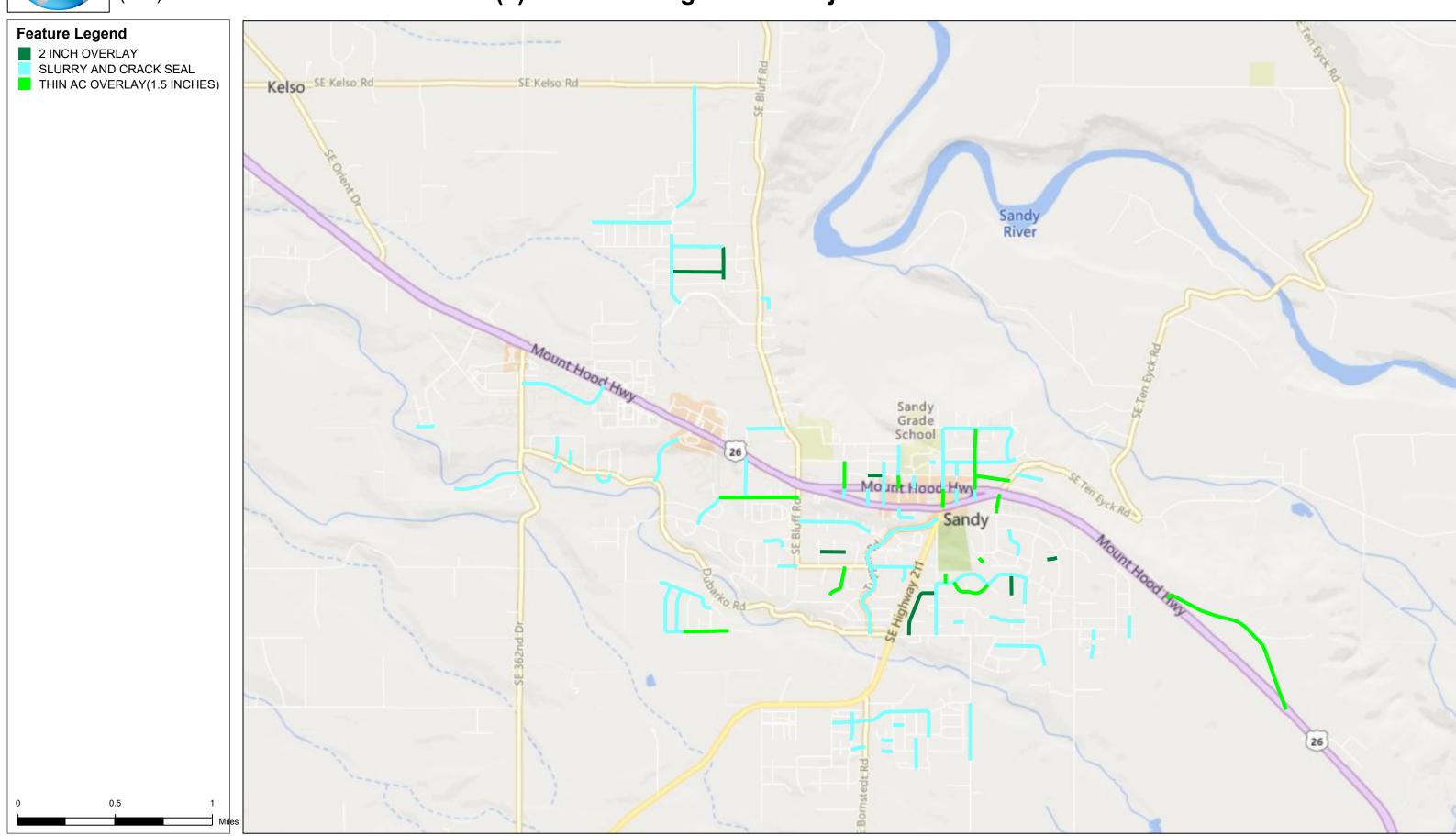
(1) Unconstrained Needs - All Project Periods - Printed: 12/8/2020





Scenario Treatments

(2) Current Budget - All Project Periods - Printed: 12/8/2020

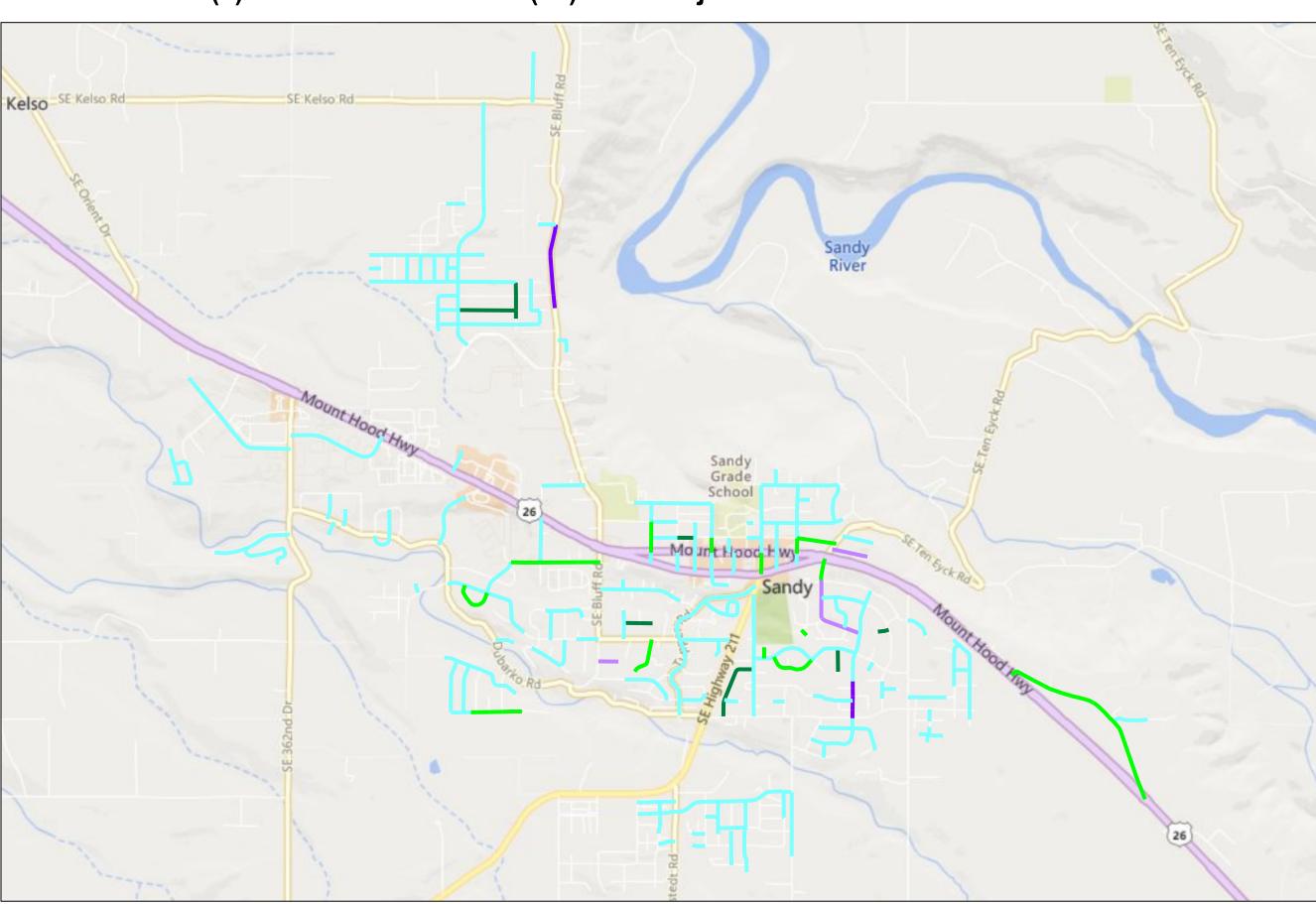




Scenario Treatments

(3) Maintain Current PCI (80) - All Project Periods - Printed: 12/8/2020

Feature Legend 2 INCH OVERLAY GRIND AND 3 IN OVERLAY GRIND AND 4 IN OVERLAY Kelso SE Kelso Rd SLURRY AND CRACK SEAL THIN AC OVERLAY(1.5 INCHES)



City of Sandy PAVEMENT MANAGEMENT CONDITION REPORT

Joel Conder Capitol Asset & Pavement Services



Prepared for City of Sandy – June 2021 *data based on December 2020 report

What is a Pavement Management System?

- Computerized, Inventory, Analysis, Budgeting Tool, etc..
- Shows effects of maintenance decisions, before & after
- PCI, Pavement Condition Index from 0 100
- Preferred Choice of Software on West Coast MTC
 Streetsaver, current users in Washington & Oregon at 100+ agencies

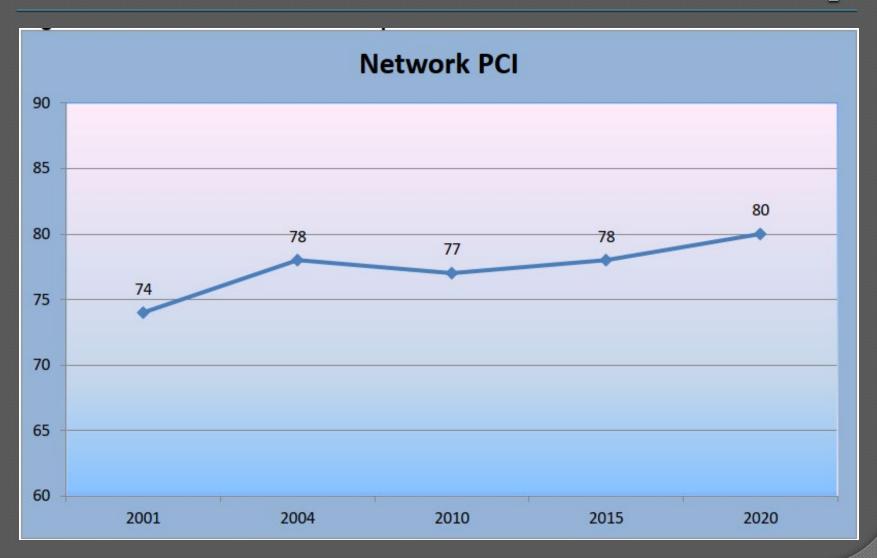
City of Sandy Current PCI = 80

■ 36.8 Centerline Miles of Paved Streets

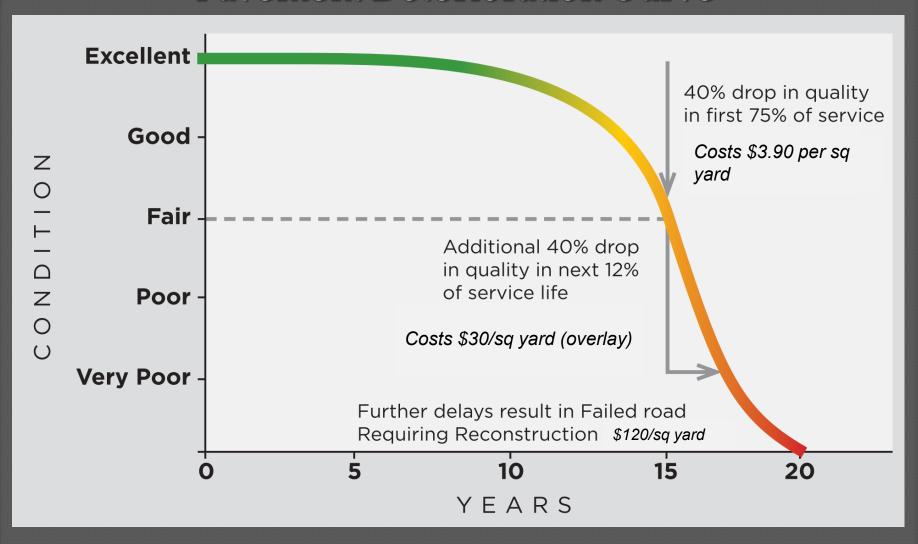
Arterial 7.7 miles
Collector 6.6 miles
Residential/Local 22.5 miles

Condition Category	PCI Range	Percent of Network
Good	70 to 100	77.9%
Fair	50 to 70	18.5%
Poor	25 to 50	3.5%
Very Poor	0 to 25	0%

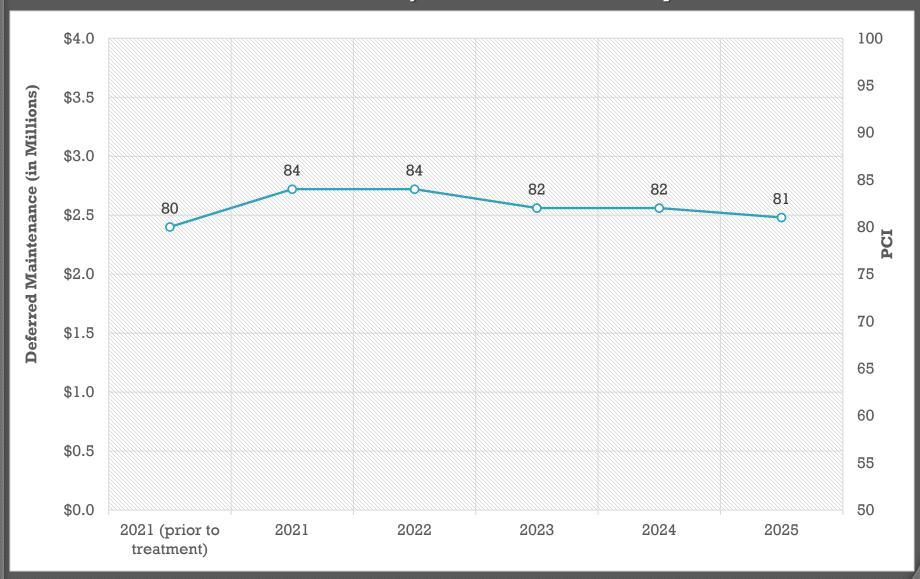
Pavement Condition History



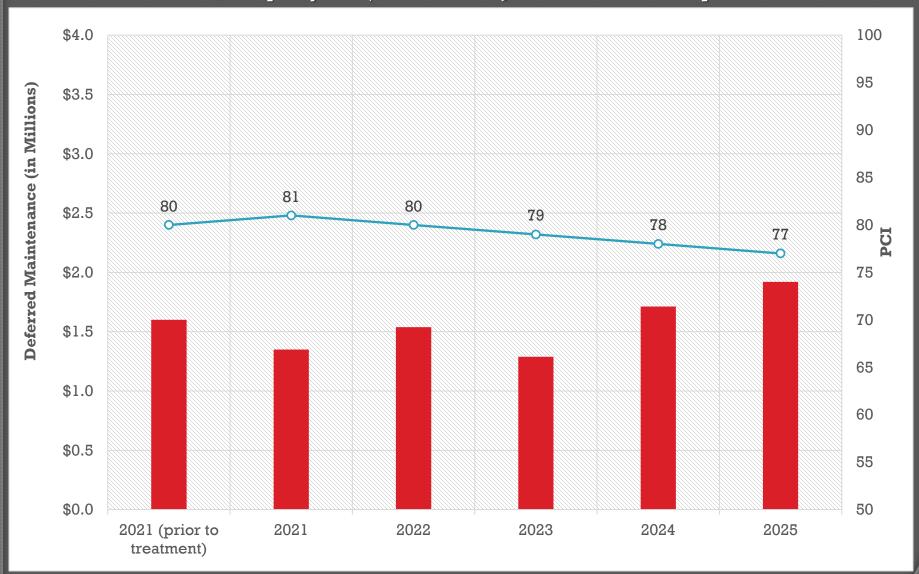
Pavement Deterioration Curve



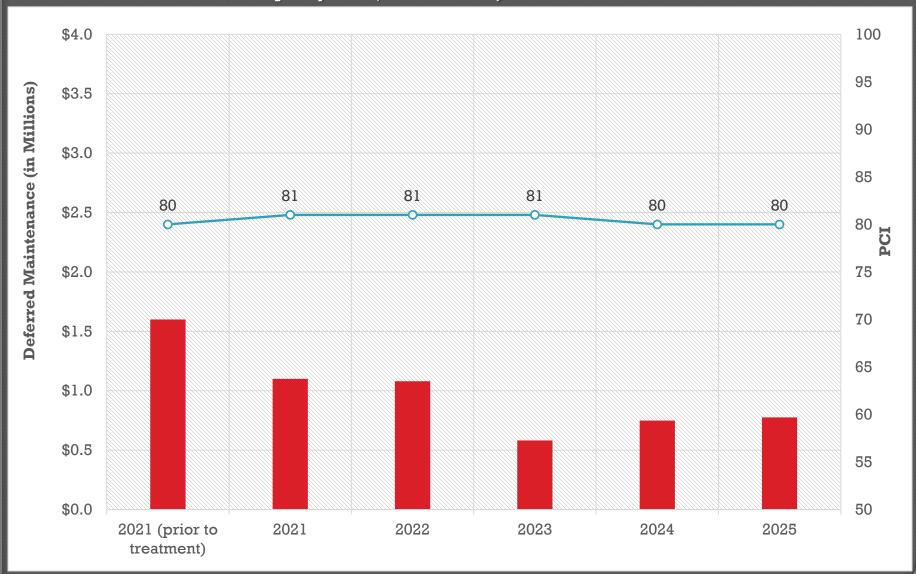
Scenario 1- Unconstrained Needs (zero deferred maintenance) \$3.4 million over 5 years - PCI Increases 1 point



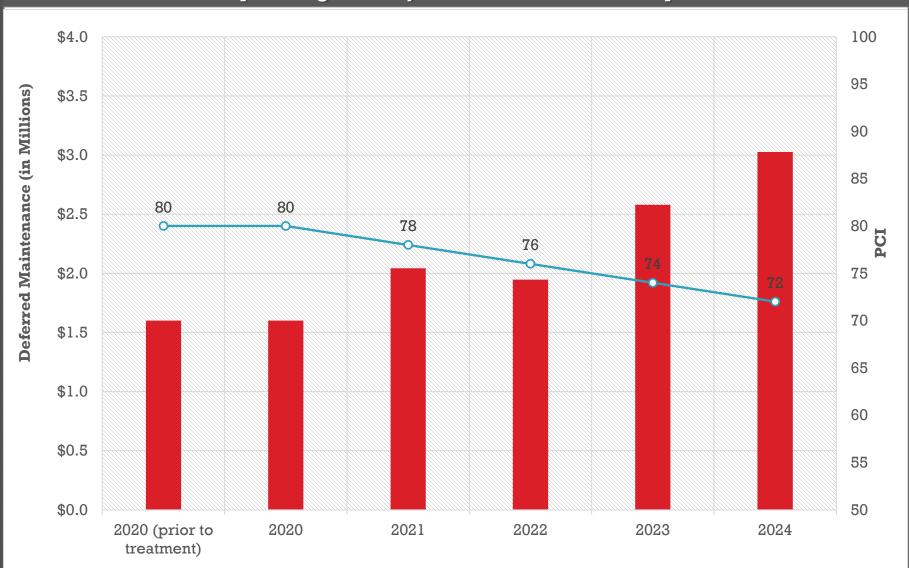
Scenario 2 – Current Investment Level \$250,000 per year (\$1.25M total)- PCI decreases 3 points



Scenario 3 – Maintain Current PCI \$500,000 per year (\$2.5M total)– PCI Maintains at 80



Scenario 4 – Zero Funding No spending over 5 years – PCI decreases 8 points

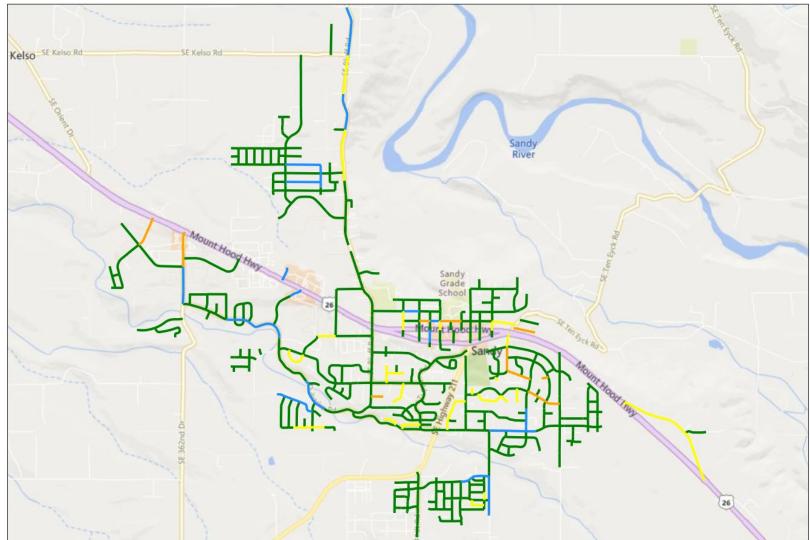




Current PCI Condition

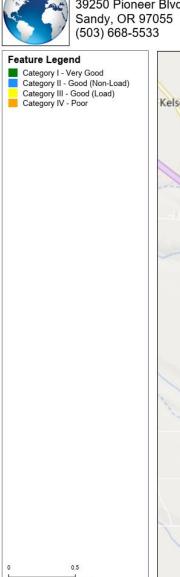
Printed: 12/8/2020

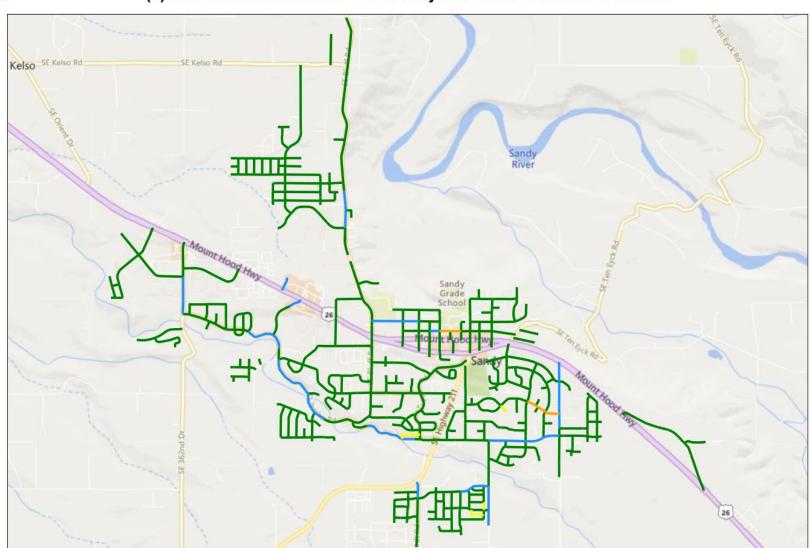




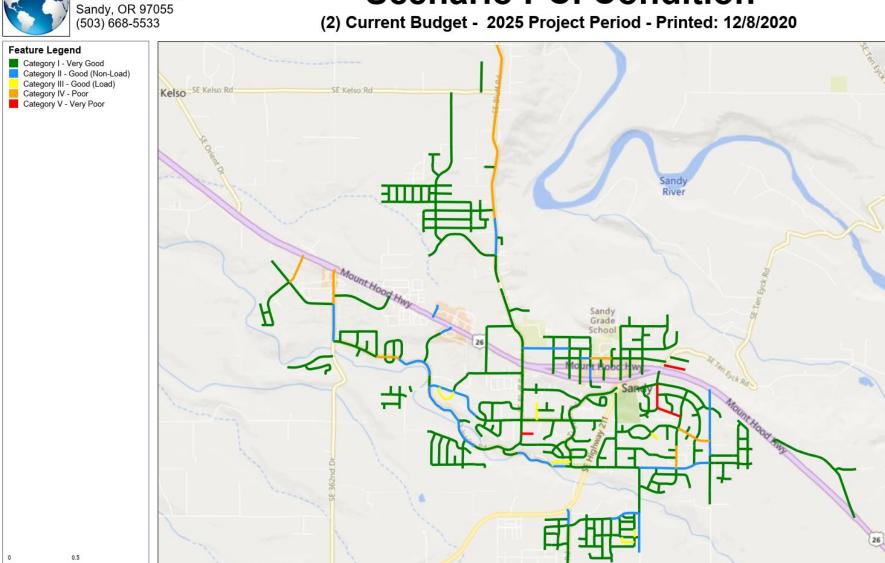


(1) Unconstrained Needs - 2025 Project Period - Printed: 12/8/2020

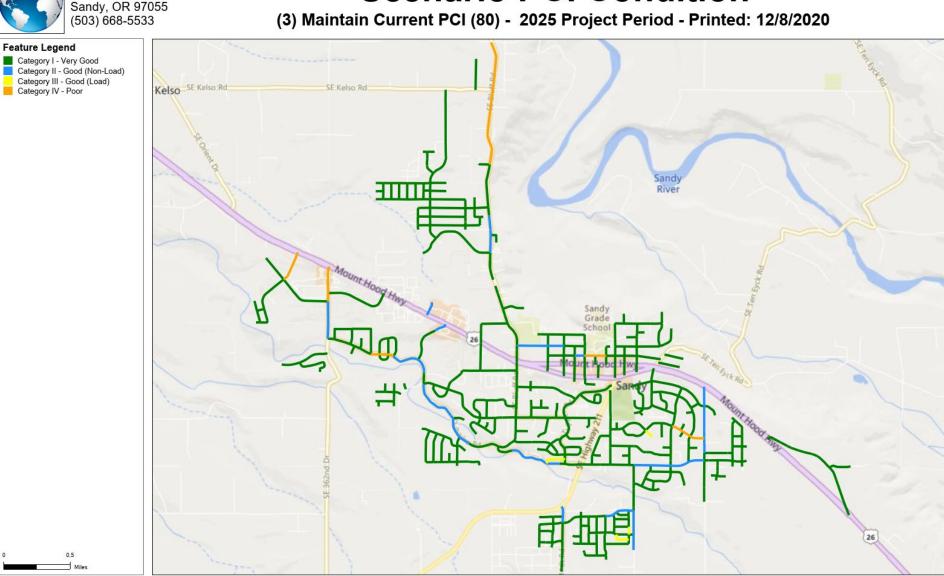




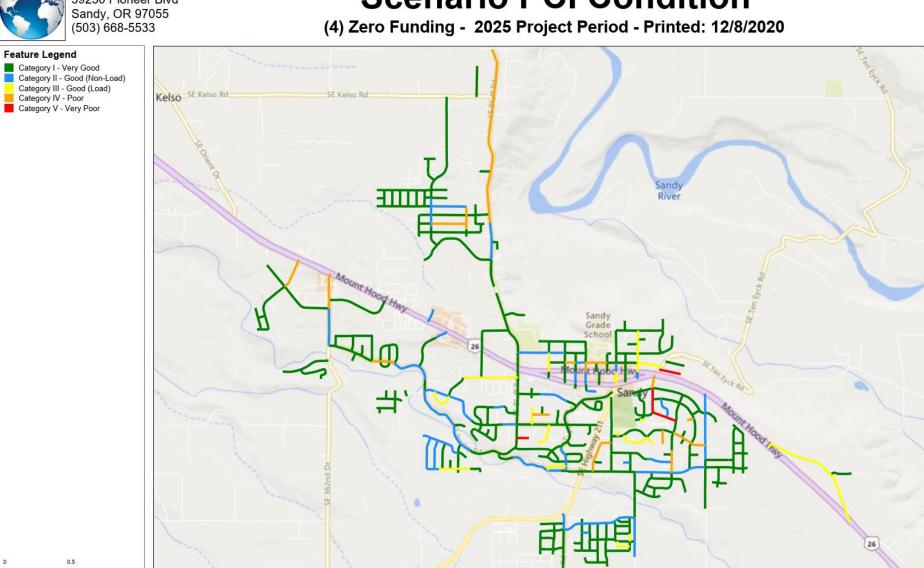












Budget Scenarios

_				4 -
Average yearly	\$686,339	\$250,000	\$500,000	\$0
budget	(1-Unconstrained)	(2-Current	(3-Maintain	(4-Zero Funding)
	(= 51100110111100)	Funding)	Current PCI)	(
m . 11 1		runung)	Current FCI)	
Total budget for	\$3.43 million	\$1.25 million	\$2.50 million	\$0
5 years	ψ5.τ5 IIIIIIOII	\$1.25 IIIIIIOII	\$2.50 IIIIIIOII	90
Current PCI	80	80	80	80
Current % in	77.9%	77.9%	77.9%	77.9%
'Good' condition	11.270	11.270	77.270	11.570
PCI after 5 years	81	77	80	72
(change)	(+1)	(-3)	(0)	(-8)
`	(+2)	(3)	(0)	(6)
Backlog after	\$0	\$1.92 million	\$0.78 million	\$3.03 million
5 years	**	V	4 • · · · • · · · · · · · · · · · · · ·	40110
% 'Good' in	06.70/	70.70/	03.40/	66.00/
5 years	86.7%	78.7%	83.4%	66.0%
% 'Fair' in	10.40/	4.4.407	12.40/	24.00/
5 years	12.4%	14.4%	12.4%	24.8%
% 'Poor' in				
	0.9%	5.6%	4.2%	8.0%
5 years				
% 'Very Poor'	0.00/	1.20/	0.00/	1.20/
in 5 years	0.0%	1.3%	0.0%	1.3%
III o years				

QUESTIONS?

(503) 689-1330 WWW.CAPITOLASSET.NET

Joel Conder Capitol Asset & Pavement Services



