

Pavement Management Budget Options Report



December, 2020

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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 budget | \$686,339 (1-Unconstrained) | \$250,000 (2-Current Funding) | \$500,000 (3-Maintain Current PCI) | \$0 (4-Zero Funding) |
|--------------------------------------|--------------------------------|----------------------------------|---------------------------------------|-------------------------|
| 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 (change) | 81 (+1) | 77 (-3) | 80 (0) | 72 (-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.

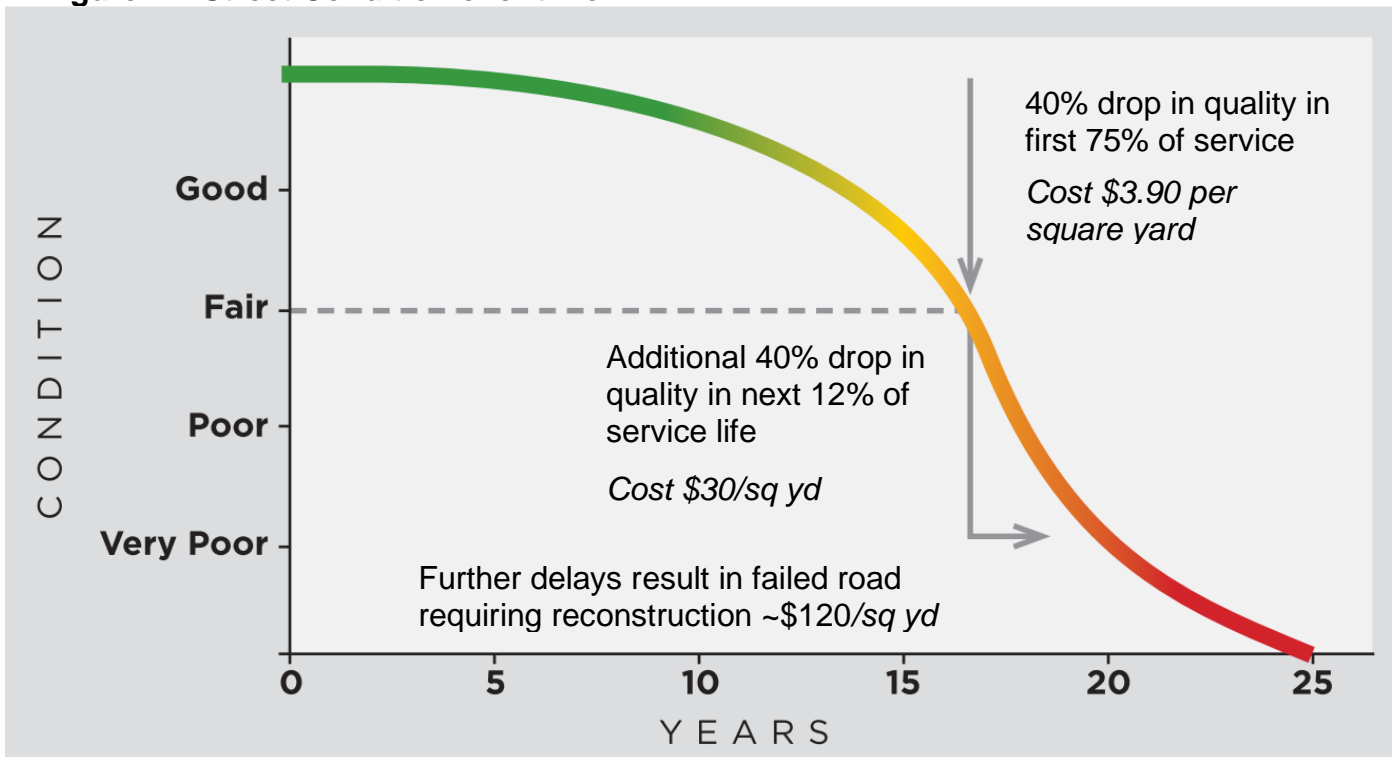
Pavement Management Strategy

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 life-cycle 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.¹ 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.

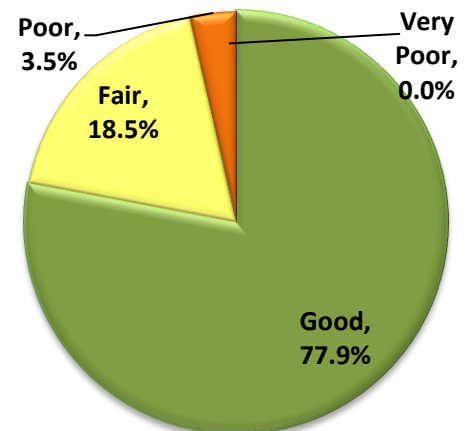
Table 2 – Street Network Statistics and Average PCI by Functional Class

| 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

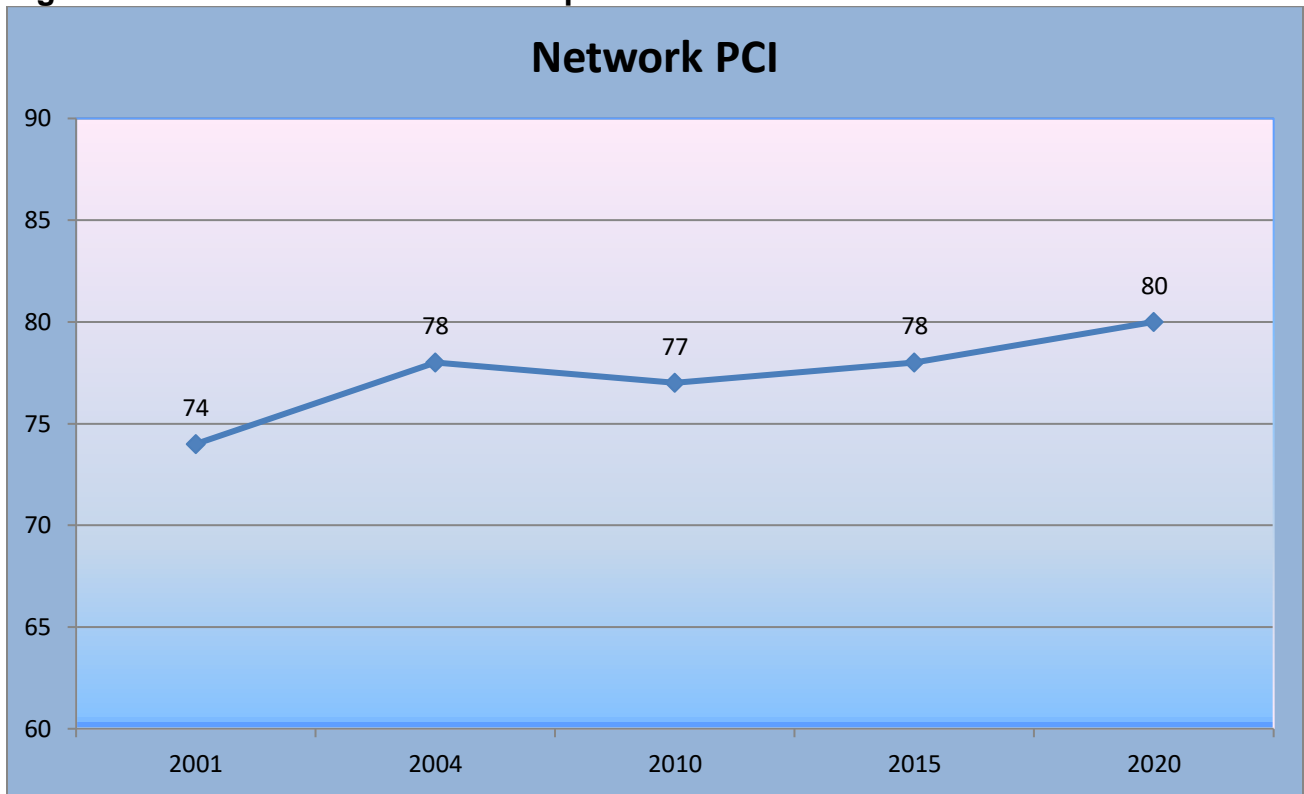
| Condition Class | PCI Range | Arterial | Collector | Residential | Total |
|----------------------|-----------|--------------|--------------|--------------|-------|
| Good (I) | 70-100 | 14.8% | 14.3% | 48.8% | 77.9% |
| Fair (II/III) | 50-70 | 7.7% | 3.6% | 7.2% | 18.5% |
| Poor (IV) | 25-50 | 0.7%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

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

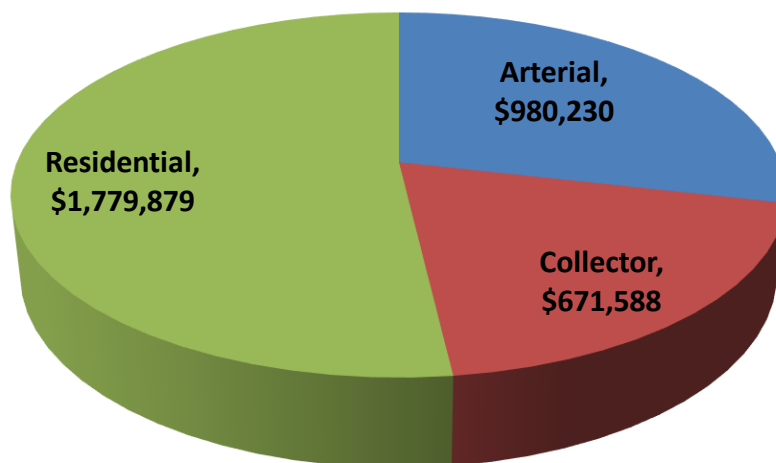
Table 5. Summary of Results from Needs Analysis

| <i>Fiscal Years</i> | 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 PCI (change) | 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% |

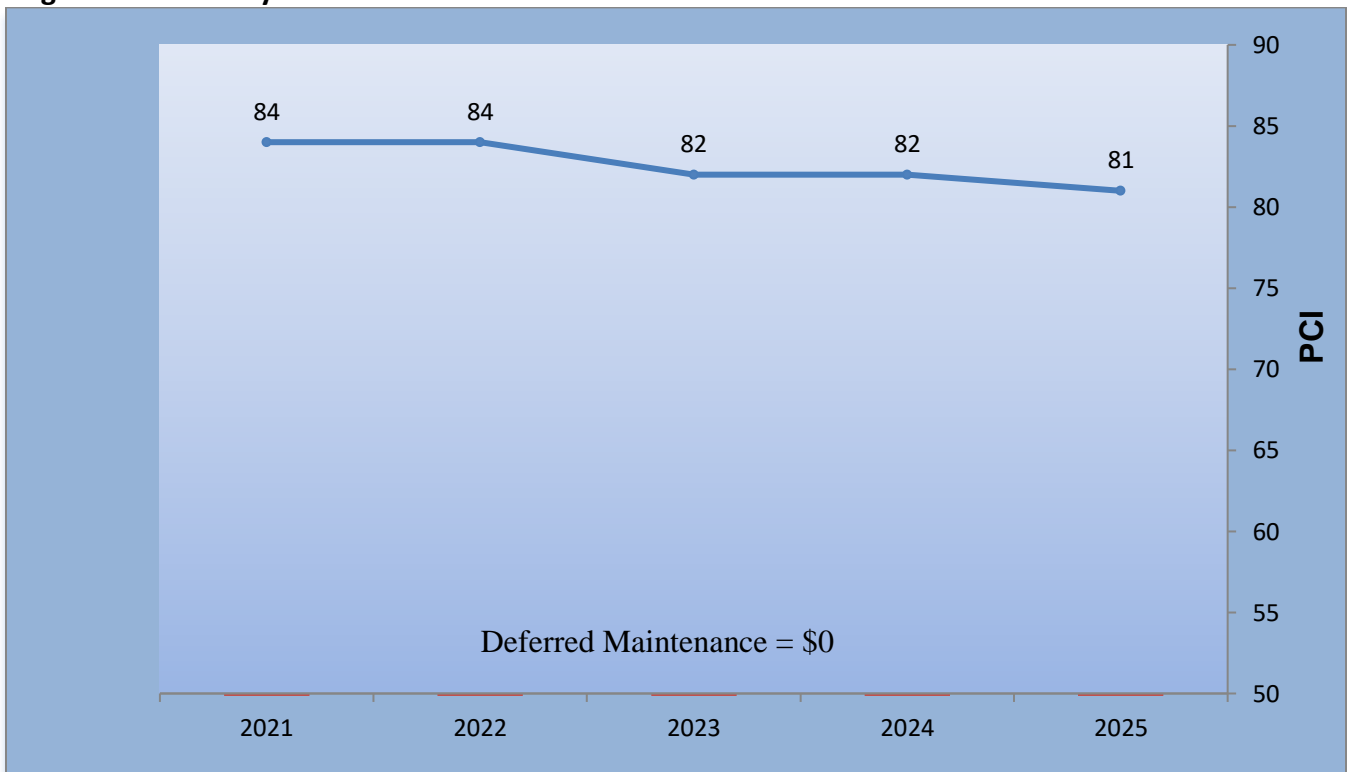
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

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 | |

Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs



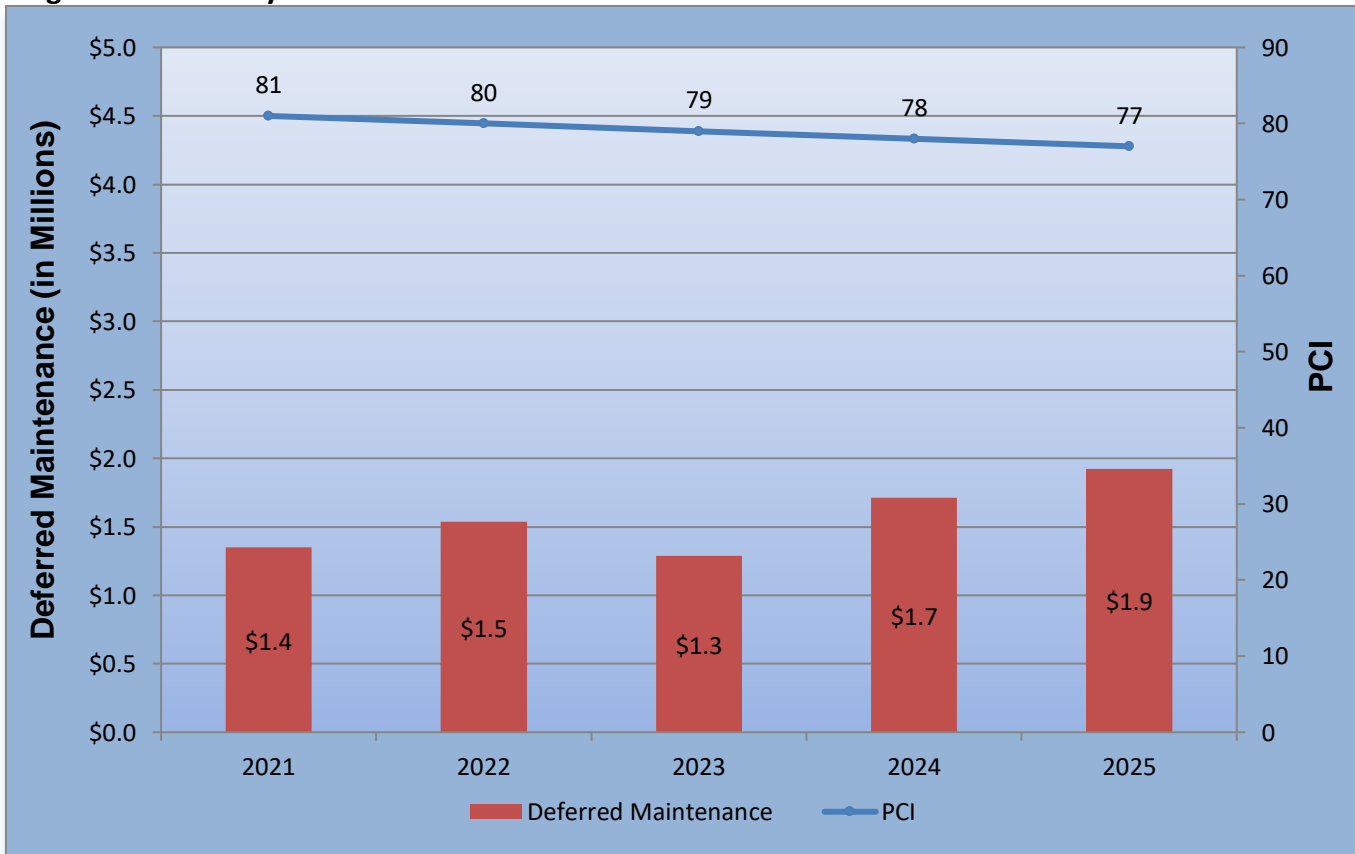
Scenario 2 — Current Investment Level

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



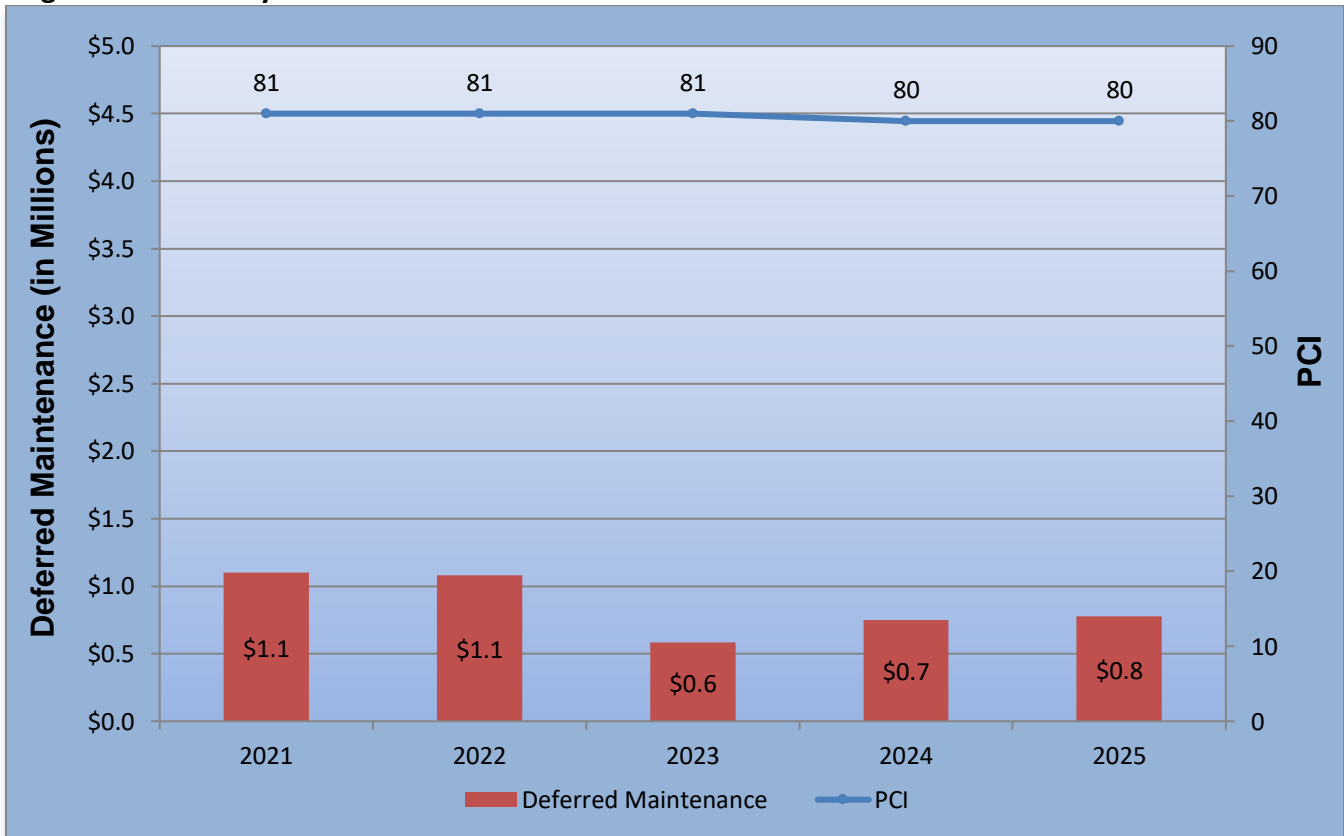
Scenario 3 — Maintain Current PCI

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



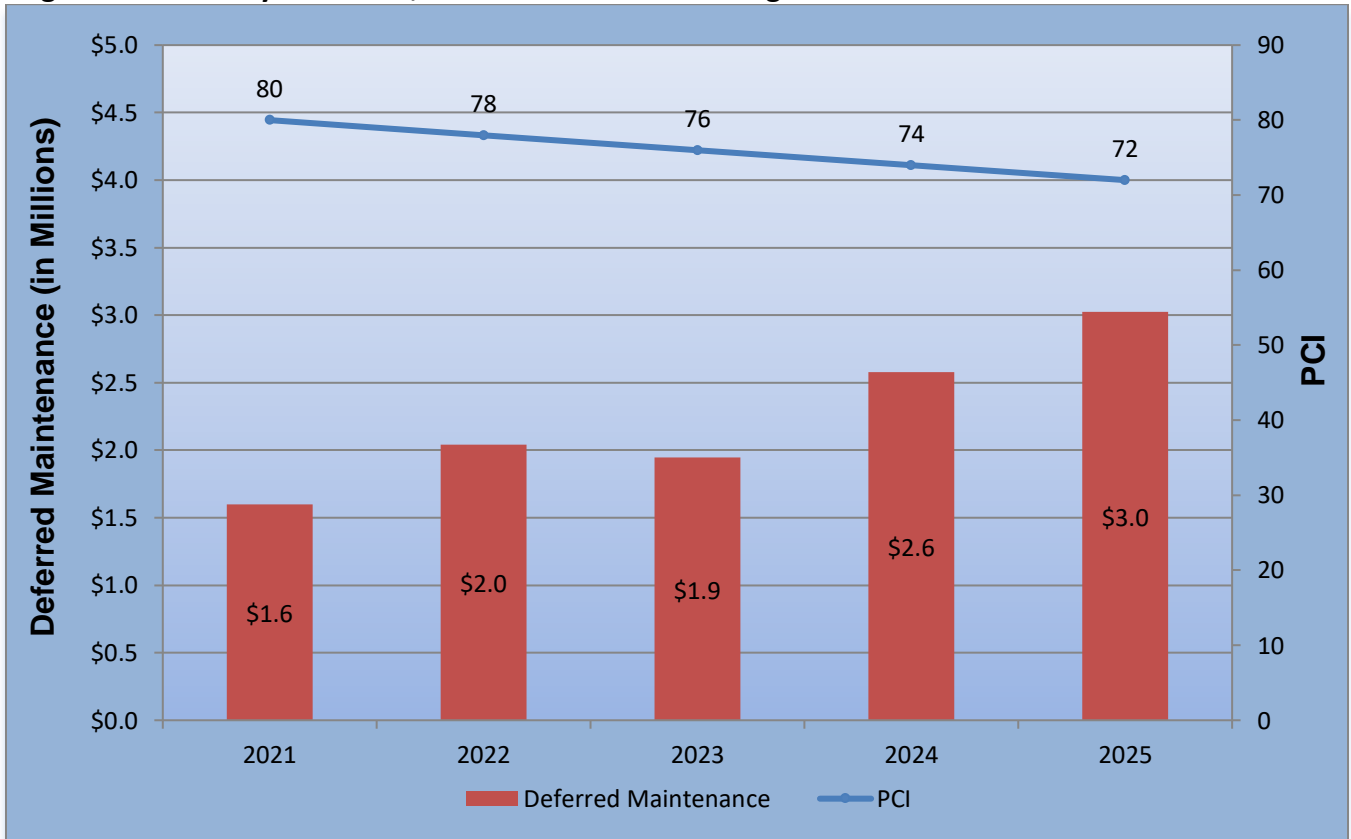
Scenario 4 — Zero Funding

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

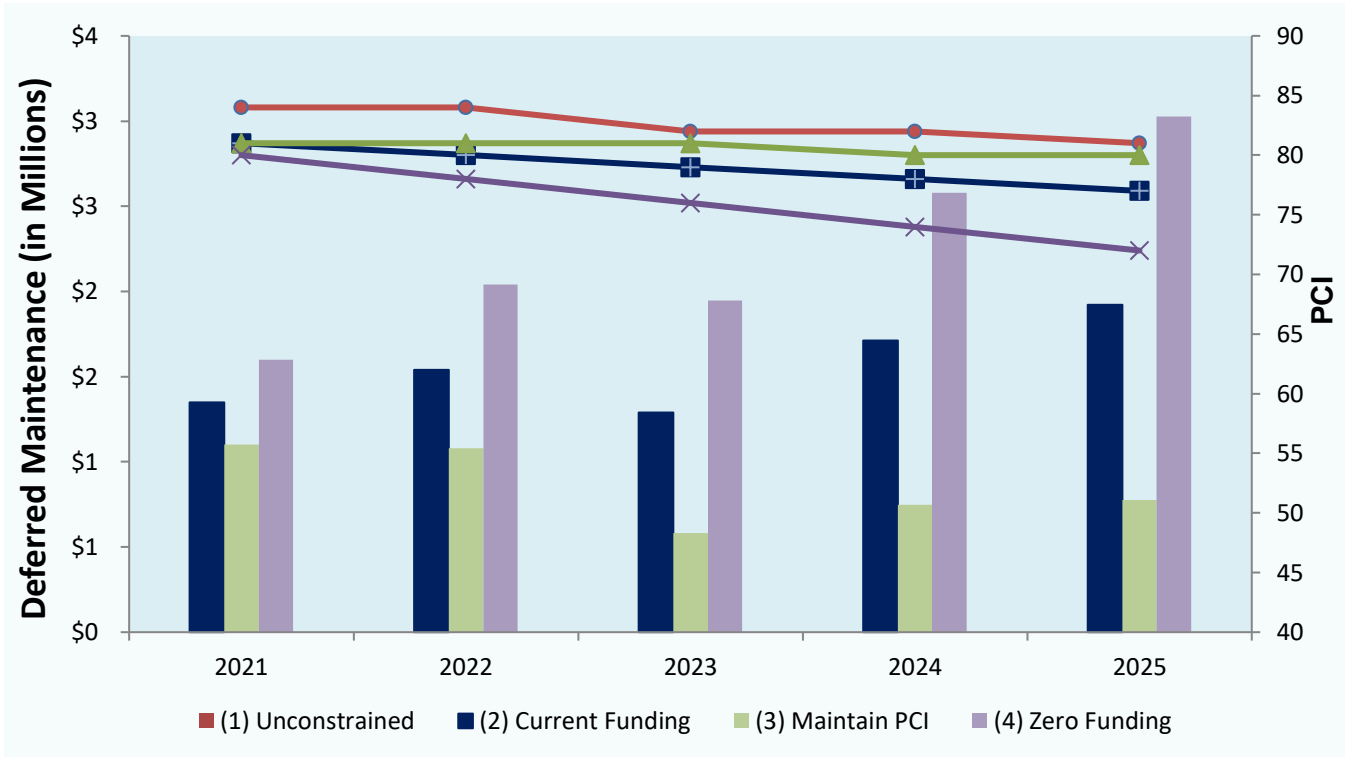
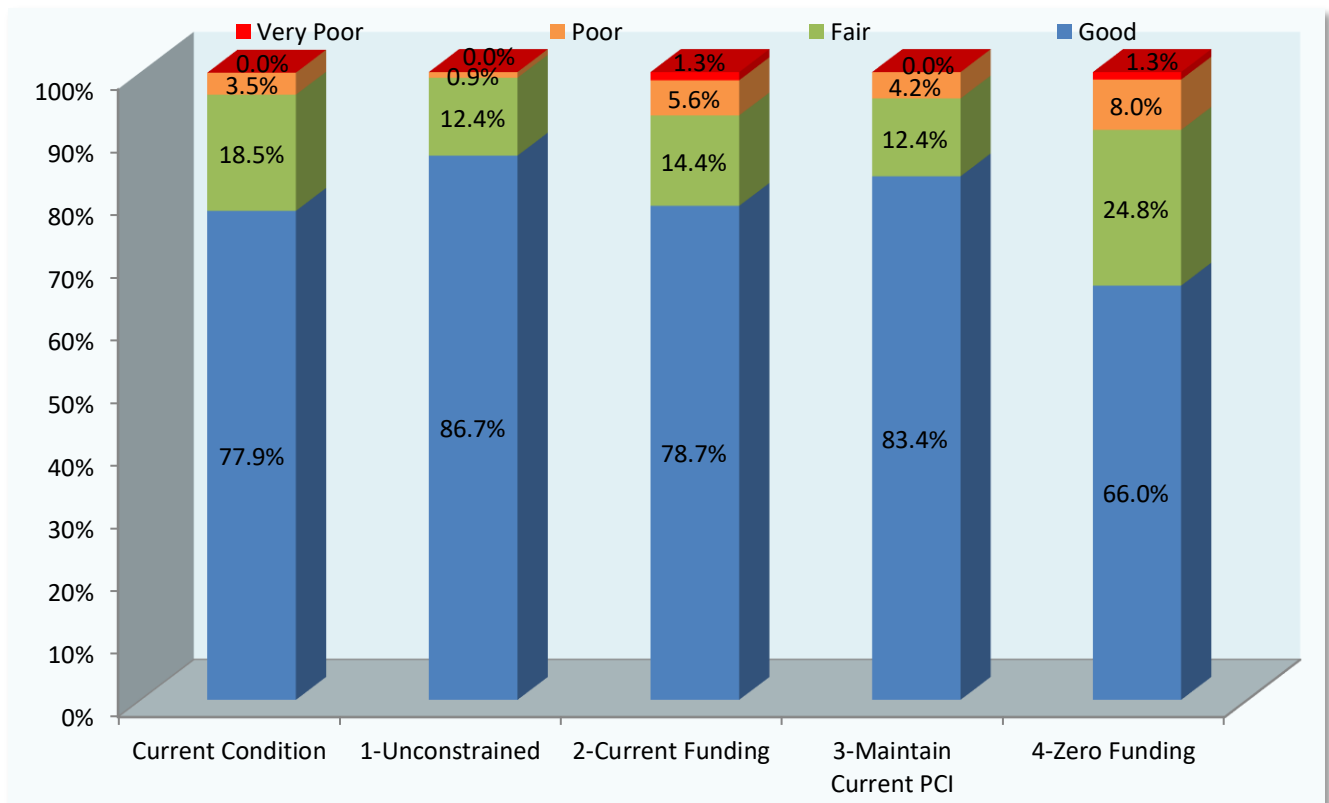


Figure 10 – Pavement Condition Category Percentages in 2025 – Scenarios 1-4



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 and 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).



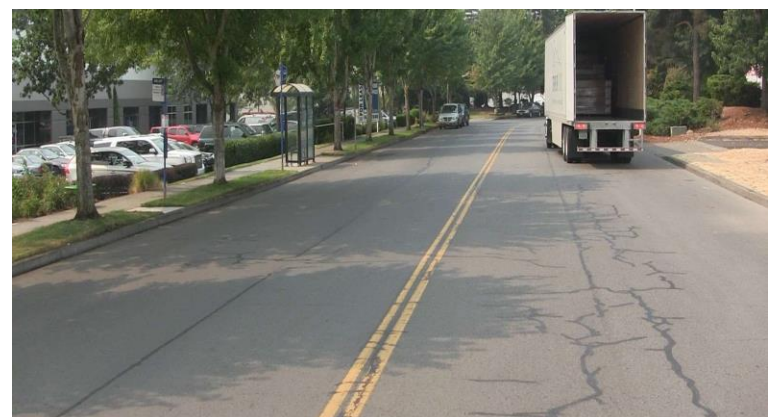
Pavement is stable. New or lightly worn appearance. Minor cracking may be present, but cracks are generally less than ¼” wide or are well sealed. May have sporadic cracking in the wheel paths with no or only a few interconnecting cracks and no spalling or pumping. Minor patching and possibly some minor 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 than ¾”. 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 ¾”.



'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

Inflation 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 |

Needs - Preventive Maintenance Treatment/Cost Summary

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

| 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 |

Needs - Rehabilitation Treatment/Cost Summary



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

| Treatment | Year | Area Treated | 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 sq.yd. | \$148,038 |
| Total Cost | | | <u>\$2,104,794</u> |

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 | 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 | 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 | 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 Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay | | |
|------------------|-----------------------------|--------------------|-----------------------------|-----------------------|--|-------------------------|---------------------------|-----------------------------------|---|--|
| Collector | AC | I - Very Good | Crack Treatment | DO NOTHING | \$0.00 | 4 | | | | |
| | | | Surface Treatment | 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 | 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 | | | |
| | 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 | 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 | | | |
| | | | 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 Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------------|-------------------------|---------------------------|-----------------------------------|
| Residential/Local | AC | I - Very Good | Crack Treatment | DO NOTHING | \$0.00 | 4 | | |
| | | | Surface Treatment | 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 | | | | |

 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 | | | |

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

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 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 |
|--------------|--------------|--------------|--------------|-------------|---------------|
| 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 | 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

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|----------------|-----|-------------|----------------|--------------------------|--------------------|-----------|----------|---------------|-----|
| 2021 | 0% | \$1,599,890 | II | \$104,141 | Non-Project | \$899,165 | \$0 | Funded | \$0 |
| | | | III | \$316,866 | | | | | |
| | | | IV | \$279,718 | | | | | |
| | | | V | \$0 | | | | | |
| | | | Total | \$700,725 | | | | | |
| Project | \$0 | | | | | | | | |
| 2022 | 0% | \$537,710 | II | \$3,721 | Non-Project | \$315,557 | \$0 | Funded | \$0 |
| | | | III | \$0 | | | | | |
| | | | IV | \$87,241 | | | | | |
| | | | V | \$131,191 | | | | | |
| | | | Total | \$222,153 | | | | | |
| Project | \$0 | | | | | | | | |
| 2023 | 0% | \$151,214 | II | \$33,793 | Non-Project | \$60,666 | \$0 | Funded | \$0 |
| | | | III | \$31,120 | | | | | |
| | | | IV | \$25,635 | | | | | |
| | | | V | \$0 | | | | | |
| | | | Total | \$90,548 | | | | | |
| Project | \$0 | | | | | | | | |
| 2024 | 0% | \$639,352 | II | \$0 | Non-Project | \$51,515 | \$0 | Funded | \$0 |
| | | | III | \$0 | | | | | |
| | | | IV | \$551,733 | | | | | |
| | | | V | \$36,104 | | | | | |
| | | | Total | \$587,837 | | | | | |
| Project | \$0 | | | | | | | | |
| 2025 | 0% | \$503,531 | II | \$6,383 | Non-Project | \$0 | \$0 | Funded | \$0 |
| | | | III | \$0 | | | | | |
| | | | IV | \$427,733 | | | | | |
| | | | V | \$69,415 | | | | | |
| | | | Total | \$503,531 | | | | | |
| Project | \$0 | | | | | | | | |

| Summary | | | | |
|---------------------|--------------------|--------------------|-----------------|----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet 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 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 |
|--------------|--------------|--------------|--------------|-------------|---------------|
| I | 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

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

| Summary | | | | |
|---------------------|------------------|------------------|-----------------|-----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet 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 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)

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

| Summary | | | | |
|---------------------|--------------------|--------------------|-----------------|----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet 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 | \$0 | 0% | 2024 | \$0 | 0% | | | |

Projected Network Average 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 | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|----|--------|----------------|--------------------------|-------------|----------|-------------|---------|---------|
| 2021 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,599,833 | Funded | \$0 |
| | | | III | \$0 | | | | Unmet | \$8,850 |
| | | | IV | \$0 | | | | Project | \$0 |
| | | | V | \$0 | | | | | |
| | | | Total | \$0 | | | | | |
| | | | Project | \$0 | | | | | |
| 2022 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$2,042,060 | Funded | \$0 |
| | | | III | \$0 | | | | Unmet | \$4,727 |
| | | | IV | \$0 | | | | Project | \$0 |
| | | | V | \$0 | | | | | |
| | | | Total | \$0 | | | | | |
| | | | Project | \$0 | | | | | |
| 2023 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,947,161 | Funded | \$0 |
| | | | III | \$0 | | | | Unmet | \$1,796 |
| | | | IV | \$0 | | | | Project | \$0 |
| | | | V | \$0 | | | | | |
| | | | Total | \$0 | | | | | |
| | | | Project | \$0 | | | | | |
| 2024 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$2,579,817 | Funded | \$0 |
| | | | III | \$0 | | | | Unmet | \$7,066 |
| | | | IV | \$0 | | | | Project | \$0 |
| | | | V | \$0 | | | | | |
| | | | Total | \$0 | | | | | |
| | | | Project | \$0 | | | | | |
| 2025 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$3,026,439 | Funded | \$0 |
| | | | III | \$0 | | | | Unmet | \$8,466 |
| | | | IV | \$0 | | | | Project | \$0 |
| | | | V | \$0 | | | | | |
| | | | Total | \$0 | | | | | |
| | | | Project | \$0 | | | | | |

| Summary | | | | |
|---------------------|----------------|--------------|-----------------|-----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet 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 | To | 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 | 15.43 |
| 362ND | 1B | 362ND AV | INDUSTRIAL WAY | HWY 26 | 930 | 50 | 46,500 | A - Arterial | A - AC | 46 | 5.9 |
| ADAMS | 140 | ADAMS AVE | GOLDENRAIN ST | OLSON ST | 437 | 28 | 12,236 | R - Residential/Local | A - AC | 92 | 32.98 |
| AGNES | 2 | AGNES ST | BLUFF RD | DEAD END | 307 | 17 | 5,219 | C - Collector | A - AC | 85 | 18.23 |
| ALLEY | 114A | ALLEY | CASCADIA VILLAGE DR | WALLINGFORD | 336 | 15 | 5,040 | R - Residential/Local | P - PCC | 77 | 45.85 |
| ALLEY | 114B | ALLEY | STRATFORD ST | NEWTON ST | 180 | 16 | 2,880 | R - Residential/Local | P - PCC | 63 | 28.62 |
| ALLEY | 114C | ALLEY | NEWTON ST | AMHERST ST | 440 | 16 | 7,040 | R - Residential/Local | P - PCC | 56 | 21.76 |
| ALTAV | 3 | ALT AV | PROCTOR BLVD | PLEASANT ST | 213 | 32 | 6,816 | R - Residential/Local | O - AC/AC | 80 | 33.19 |
| AMBER | 4 | AMBER LN | DUBARKO RD | ELDRIDGE DR | 420 | 33 | 13,860 | R - Residential/Local | A - AC | 82 | 27.64 |
| AMERIC | 141 | AMERICAN ST | SALMONBERRY AVE | DEAD END E. OF SUNVLOWER AVE | 568 | 28 | 15,904 | R - Residential/Local | A - AC | 92 | 32.98 |
| AMHERS | 112 | AMHERST ST | AVERILL PKWY | NEWTON ST | 879 | 32 | 28,128 | R - Residential/Local | A - AC | 88 | 31.21 |
| 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 | 37.79 |
| ANTLER | 127B | ANTLER AVE | 385 FT N OF DUBARKO | MEADOW AVE | 770 | 28 | 21,560 | R - Residential/Local | O - AC/AC | 90 | 36.29 |
| AUBIN | 142 | AUBIN ST | CHINOOK ST | SKOGAN RD | 1,041 | 28 | 29,148 | R - Residential/Local | A - AC | 87 | 30.67 |
| AVERIL | 6A | AVERILL PKWY | 50 FT SOUTH OF NEWTON ST | CASCADIA VILLAGE DR | 520 | 20 | 10,400 | R - Residential/Local | O - AC/AC | 81 | 36.18 |
| AVERIL | 6B | AVERILL PKWY | 50 FT S OF NEWTON | 100 FT S JERGER | 691 | 32 | 22,112 | R - Residential/Local | A - AC | 86 | 30.1 |
| BACHEL | 143A | BACHELOR AVE | GOLDENRAIN ST | OLSON ST | 446 | 28 | 12,488 | R - Residential/Local | A - AC | 92 | 32.98 |
| BACHEL | 143B | BACHELOR AVE | DEAD END S. OF CORALBURST ST | GREEN MOUNTAIN ST | 612 | 28 | 17,136 | R - Residential/Local | A - AC | 92 | 32.98 |
| BALKEN | 144 | BALKEN AVE | NETTIE CONNET DR | SANDY HEIGHTS ST | 457 | 28 | 12,796 | R - Residential/Local | A - AC | 90 | 32.2 |
| BARKER | 7A | BARKER CT | MEINIG AVE | GARY ST | 1,090 | 32 | 34,880 | R - Residential/Local | O - AC/AC | 87 | 42.34 |
| BARKER | 7B | BARKER CT | GARY ST | CUL DE SAC | 254 | 32 | 8,128 | R - Residential/Local | A - AC | 59 | 14.99 |
| BARLOA | 125A | BARLOW ALLEY | TUPPER RD | DEAD END | 314 | 24 | 7,536 | NCR - Proposed; Private; Non-County | P - PCC | 74 | 41.68 |
| BARLOB | 125B | BARLOW ALLEY | DUBARKO | TUPPER RD | 564 | 24 | 13,536 | NCR - Proposed; Private; Non-County | P - PCC | 70 | 36.55 |
| BARLOC | 125C | BARLOW ALLEY | DUBARKO RD | DEAD END | 384 | 24 | 9,216 | NCR - Proposed; Private; Non-County | P - PCC | 57 | 22.68 |
| BARLOW | 118 A | BARLOW PKY | TUPPER RD | SAWYER ST | 466 | 28 | 13,048 | R - Residential/Local | A - AC | 88 | 31.21 |
| BARLOW | 118B | BARLOW PKY | TUPPER RD | DEAD END | 817 | 28 | 22,876 | R - Residential/Local | A - AC | 90 | 32.2 |
| 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 | 37.18 |
| BARRIN | 8B | BARRINGTON AVE | HASKINS ST | 100 FT S OF LANCASTER ST | 416 | 32 | 13,312 | R - Residential/Local | A - AC | 92 | 32.98 |

| Street ID | Section ID | Street Name | From | To | 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 | To | 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 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining 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 | 27I | 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 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining 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 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current 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 | 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 | To | 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 |
| KATRINAST | 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 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current 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 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining 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 | To | 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 | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-------------|------------|------------------|-----------------------------|-----------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| STRAWB | 96A | STRAWBRIDGE PKWY | BLUFF RD | HOUSE #38474 | 630 | 36 | 22,680 | R - Residential/Local | O - AC/AC | 84 | 39.87 |
| STRAWB | 96B | STRAWBRIDGE PKWY | HOUSE #38667 | TUPPER RD | 312 | 36 | 11,232 | R - Residential/Local | O - AC/AC | 94 | 47.91 |
| STRAWB | 96C | STRAWBRIDGE PKWY | HOUSE #38474 | HOUSE #38667 | 775 | 36 | 27,900 | R - Residential/Local | A - AC | 73 | 21.94 |
| SUNFLO | 141A | SUNFLOWER AVE | AMERICAN ST | JEWELBERRY AVE | 574 | 27 | 15,498 | R - Residential/Local | A - AC | 93 | 33.5 |
| SUNSET | 97A | SUNSET ST | TOWLE DR | UNIVERSITY AVE | 550 | 40 | 22,000 | R - Residential/Local | A - AC | 65 | 17.21 |
| SUNSET | 97B | SUNSET ST | UNIVERSITY AVE | BLUFF RD | 1,000 | 24 | 24,000 | R - Residential/Local | A - AC | 72 | 23.94 |
| THERES | 115A | THERESE ST | LANGENSAND RD | EAST 660FT | 660 | 28 | 18,480 | R - Residential/Local | A - AC | 82 | 27.65 |
| THERES | 115B | THERESE ST | 660 FT E OF LANGENSAND | ANTLER AVE | 130 | 28 | 3,640 | R - Residential/Local | O - AC/AC | 94 | 37.79 |
| TOWLE | 98A | TOWLE DR | SANDY HEIGHTS RD | SANDY HEIGHTS RD | 705 | 34 | 23,970 | R - Residential/Local | A - AC | 61 | 16.24 |
| TOWLE | 98B | TOWLE DR | SANDY HEIGHTS RD | SUNSET ST | 640 | 40 | 25,600 | R - Residential/Local | A - AC | 78 | 28.77 |
| TRILLI | 138 | TRILLIUM ST | JACOBY RD | CUL DE SAC E OF CLOUD CAP | 730 | 28 | 20,440 | R - Residential/Local | O - AC/AC | 90 | 36.29 |
| TUPPER | 99A | TUPPER RD | 200 FT. SOUTH OF LONG CIR | SANDY HEIGHTS ST | 690 | 32 | 22,080 | C - Collector | O - AC/AC | 90 | 28.66 |
| TUPPER | 99B | TUPPER RD | SANDY HEIGHTS ST | STRAWBRIDGE PKWY | 720 | 25 | 18,000 | C - Collector | O - AC/AC | 88 | 27.84 |
| TUPPER | 99C | TUPPER RD | STRAWBRIDGE PKWY | HWY 211 | 1,080 | 25 | 27,000 | C - Collector | O - AC/AC | 87 | 31.39 |
| TUPPER | 99D | TUPPER RD | DUBARKO RD | 200 FT S. OF LONG CIRCLE | 830 | 32 | 26,560 | C - Collector | A - AC | 77 | 16.2 |
| UNIVER | 100A | UNIVERSITY AV | SUNSET ST | HWY 26 | 684 | 22 | 15,048 | R - Residential/Local | O - AC/AC | 89 | 45.07 |
| UNIVER | 100B | UNIVERSITY AV | HWY 26 | MEEKER ST | 481 | 34 | 16,354 | R - Residential/Local | A - AC | 92 | 32.98 |
| VANBRUNT AV | 164 | VAN BRUNT AVE | KATRINA ST | 130 FT S OF KATRINA ST (DEAD END) | 230 | 28 | 6,440 | R - Residential/Local | A - AC | 93 | 33.27 |
| VANFLE | 101A | VAN FLEET AVE | 140FT N OF CASSIDY CT | DUBARKO RD | 630 | 40 | 25,200 | C - Collector | A - AC | 54 | 6.32 |
| VANFLE | 101B | VAN FLEET AVE | 100 FT. NORTH OF CASSIDY CT | GARY ST | 435 | 40 | 17,400 | C - Collector | O - AC/AC | 90 | 28.67 |
| VANFLE | 101C | VAN FLEET AVE | GARY ST | MCCORMICK DR | 1,088 | 40 | 43,520 | C - Collector | O - AC/AC | 90 | 28.67 |
| VANFLE | 101D | VAN FLEET AVE | DUBARKO RD | PACIFIC AVE | 1,070 | 28 | 29,960 | R - Residential/Local | O - AC/AC | 87 | 34.58 |
| VANTASSE LA | 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 | 32.98 |
| VISTAL | 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 | 13.63 |
| WALLST | 139 | WALL ST | PACIFIC AVE | CUL DE SAC | 1,220 | 28 | 34,160 | R - Residential/Local | O - AC/AC | 86 | 43.23 |
| WALLIN | 102 | WALLINGFORD AVE | STRATFORD ST | CASCADIA VILLAGE DR | 450 | 32 | 14,400 | R - Residential/Local | O - AC/AC | 92 | 37.18 |
| WEAVER | 103 | WEAVER CT | GARY ST | CUL DE SAC | 232 | 34 | 7,888 | R - Residential/Local | A - AC | 93 | 33.49 |
| WEBSTE | 104A | WEBSTER AVE | CASCADIA VILLAGE DR | 100FT SOUTH OF NEWTON | 550 | 32 | 17,600 | R - Residential/Local | O - AC/AC | 84 | 32.61 |

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | 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 |
| WOODBUR | 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

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|---------------------|--------------------------|----------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| AGNES ST | BLUFF RD | DEAD END | AGNES | 2 | 307 | 17 | 5,219 | C | 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 | C | AC/AC | | 61 | 61 | 71 | \$13,855 | 37,531 | SLURRY AND CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|---------------------|-----------------------------|----------------------------------|-------------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 CRACK SEAL |
| CASCADIA VILLAGE DR | BORNSTEDT RD | PINE AVE | CASCAD | 17C | 640 | 28 | 17,920 | C | 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 | C | AC | | 88 | 88 | 93 | \$7,977 | 26,777 | SLURRY AND CRACK SEAL |
| CHINOOK ST | 362ND AVE | DEAD END WEST CHINOO | | 148 | 1,365 | 28 | 38,220 | R | AC | | 86 | 86 | 92 | \$18,049 | 43,933 | SLURRY AND CRACK SEAL |
| CHULA VISTA AVE | BUENA VISTA AVE | DEAD END W. OF CHULA BELLA VISTA | | 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 |
| CORALBURST 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 |
| CREEKSIDE 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 |
| DAVIS 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 |
| DAVIS 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 |
| DOUBLE 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 |
| DREAMCATCHER 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 |
| FIR 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 |
| 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 | JADE GLEN AVE | GOLDEN | 35 | 966 | 34 | 32,844 | R | AC/AC | | 69 | 69 | 78 | \$15,510 | 36,079 | 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 | 86 | 92 | \$8,172 | 22,666 | SLURRY AND CRACK SEAL |
| HASKINS ST | WELLESLEY AVE | BARRINGTON AVE | HASKIN | 110A | 432 | 32 | 13,824 | R | AC | | 88 | 88 | 93 | \$6,528 | 15,477 | SLURRY AND CRACK SEAL |
| HASKINS 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

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-----------------|------------------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 |
| 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 CRACK SEAL |
| JACOBY RD | CASCADIA VILLAGE DR | CITY LIMITS/HOUSE #19415 | JACOBY | 130B | 1,094 | 32 | 35,008 | C | 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 | C | AC | | 70 | 69 | 79 | \$14,356 | 36,902 | SLURRY AND CRACK SEAL |
| JEWELBERRY AVE | 90FT S OF EMERALD CASCADE ST | BELL ST | JEWELB | 50B | 537 | 32 | 17,184 | C | AC | | 84 | 84 | 90 | \$8,115 | 37,069 | SLURRY AND CRACK SEAL |
| JEWELBERRY AVE | INDIAN SUMMER | PENNY ST | JEWELB | 50C | 524 | 32 | 16,768 | C | 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 | KATEESC | 53 | 343 | 40 | 13,720 | C | AC | | 69 | 69 | 78 | \$6,479 | 26,382 | SLURRY AND CRACK SEAL |
| LANCASTER 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 |
| LITTLEPAGE 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

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-------------------|---------------------------|-----------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 | C | 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 | C | AC | | 76 | 75 | 84 | \$5,950 | 29,510 | SLURRY AND CRACK SEAL |
| MEINIG AV | PLEASANT ST | HOOD ST | MEINIG | 67E | 227 | 36 | 8,172 | C | 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 | C | 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 |
| OAK 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 | C | 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 |
| REDWOOD 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 | 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 |
| 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|------------------|-----------------------------|-------------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 | C | 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 | C | 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 | C | 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 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 |
| 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 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 |
| 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 CRACK SEAL |
| TUPPER RD | 200 FT. SOUTH OF LONG CIR | SANDY HEIGHTS ST | TUPPER | 99A | 690 | 32 | 22,080 | C | AC/AC | | 89 | 89 | 95 | \$10,427 | 17,617 | SLURRY AND CRACK SEAL |
| TUPPER RD | SANDY HEIGHTS ST | STRAWBRIDGE PKWY | TUPPER | 99B | 720 | 25 | 18,000 | C | AC/AC | | 88 | 88 | 93 | \$8,500 | 22,938 | SLURRY AND CRACK SEAL |
| 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 CRACK SEAL |
| TUPPER RD | DUBARKO RD | 200 FT S. OF LONG CIRCLE | TUPPER | 99D | 830 | 32 | 26,560 | C | AC | | 77 | 77 | 85 | \$12,543 | 40,982 | SLURRY AND CRACK SEAL |
| UNIVERSITY AV | SUNSET ST | HWY 26 | UNIVER | 100A | 684 | 22 | 15,048 | R | AC/AC | | 88 | 88 | 94 | \$7,106 | 36,866 | SLURRY AND CRACK SEAL |
| VAN FLEET AVE | 100 FT. NORTH OF CASSIDY CT | GARY ST | VANFLE | 101B | 435 | 40 | 17,400 | C | AC/AC | | 89 | 89 | 95 | \$8,217 | 16,059 | SLURRY AND CRACK SEAL |
| VAN FLEET AVE | GARY ST | MCCORMICK DR | VANFLE | 101C | 1,088 | 40 | 43,520 | C | AC/AC | | 89 | 89 | 95 | \$20,552 | 16,059 | SLURRY AND CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment | | |
|----------------|----------------------|---|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|-----------------|-----------|-------------|--------|-----------------------------|-----------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | | |
| 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 WEBSTE NEWTON | | 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 | | | |
| WHITETAILE AVE | DUBARKO RD | 65' S OF PRIVATE WHITET DRIVE (DEER POINTE) | | 126A | 200 | 28 | 5,600 | R | AC/AC | | 80 | 80 | 88 | \$2,645 | 43,423 | SLURRY AND CRACK SEAL | | | |
| WHITETAILE 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 | | | |
| | | | | | | | | | | | | Treatment Total | | \$1,003,306 | | | | | |
| 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 | | | |
| | | | | | | | | | | | | Treatment Total | | \$19,703 | | | | | |
| 362ND AV | INDUSTRIAL WAY | HWY 26 | 362ND | 1B | 930 | 50 | 46,500 | A | AC | | 45 | 45 | 100 | \$171,792 | 24,646 | GRIND AND 4 IN OVERLAY | | | |
| CHAMPION WAY | HWY 26 | INDUSTRIAL WAY CHAMPI | | 19A | 772 | 34 | 26,248 | C | AC | | 44 | 44 | 100 | \$88,223 | 19,879 | GRIND AND 4 IN OVERLAY | | | |
| | | | | | | | | | | | | Treatment Total | | \$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 INCHES) | | | |
| 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 INCHES) | | | |
| 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 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 TOWLE RD | | 98A | 705 | 34 | 23,970 | R | AC | | 61 | 61 | 100 | \$29,297 | 39,364 | THIN AC OVERLAY(1.5 INCHES) | | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | | | | |
|---------------|-----------------|-----------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|----------------------|-----------|-----------|-----------------|-----------------------------|-------------|--|--|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | | | | |
| VISTA LOOP DR | HWY 26 MP 25.57 | HWY 26 MP 26.12 | VISTAL | 131 | 3,168 | 26 | 82,368 | C | 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 | C | AC | | 64 | 64 | 100 | \$12,301 | 47,562 | THIN AC OVERLAY(1.5 INCHES) | | | | | |
| | | | | | | | | | | | | Treatment Total | | \$316,866 | | | | | | | |
| | | | | | | | | | | | | Year 2021 Area Total | | 2,470,181 | Year 2021 Total | | \$1,599,890 | | | | |

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|----------------|------------------------------|---------------------------------|-------------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|--------------------|--------------------------------|-----------------------------|------------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 | HARDENBROO | 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 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 |
| KOCH CT | 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 | 175' N. 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

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | | | |
|-----------------------------|------------------------|------------------------|-------------|------------|--------|-------|--------|----|-----------|---------|-----------------|------------|----------------|------------------------|--------|------------------------|--|--|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | | | |
| 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 | | | | |
| | | | | | | | | | | | Treatment Total | | \$319,278 | | | | | | | |
| VAN FLEET AVE | 140FT N OF CASSIDY CT | DUBARKO RD | VANFLE | 101A | 630 | 40 | 25,200 | C | AC | | 53 | 49 | 100 | \$87,241 | 18,815 | GRIND AND 4 IN OVERLAY | | | | |
| | | | | | | | | | | | Treatment Total | | \$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 | | | | |
| | | | | | | | | | | | Treatment Total | | \$131,191 | | | | | | | |
| Year 2022 Area Total | | | | | | | | | | | | | 726,802 | Year 2022 Total | | \$537,710 | | | | |

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-------------|------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 |
| 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 |
| FIR DR | SCENIC ST | DEAD END | FIRDR | 31B | 314 | 34 | 10,676 | R | AC | | 93 | 88 | 94 | \$5,349 | 13,519 | SLURRY AND CRACK SEAL |
| MEINIG AV | BARKER CT | HWY 211 | MEINIG | 67B | 1,053 | 32 | 33,696 | C | AC | | 92 | 88 | 94 | \$16,882 | 25,022 | 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 |
| 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 |

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|-----------------------------|----------------|-----------------------------------|-------------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | | |
| | | | | | | | | | | | | Treatment 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 | | |
| | | | | | | | | | | | | Treatment 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(1.5 INCHES) | | |
| | | | | | | | | | | | | Treatment Total | | \$31,120 | | | | |
| Year 2023 Area Total | | | | | | | | | | 229,261 | | Year 2023 Total | | \$151,214 | | | | |

Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|--------------------|------------------------------|-----------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|-----------------|-----------|-----------|--------|-----------------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | 362ND DR | INDUST | 48A | 2,240 | 41 | 91,840 | C | AC | | 87 | 81 | 88 | \$47,391 | 28,240 | SLURRY AND CRACK SEAL | | |
| | | | | | | | | | | | | Treatment 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 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 | 35,833 | 2 INCH OVERLAY | | |
| | | | | | | | | | | | | Treatment Total | | \$130,622 | | | | |
| BLUFF RD | HOUSE #15880 | AGNES ST | BLUFF | 14H | 1,435 | 32 | 45,920 | A | AC | | 56 | 48 | 100 | \$185,380 | 22,090 | GRIND AND 4 IN OVERLAY | | |
| BLUFF RD | AGNES ST | ANDREWS ST | BLUFF | 14I | 991 | 37 | 36,667 | A | 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 | A | 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) | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (1) Unconstrained Needs

Year: 2025

| | | | | | | | | | | | Treatment Total | | \$10,557 | | | | | |
|---------------|----------------|-----------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|----------------------|------------|-----------|-----------|-----------------|------------------------|-------------|--|
| | | | | | | | | | | | Year 2024 Area Total | | 303,919 | | Year 2024 Total | | \$639,352 | |
| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | | |
| | | | | | | | | | | | Treatment Total | | \$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 | | |
| | | | | | | | | | | | Treatment Total | | \$29,849 | | | | | |
| BLUFF RD | ANDREWS ST | BURGS LN | BLUFF | 14J | 1,110 | 32 | 35,520 | A | 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 | A | 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 | A | AC | | 60 | 49 | 100 | \$110,274 | 21,203 | GRIND AND 4 IN OVERLAY | | |
| | | | | | | | | | | | Treatment Total | | \$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 | | |
| | | | | | | | | | | | Treatment Total | | \$69,415 | | | | | |
| | | | | | | | | | | | Year 2025 Area Total | | 147,952 | | Year 2025 Total | | \$503,531 | |
| | | | | | | | | | | | Total Section Area: | | 3,878,115 | | Grand Total | | \$3,431,697 | |

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

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% | | | |

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|-----------------------------|----------------------|------------------|-----------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 CRACK SEAL | | |
| 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 CRACK SEAL | | |
| MEINIG AV | DUBARKO RD | BARKER CT | MEINIG | 67A | 971 | 40 | 38,840 | C | 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 | C | 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 | | |
| 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 CRACK SEAL | | |
| 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 CRACK SEAL | | |
| | | | | | | | | | | | | Treatment Total | | \$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 | | |
| | | | | | | | | | | | | Treatment Total | | \$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(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) | | |
| VISTA LOOP DR | HWY 26 MP 25.57 | HWY 26 MP 26.12 | VISTAL | 131 | 3,168 | 26 | 82,368 | C | 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 | C | AC | | 64 | 64 | 100 | \$12,301 | 47,562 | THIN AC OVERLAY(1.5 INCHES) | | |
| | | | | | | | | | | | | Treatment Total | | \$126,217 | | | | |
| Year 2021 Area Total | | | | | | | | | | 336,485 | | Year 2021 Total | | \$249,612 | | | | |

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|--------------|--------------------------|---------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|---------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 CRACK SEAL |
| 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 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 |

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment | |
|------------------|-------------------------|----------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------------------|-----------|------------------|--------|-----------------------------|-----------|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | 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 SEAL | | |
| 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 | REDWOOD | 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 ST | 100' S. OF LAUREL ST | WHITET | 126C | 270 | 28 | 7,560 | R | AC/AC | | 86 | 85 | 92 | \$3,678 | 46,931 | SLURRY AND CRACK SEAL | | |
| | | | | | | | | | | | | Treatment Total | | \$142,527 | | | | |
| 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

| | | |
|-----------------------------|-----------------|------------------------|
| | Treatment Total | \$112,160 |
| Year 2022 Area Total | 382,104 | Year 2022 Total |
| | | \$254,687 |

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | |
|-----------------------------|------------------------------|--------------------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|------------------------|------------|------------------------|----------|------------------|-----------------------------|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | |
| BARKER CT | MEINIG AVE | GARY ST | BARKER | 7A | 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 | C | 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 | REDWOOD | 122B | 255 | 28 | 7,140 | R | AC | | 81 | 79 | 87 | \$3,578 | 41,777 | SLURRY AND CRACK SEAL | |
| SOLSOD 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) | | 126A | 200 | 28 | 5,600 | R | AC/AC | | 80 | 78 | 86 | \$2,806 | 41,182 | SLURRY AND CRACK SEAL | |
| | | | | | | | | | | | Treatment Total | | \$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 | |
| | | | | | | | | | | | Treatment Total | | \$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) | |
| | | | | | | | | | | | Treatment Total | | \$86,774 | | | | |
| Year 2023 Area Total | | | | | | | | | | | 377,784 | | Year 2023 Total | | \$259,772 | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment | | |
|-----------------------------|----------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|-----------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | | |
| 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 | | | |
| FIR 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 | | | |
| JONSRUD 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 | | | |
| SANDY 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 | | | |
| SCALES 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 | | | |
| STRAUSS AV | HOOD ST | PARK ST | STRAUS | 95E | 303 | 21 | 6,363 | R | AC | | 87 | 84 | 91 | \$3,284 | 38,642 | SLURRY AND CRACK SEAL | | | |
| TOWLE 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 | | | |
| UNIVERSITY 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 | | | |
| WELLSELEY 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 | | | |
| WEWER 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 | | | |
| | | | | | | | | | | | | Treatment Total | | \$105,790 | | | | | |
| 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 | 35,833 | 2 INCH OVERLAY | | | |
| | | | | | | | | | | | | Treatment 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 INCHES) | | | |
| 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) | | | |
| | | | | | | | | | | | | Treatment Total | | \$27,385 | | | | | |
| Year 2024 Area Total | | | | | | | | | | 308,265 | | Year 2024 Total | | \$263,797 | | | | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment | | |
|-------------------|------------------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|-----------------|-----------|-----------|--------|-----------------------|-----------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | | |
| BRUNS AV | PLEASANT ST | HOOD ST | BRUNS | 16D | 235 | 16 | 3,760 | R | AC | | 86 | 79 | 87 | \$1,999 | 26,815 | SLURRY AND CRACK SEAL | | | |
| DAVIS DR | WOLF DR | DAVIS ST | DAVIS | 23 | 586 | 34 | 19,924 | R | AC | | 73 | 66 | 76 | \$10,590 | 24,198 | SLURRY AND CRACK 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 CRACK 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 CRACK 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 CRACK 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 CRACK 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 CRACK 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 CRACK 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 CRACK 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 CRACK SEAL | | | |
| NETTIE CONNETT DR | 100' E. OF BALKEN AVE | 37975 NETTIE CONNETT | NETTIE | 72B | 275 | 34 | 9,350 | R | AC | | 73 | 67 | 77 | \$4,970 | 30,198 | SLURRY AND CRACK SEAL | | | |
| 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 CRACK 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 CRACK 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 CRACK SEAL | | | |
| REVENUE AV | PIONEER ST | PROCTOR BLVD | REVENU | 82A | 145 | 24 | 3,480 | R | AC | | 72 | 65 | 75 | \$1,850 | 23,911 | SLURRY AND CRACK 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 CRACK 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 CRACK SEAL | | | |
| STRAWBRIDGE PKWY | HOUSE #38474 | HOUSE #38667 | STRAWB | 96C | 775 | 36 | 27,900 | R | AC | | 73 | 66 | 76 | \$14,829 | 24,198 | SLURRY AND CRACK SEAL | | | |
| TUPPER RD | 200 FT. SOUTH OF LONG CIR | SANDY HEIGHTS ST | TUPPER | 99A | 690 | 32 | 22,080 | C | AC/AC | | 89 | 82 | 89 | \$11,736 | 32,230 | SLURRY AND CRACK SEAL | | | |
| TUPPER RD | SANDY HEIGHTS ST | STRAWBRIDGE PKWY | TUPPER | 99B | 720 | 25 | 18,000 | C | AC/AC | | 88 | 81 | 88 | \$9,567 | 33,982 | SLURRY AND CRACK SEAL | | | |
| 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 CRACK SEAL | | | |
| VAN FLEET AVE | 100 FT. NORTH OF CASSIDY CT | GARY ST | VANFLE | 101B | 435 | 40 | 17,400 | C | AC/AC | | 89 | 82 | 89 | \$9,248 | 30,903 | SLURRY AND CRACK SEAL | | | |
| | | | | | | | | | | | | Treatment Total | | \$199,035 | | | | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (2) Current Budget

Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-----------------------------|----------------|-----------------------------|-----------|------------|--------|-------|--------|----|-----------|------------------|------------------------|-----------------|--------------------|----------|--------|-----------------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 |
| | | | | | | | | | | | | Treatment Total | \$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) |
| | | | | | | | | | | | | Treatment Total | \$40,972 | | | |
| Year 2025 Area Total | | | | | | | | | | 422,610 | Year 2025 Total | | \$269,856 | | | |
| Total Section Area: | | | | | | | | | | 1,827,248 | Grand 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% | | | |

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|---------------------|------------------------------|----------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 | 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 | C | 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 | C | AC/AC | | 75 | 75 | 83 | \$20,910 | 56,706 | SLURRY AND CRACK SEAL |
| DOUBLE 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 | JADE GLEN AVE | GOLDEN | 35 | 966 | 34 | 32,844 | R | AC/AC | | 69 | 69 | 78 | \$15,510 | 36,079 | SLURRY AND CRACK SEAL |
| HASKINS 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 |
| 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 |
| 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 CRACK SEAL |
| JACOBY RD | CASCADIA VILLAGE DR | CITY LIMITS/HOUSE #19415 | JACOBY | 130B | 1,094 | 32 | 35,008 | C | 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 | C | 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 | C | 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 | C | 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 |
| OAK 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|-----------------------------|---------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | C | 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 | C | 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 | | |
| | | | | | | | | | | | | Treatment 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 | | |
| | | | | | | | | | | | | Treatment 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 | VISTAL | 131 | 3,168 | 26 | 82,368 | C | 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 | C | AC | | 64 | 64 | 100 | \$12,301 | 47,562 | THIN AC OVERLAY(1.5 INCHES) | | |
| | | | | | | | | | | | | Treatment Total | | \$219,208 | | | | |
| Year 2021 Area Total | | | | | | | | | | 745,555 | | Year 2021 Total | | \$499,855 | | | | |

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-------------|----------------|--------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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)

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|------------------|-----------------------------|--------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 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 | C | 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|-----------------------------|----------------------|---|-----------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | | |
| WHITETAILE AVE | DUBARKO RD | 65' S OF PRIVATE WHITET DRIVE (DEER POINTE) | | 126A | 200 | 28 | 5,600 | R | AC/AC | | 80 | 79 | 87 | \$2,724 | 42,369 | SLURRY AND CRACK SEAL | | |
| | | | | | | | | | | | | Treatment Total | | \$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 | | |
| | | | | | | | | | | | | Treatment Total | | \$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) | | |
| | | | | | | | | | | | | Treatment Total | | \$100,587 | | | | |
| Year 2022 Area Total | | | | | | | | | | 676,517 | | Year 2022 Total | | \$499,985 | | | | |

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|---------------------|-----------------|-------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| AGNES ST | BLUFF RD | DEAD END | AGNES | 2 | 307 | 17 | 5,219 | C | 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 |
| CASCADIA VILLAGE DR | BORNSTEDT RD | PINE AVE | CASCAD | 17C | 640 | 28 | 17,920 | C | AC/AC | | 83 | 79 | 87 | \$8,978 | 35,101 | SLURRY AND CRACK SEAL |
| CHAMPION WAY | BELLA VISTA ST | BUENA VISTA ST | CHAMPI | 19C | 412 | 41 | 16,892 | C | AC | | 88 | 84 | 91 | \$8,463 | 28,610 | SLURRY AND CRACK SEAL |
| CLOUD CAP AVE | VAN FLEET AVE | TRILLIUM ST | CLOUDC | 133 | 250 | 28 | 7,000 | R | AC/AC | | 88 | 85 | 91 | \$3,507 | 26,094 | SLURRY AND CRACK SEAL |
| CORALBURST ST | JEWELBERRY AVE | DREAMCATCHER | CORALB | 113 | 1,340 | 34 | 45,560 | R | AC | | 85 | 82 | 89 | \$22,825 | 27,912 | 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 | BECKE CT | 163ft south of Becke ct | DAVISS | 24D | 163 | 32 | 5,216 | R | AC | | 86 | 82 | 90 | \$2,614 | 27,007 | SLURRY AND CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|-------------------|------------------------------|-------------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI After | | | |
| 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 |
| GALWAY 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 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 | SMITH AVE | DEAD END EAST | HOODST | 44D | 113 | 24 | 2,712 | R | AC | | 86 | 82 | 90 | \$1,359 | 22,684 | SLURRY AND CRACK SEAL |
| HOOD ST | TEN EYCK | DEAD END | HOODST | 44G | 556 | 16 | 8,896 | R | AC/AC | | 86 | 83 | 90 | \$4,457 | 27,353 | SLURRY AND CRACK SEAL |
| JEWELBERRY AVE | 90FT S OF EMERALD CASCADE ST | BELL ST | JEWELB | 50B | 537 | 32 | 17,184 | C | AC | | 84 | 79 | 87 | \$8,609 | 35,071 | SLURRY AND CRACK SEAL |
| JEWELBERRY AVE | INDIAN SUMMER | PENNY ST | JEWELB | 50C | 524 | 32 | 16,768 | C | AC | | 83 | 78 | 86 | \$8,401 | 28,711 | SLURRY AND CRACK SEAL |
| JUNKER ST | STRAUSS AVE | EAST TO PIONEER | JUNKER | 52 | 283 | 16 | 4,528 | R | AC | | 74 | 70 | 79 | \$2,269 | 28,789 | SLURRY AND CRACK SEAL |
| LITTLEPAGE AV | DUBARKO RD | YOCUM LP | LITTLE | 59 | 402 | 34 | 13,668 | R | AC/AC | | 84 | 82 | 89 | \$6,848 | 34,882 | 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 |
| MEINIG AV | HOOD ST | SCENIC ST | MEINIG | 67F | 610 | 36 | 21,960 | C | AC/AC | | 83 | 79 | 87 | \$11,002 | 32,029 | SLURRY AND CRACK SEAL |
| NETTIE CONNETT DR | 100' E. OF BALKEN AVE | 37975 NETTIE CONNETT | NETTIE | 72B | 275 | 34 | 9,350 | R | AC | | 73 | 70 | 79 | \$4,685 | 33,549 | SLURRY AND CRACK SEAL |
| NEW CIR | DUBARKO RD | CUL DE SAC | NEWCIR | 73 | 323 | 34 | 10,982 | R | AC/AC | | 84 | 82 | 89 | \$5,502 | 34,882 | SLURRY AND CRACK SEAL |
| NEWTON 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 CRACK SEAL |
| OLSON ST | DEAD END W. OF STEENS AVE | JEWELBERRY AVE | OLSONS | 110A | 1,507 | 22 | 33,154 | C | AC | | 89 | 85 | 91 | \$16,610 | 33,045 | SLURRY AND CRACK SEAL |
| ORR CIR | DUBARKO RD | CUL DE SAC | ORRCIR | 76 | 263 | 34 | 8,942 | R | AC/AC | | 85 | 83 | 90 | \$4,480 | 35,863 | SLURRY AND CRACK SEAL |
| PARK 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 CRACK 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 CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment | |
|-----------------------------|-----------------------------|-------------------------------|-----------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|-----------------------------|-----------|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 | C | 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 | C | 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 ST | TUPPER | 99A | 690 | 32 | 22,080 | C | 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 | C | 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 | C | 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 | C | AC/AC | | 89 | 85 | 92 | \$8,718 | 25,952 | SLURRY AND CRACK SEAL | | |
| WEBSTER AVE | CASCADIA VILLAGE DR | 100FT SOUTH OF WEBSTE NEWTON | | 104A | 550 | 32 | 17,600 | R | AC/AC | | 84 | 81 | 88 | \$8,818 | 29,875 | SLURRY AND CRACK SEAL | | |
| | | | | | | | | | | | | Treatment Total | | \$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 | | |
| | | | | | | | | | | | | Treatment Total | | \$25,635 | | | | |
| VAN FLEET AVE | 140FT N OF CASSIDY CT | DUBARKO RD | VANFLE | 101A | 630 | 40 | 25,200 | C | AC | | 53 | 45 | 100 | \$89,859 | 18,643 | GRIND AND 4 IN OVERLAY | | |
| | | | | | | | | | | | | Treatment Total | | \$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) | | |
| | | | | | | | | | | | | Treatment Total | | \$31,120 | | | | |
| Year 2023 Area Total | | | | | | | | | | 770,304 | | Year 2023 Total | | \$499,513 | | | | |

Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | | Cost | Rating | Treatment |
|-------------|----------------|--------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|---------|--------|-----------------------|-----------|
| | | | | | | | | | | | | PCI Before | PCI After | | | | |
| 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 Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | | |
|--------------------|------------------------------|----------------------------------|-------------|------------|--------|-------|--------|----|-----------|---------|-------------|------------------------|-----------|------------------|--------|-----------------------|--|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | | |
| 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 CHULA BELLA VISTA | | 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 | 362ND DR | INDUST | 48A | 2,240 | 41 | 91,840 | C | AC | | 87 | 81 | 88 | \$47,391 | 28,240 | SLURRY AND CRACK SEAL | | |
| KOCH CT | 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 | C | 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 | C | AC/AC | | 89 | 84 | 90 | \$22,457 | 28,996 | SLURRY AND CRACK SEAL | | |
| VAN 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 | | |
| | | | | | | | | | | | | Treatment 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 | 35,833 | 2 INCH OVERLAY | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

| | | | | | | | | | | Treatment Total | | | \$130,622 | | | |
|-----------------------------|--------------|--------------------------|--------|-----|-----|----|--------|---|-------|-----------------|----|------------------------|-----------|--------|-----------------------------|--|
| ST HWY 211 | MEINIG AVE | PIONEER BLVD (HWY 26) | HWY211 | 30 | 390 | 49 | 19,110 | A | AC/AC | 56 | 48 | 100 | \$77,148 | 22,170 | GRIND AND 4 IN OVERLAY | |
| | | | | | | | | | | Treatment Total | | | \$77,148 | | | |
| 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 | | | |
| 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 INCHES) | |
| 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) | |
| | | | | | | | | | | Treatment Total | | | \$27,385 | | | |
| Year 2024 Area Total | | | | | | | | | | 577,291 | | Year 2024 Total | | | \$499,961 | |

Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment |
|--------------------|------------------------------|------------------------------|-----------|------------|--------|-------|--------|----|-----------|---------|-------------|------------|-----------|----------|--------|-----------------------|
| | | | | | | | | | | | | PCI Before | PCI 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 AVE | DEAD END E. OF SUNVLOWER AVE | AMERIC | 141 | 568 | 28 | 15,904 | R | AC | | 91 | 84 | 91 | \$8,453 | 22,976 | SLURRY AND CRACK SEAL |
| AVERILL PKWY | 50 FT S OF NEWTON | 100 FT S JERGER | AVERIL | 6B | 691 | 32 | 22,112 | R | AC | | 86 | 79 | 87 | \$11,753 | 23,846 | SLURRY AND CRACK SEAL |
| BACHELOR AVE | GOLDENRAIN ST | OLSON ST | BACHEL | 143A | 446 | 28 | 12,488 | R | AC | | 91 | 84 | 91 | \$6,638 | 22,976 | SLURRY AND CRACK SEAL |
| BACHELOR AVE | DEAD END S. OF CORALBURST ST | GREEN MOUNTAIN ST | BACHEL | 143B | 612 | 28 | 17,136 | R | AC | | 91 | 84 | 91 | \$9,108 | 22,976 | SLURRY AND CRACK SEAL |
| BALKEN AVE | NETTIE CONNET DR | SANDY HEIGHTS ST | BALKEN | 144 | 457 | 28 | 12,796 | R | AC | | 90 | 83 | 90 | \$6,801 | 24,393 | SLURRY AND CRACK SEAL |
| BARLOW PKY | TUPPER RD | SAWYER ST | BARLOW | 118 A | 466 | 28 | 13,048 | R | AC | | 88 | 81 | 88 | \$6,935 | 23,634 | SLURRY AND CRACK 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 SEAL |
| BROKEN TOP AVE | GOLDENRAIN ST | OLSON ST | BROKEN | 146 | 448 | 28 | 12,544 | R | AC | | 91 | 84 | 91 | \$6,668 | 22,976 | SLURRY AND CRACK SEAL |
| CLAYTON CT | DAHLAGER ST | CUL DE SAC | CLAYTO | 21 | 250 | 34 | 8,500 | R | AC/AC | | 92 | 85 | 91 | \$4,518 | 23,707 | SLURRY AND CRACK SEAL |
| CORALBURST ST | BACHELOR AVE | JEWELBERRY AVE | CORALB | 113A | 289 | 28 | 8,092 | R | AC | | 91 | 84 | 91 | \$4,301 | 23,886 | SLURRY AND CRACK SEAL |
| DAVIS ST | WOLF DR | VAN FLEET AVE | DAVISS | 24A | 720 | 34 | 24,480 | R | AC/AC | | 90 | 83 | 90 | \$13,011 | 24,723 | SLURRY AND CRACK SEAL |
| DAVIS ST | 170 FT. SOUTH OF GARY ST | BECKE CT | DAVISS | 24C | 165 | 32 | 5,280 | R | AC | | 85 | 78 | 86 | \$2,807 | 24,286 | SLURRY AND CRACK SEAL |
| EMERALD CASCADE ST | BACHELOR AVE | JEWELBERRY AVE | EMERAL | 29A | 317 | 28 | 8,876 | R | AC | | 91 | 84 | 91 | \$4,718 | 22,976 | SLURRY AND CRACK SEAL |
| GOLDENRAIN ST | DEAD END W. OF STEENS AVE | JEWELBERRY AVE | GOLDEN | 35A | 1,526 | 28 | 42,728 | R | AC | | 91 | 84 | 91 | \$22,710 | 22,976 | SLURRY AND CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 3.00%

Printed: 12/08/2020

Scenario: (3) Maintain Current PCI (80)

Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment | | Cost | Rating | Treatment | |
|-----------------------------|--------------------------|------------------------------|-------------|------------|--------|-------|--------|----|-----------|----------------|-------------|------------------------|-----------|------------------|--------|------------------------|--|
| | | | | | | | | | | | | PCI Before | PCI After | | | | |
| 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 | |
| | | | | | | | | | | | | Treatment Total | | \$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 | |
| | | | | | | | | | | | | Treatment Total | | \$29,849 | | | |
| BLUFF RD | HOUSE #15880 | AGNES ST | BLUFF | 14H | 1,435 | 32 | 45,920 | A | AC | | 56 | 45 | 100 | \$190,942 | 21,884 | GRIND AND 4 IN OVERLAY | |
| | | | | | | | | | | | | Treatment Total | | \$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 | |
| | | | | | | | | | | | | Treatment Total | | \$69,415 | | | |
| Year 2025 Area Total | | | | | | | | | | 479,288 | | Year 2025 Total | | \$499,157 | | | |

** - Treatment from Project Selection

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 |
|----------------------------|------------------|--------------------|--------------------|

Appendix G

Maps

Map – Current PCI

Scenario Maps – PCI Condition after Treatments in 2025 (all Scenarios)

Scenario Maps – Section Selected for Treatment (Scenarios 1-3)

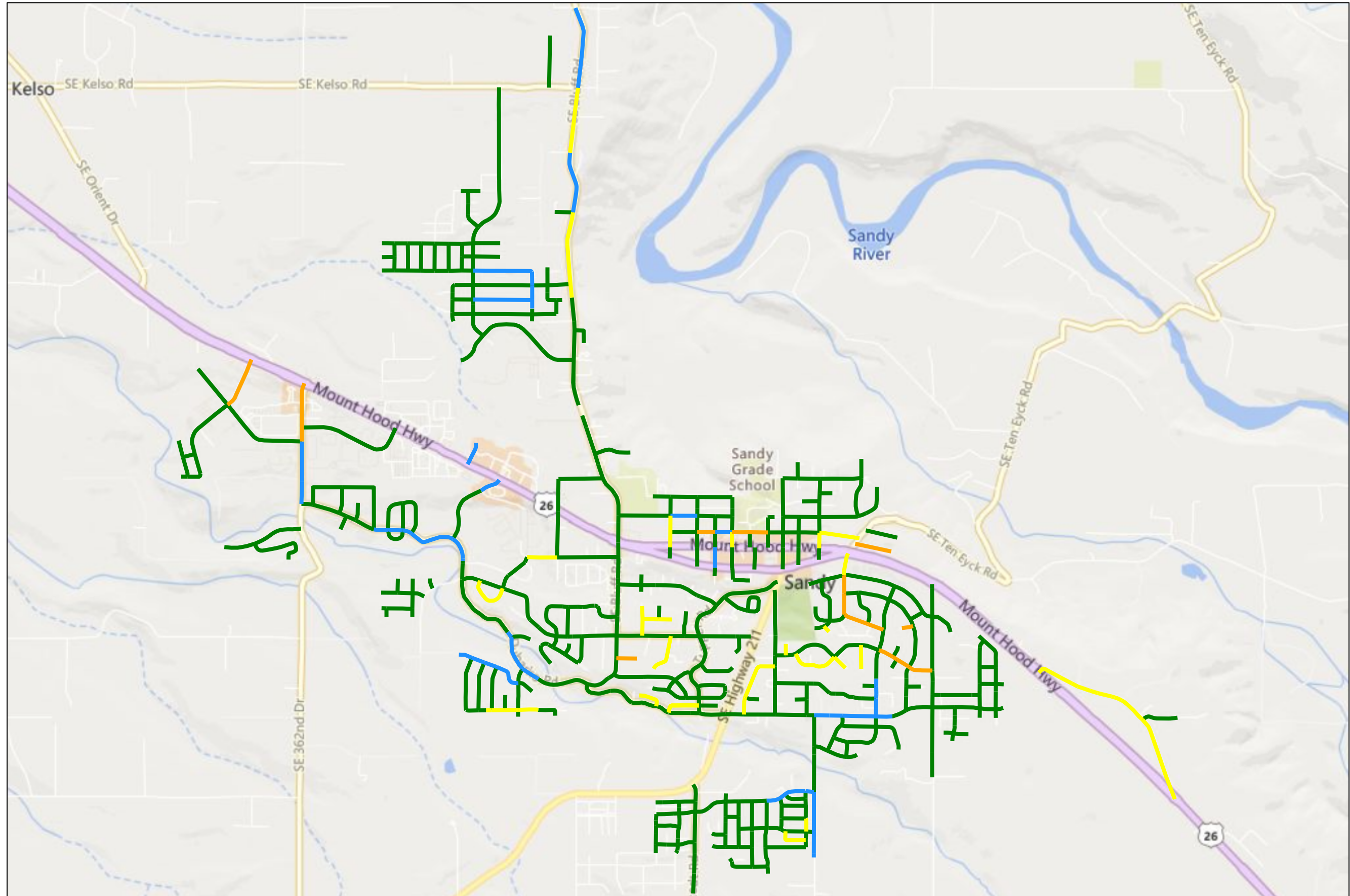


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Current PCI Condition

Printed: 12/8/2020

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



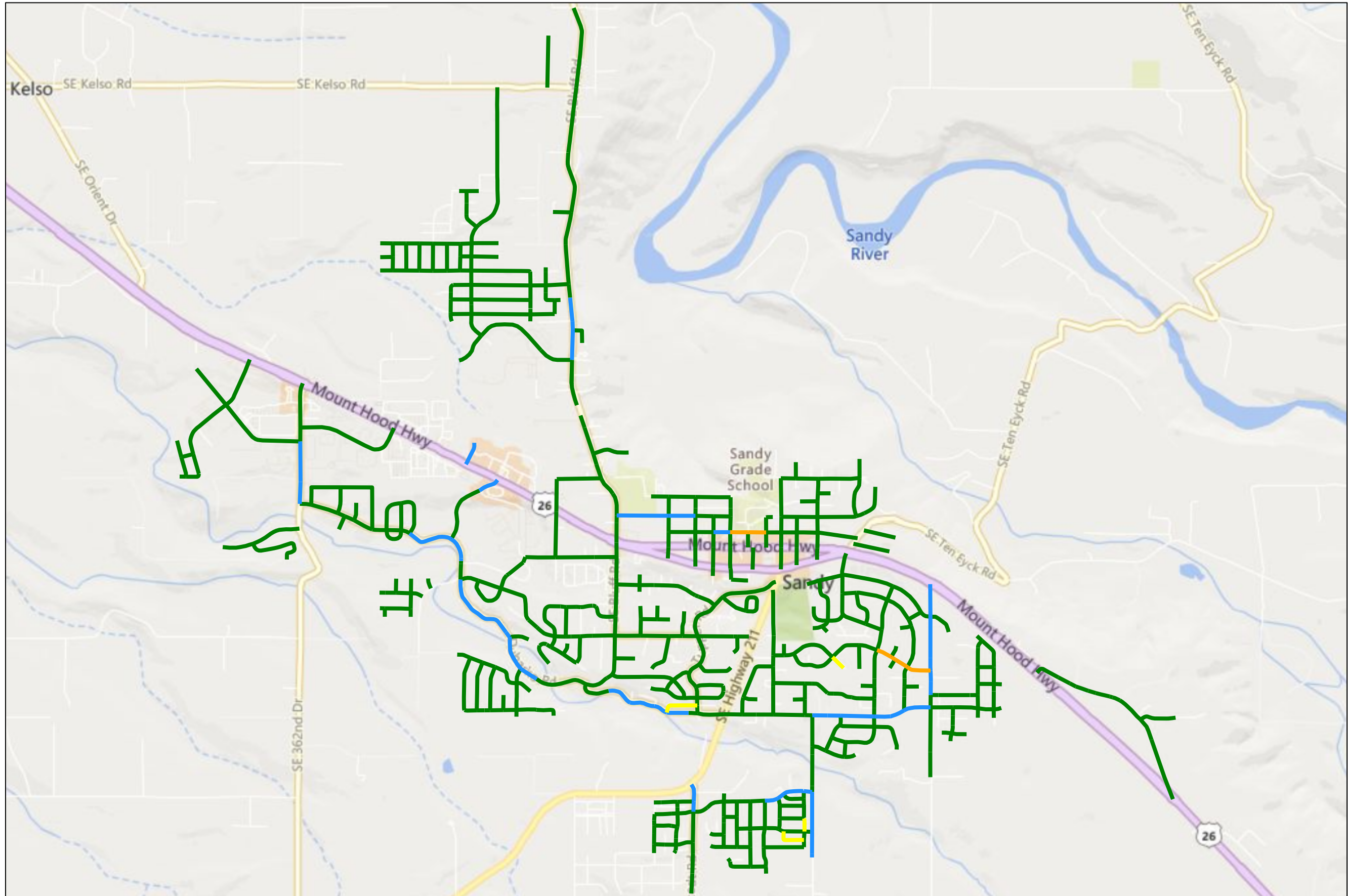


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Scenario PCI Condition

(1) Unconstrained Needs - 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





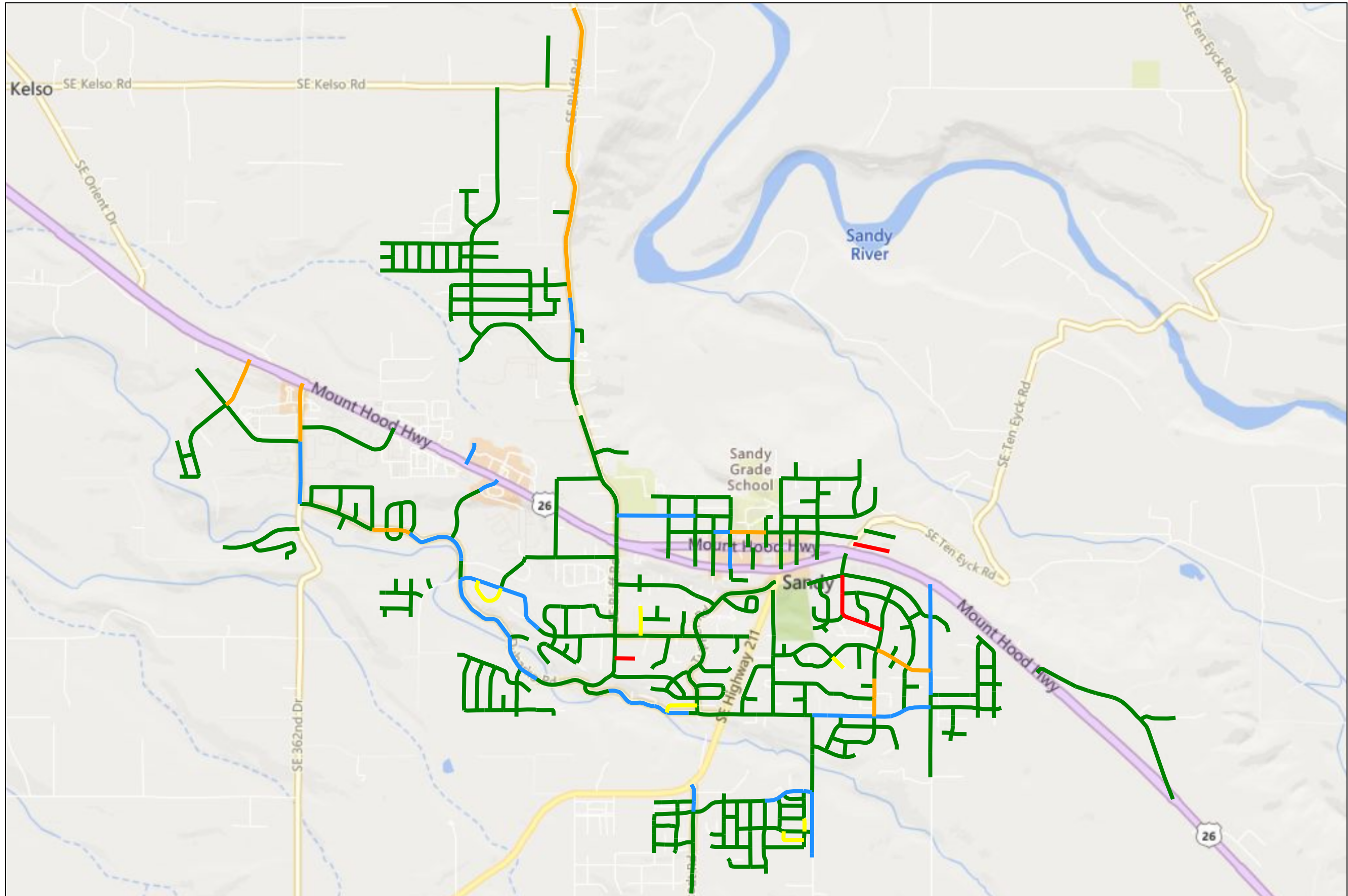
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Scenario PCI Condition

(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





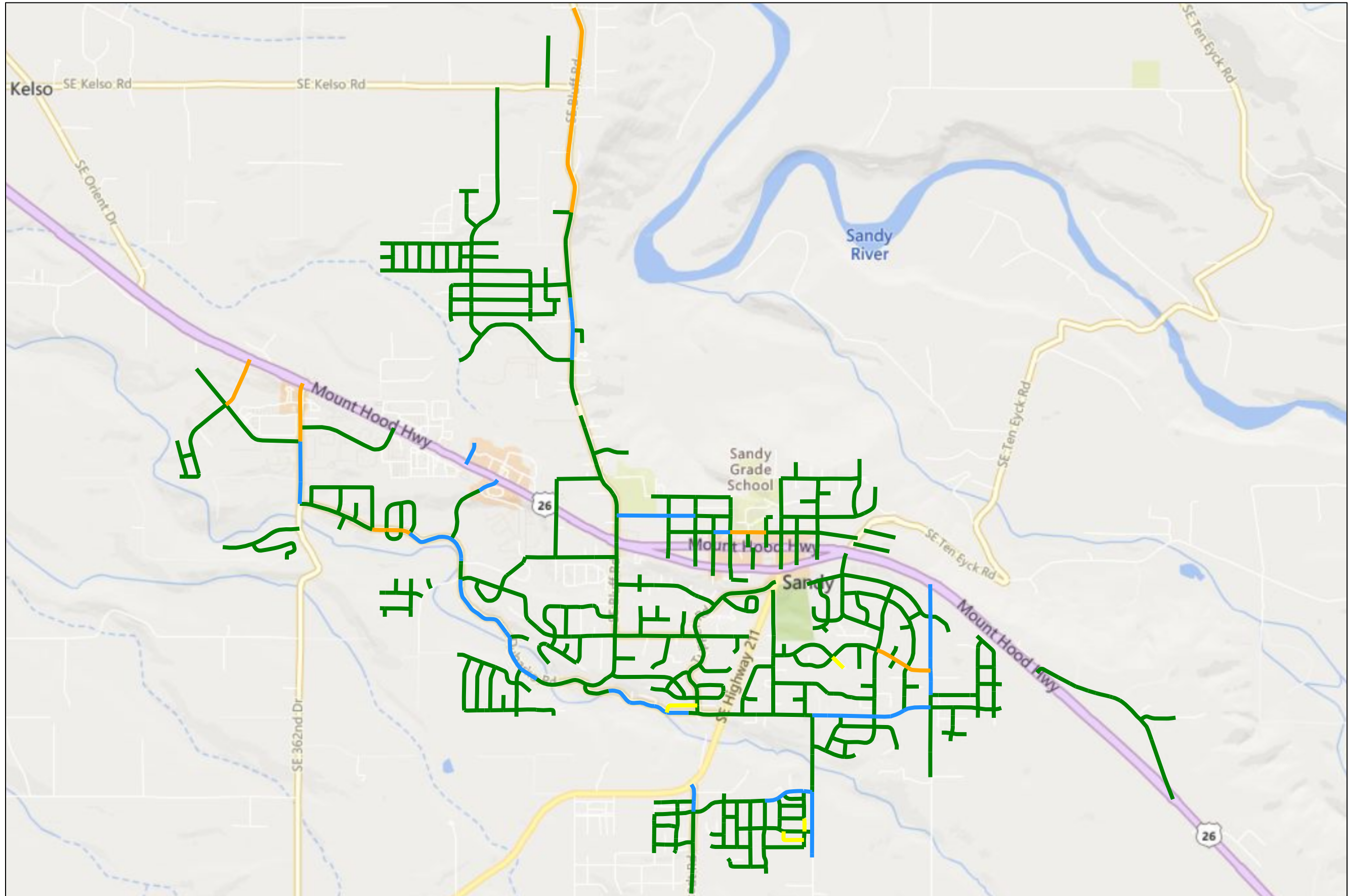
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Scenario PCI Condition

(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





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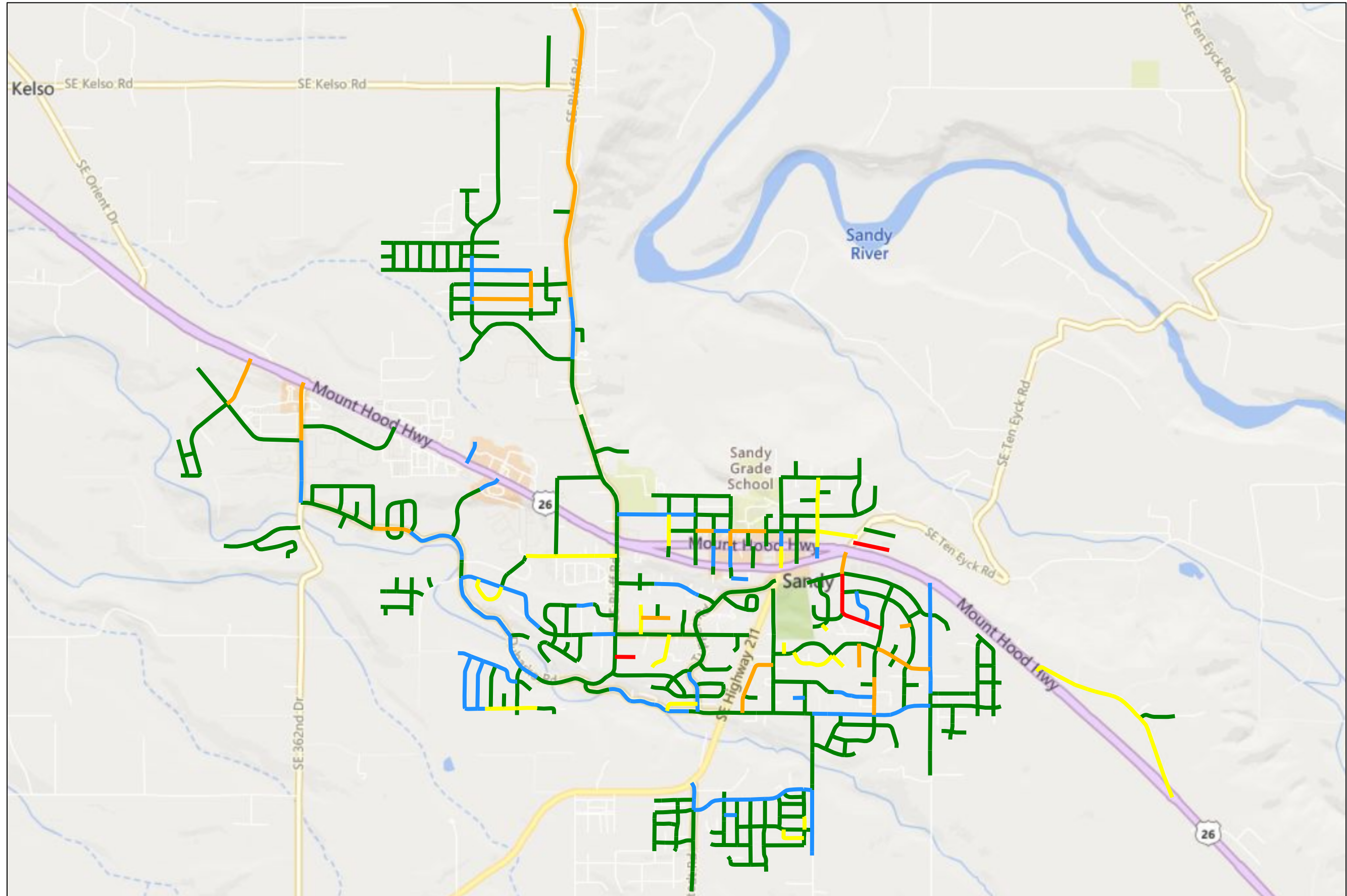
Scenario PCI Condition

(4) Zero Funding - 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

0 0.5
 Miles



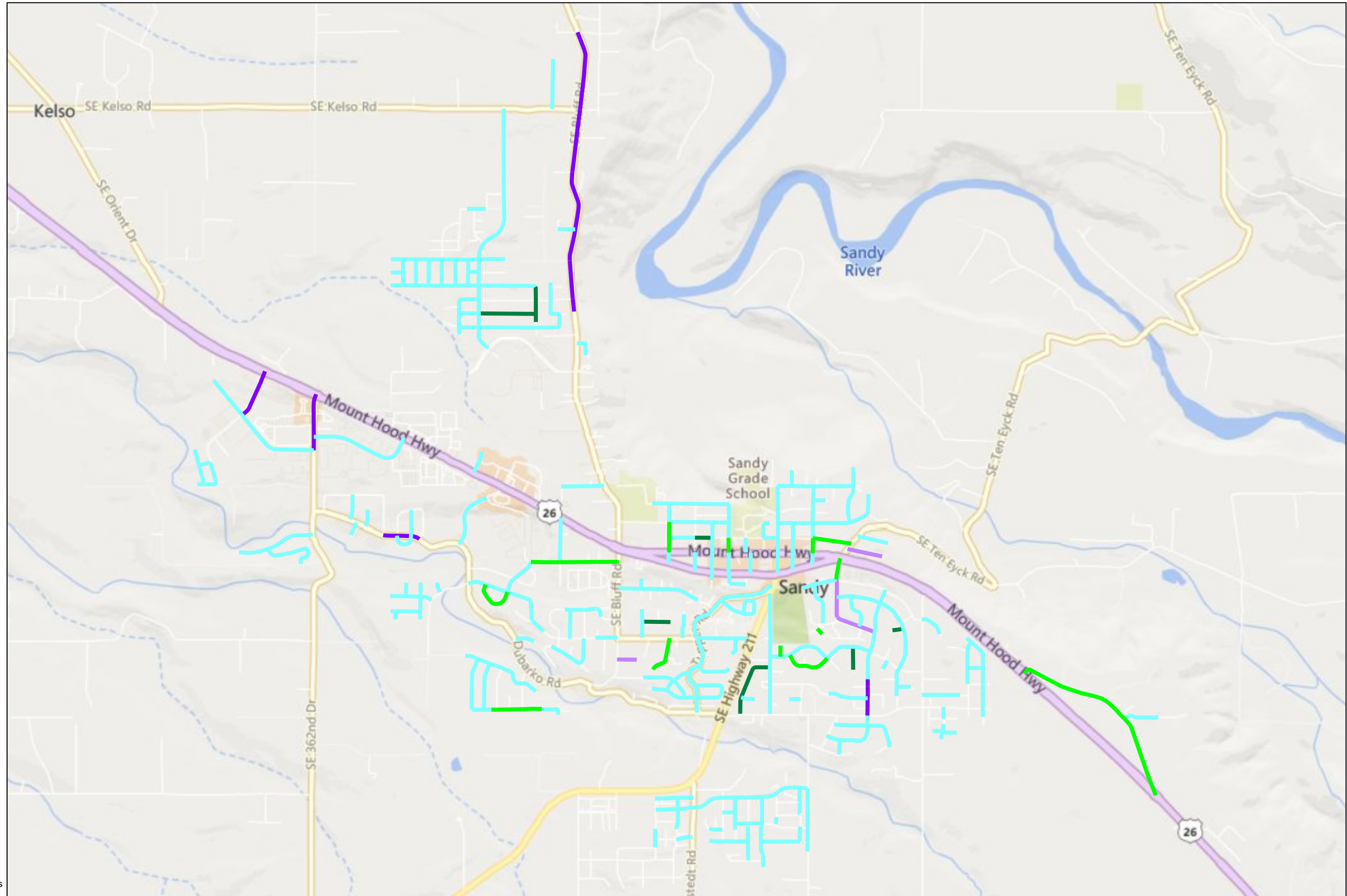


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Scenario Treatments

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

- Feature Legend**
- 2 INCH OVERLAY
 - GRIND AND 3 IN OVERLAY
 - GRIND AND 4 IN OVERLAY
 - SLURRY AND CRACK SEAL
 - THIN AC OVERLAY(1.5 INCHES)



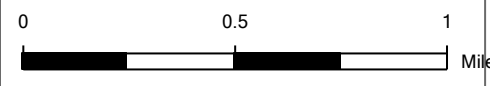
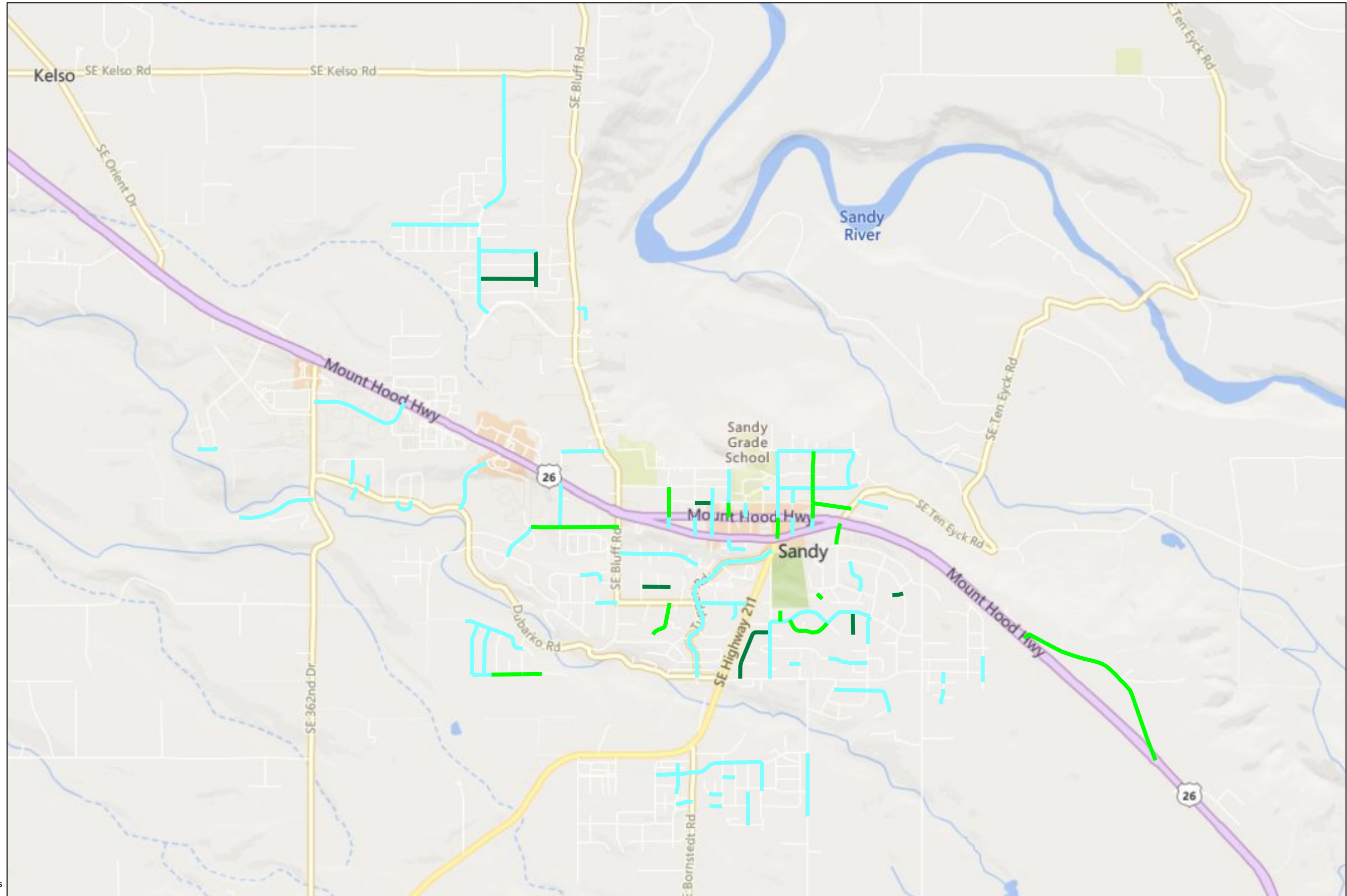


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Scenario Treatments

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

- Feature Legend**
- 2 INCH OVERLAY
 - SLURRY AND CRACK SEAL
 - THIN AC OVERLAY(1.5 INCHES)





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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
- SLURRY AND CRACK SEAL
- THIN AC OVERLAY(1.5 INCHES)

0 0.5
 Miles

