

Engineering and Environmental Services 501 Canal Blvd, Suite I Richmond, CA 94804 Fax (510) 215-2898 Ph (510) 215-3620

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# **City of Ukiah**

# Pavement Management Program Update



Submitted to:

City of Ukiah Department of Public Works 300 Seminary Ave. Ukiah, CA 95482

July 2010

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# Background

Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments to update the City of Ukiah's pavement management database using the Metropolitan Transportation Commission (MTC) StreetSaver Pavement Management Program (PMP). NCE performed an assessment and condition survey of all the City's pavement network, consisting of 9.36 centerline miles (37 sections) of arterials, 11.62 centerline miles (64 sections) of collectors, and 32.51 centerline miles (250 sections) of residential/local of streets.

All pavement maintenance and rehabilitation history data in last 3 years was also updated and entered into the City's StreetSaver database.

The decision trees of the pavement maintenance strategy were also updated based on recent bid tabs from the surrounding cities and Mendocino County in 2010. Then a budget needs analysis was performed. In addition, three budgetary scenarios were also analyzed. This report presents the results of our analyses.

## Purpose

The purpose of this report is to assist policy makers in utilizing the results of MTC's StreetSaver PMP. Specifically, this report links the PMP recommended repair program costs to the City of Ukiah's projected budget to improve overall maintenance and rehabilitation strategies. This report assesses the adequacy of current and projected revenues to meet the maintenance needs recommended by the PMP program. It also maximizes the return from expenditures by:

- (1) implementing a multi-year road rehabilitation and maintenance program;
- (2) developing a preventative maintenance program; and
- (3) prioritizing and selecting the most cost effective repairs.

This report assists the City with identifying maintenance priorities specific to its needs. This study examines the overall condition of the road network and highlights options for improving the current network-level pavement condition index (PCI). These options are developed by conducting "what-if" analyses using the City's pavement management program database. By varying the budget amounts available for pavement maintenance and repair, we can show how different funding strategies can impact the City's roads over the next ten years.

# Pavement Network and Current Condition

As previously noted, the City of Ukiah is responsible for the repair and maintenance of approximately 53.5 centerline miles of pavements. The majority of the street network is comprised of residential/local streets. The replacement value of the City's streets is approximately \$54 million. (This is the cost to replace the pavement and does not include sidewalk, ramps, curb & gutter etc.)

The pavement condition index, or PCI, is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road would have a PCI of 100, while a failed road would have a PCI of 10 or less. Table 1 provides pavement condition breakdowns by PCI ranges or condition category and summarizes the condition of network in the City of Ukiah. A large portion of the City's streets are in "Poor" or "Very Poor" condition category, as shown in Figure 1. The average weighted PCI for the City's network is 54.

Pavement Rating	PCI Range	% of Pavement Area	Description of Pavement Condition
Very Good	85-100	15.4%	The pavement is new or almost new and will not require significant improvement for some time, but may require localized minor repairs. The pavement is structurally sound and has very little or no roughness.
Good	70-84	15.4%	The pavement is in good shape but has some surface defects indicating the need for routine maintenance. The pavement is generally structurally sound and has only minor roughness.
Fair	50-69	15.5%	The pavement has a fair number of defects such as cracking, material loss, depressions, etc. indicating the need for maintenance or repair. The pavement is beginning to become structurally deficient and may have noticeable roughness.
Poor	25-49	39.5%	The pavement has significant defects such as major cracking, significant surface distortions and material loss indicating a need for rehabilitation (i.e. structural improvement). The pavement is structurally deficient and has noticeable roughness.
Very Poor	0-24	14.2%	The pavement has major defects indicating the need for major rehabilitation or reconstruction. The pavement is structurally inadequate.

### Table 1. Percent of Pavement Area by Condition (2010)



## **Figure 1.** Current Pavement Condition

Table 2 gives a summary of the pavement network and its condition by functional classes. As shown below, the arterial streets in the City are in better condition than the collector and residential streets. This is typical of most cities since arterials have the highest priority for rehabilitation and are also eligible for more state and federal funds.

Functional Class	Centerline Miles	Lane Miles	No. of Management Sections	% of the Network (by Pavement Area)	2010 Average PCI
Arterial	9.36	24.9	37	21.9%	59
Collector	11.62	24.28	64	22.3%	56
Residential /Local	32.51	64.31	250	55.8%	51
Total	53.49	113.49	351	100%	54 (network average)

Table 2.	Pavement Network a	nd Condition S	Summary for	the City of Ukiah
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Table 3 summarizes the condition of the road network from 2001-2010. The percentage of pavements in good and very good condition has significantly decreased since 2001. Conversely, the percentage of pavements in poor to very poor condition has gradually increased over time. As can be seen, the weighted average condition of the pavement network has decreased since 2001 to the current average of 54. Section 1 contains the section description and PCI report and the Maintenance and Rehabilitation (M&R) History.

		Percent of Network Area					
Condition Category	PCI Range	2001	2006	2010			
Very Good	85-100	20%	16%	15.4%			
Good	70-84	25%	19.1%	15.4%			
Fair	50-69	32%	20.2%	15.5%			
Poor	25-49	20%	36.3%	39.5%			
Very Poor	0-24	3% 8.4%		14.2%			
Average Network PCI		67	58	54			

 Table 3. Pavement Condition Breakdown and Network PCI for 2001-2010

# **Current Budget and Maintenance Practices**

The City's current budget level on pavement maintenance and rehabilitation is approximately \$1 million per year.

The City's current pavement treatment practices vary from project to project. Historically the City has been utilizing crack seals and surface treatments, such as slurry seals, chip seals, and cape seals for preventative maintenance when pavements are in "Fair" condition or better. When pavement conditions have deteriorated below the "Fair" condition category, rehabilitation is necessary and includes overlays and reconstruction. Deep patching, base repairs, and milling are also very common in preparation for overlays.

Section 2 contains the pavement maintenance and rehabilitation (M&R) decision trees in the City's database, and a brief description of different maintenance and rehabilitation treatments. Crack sealing and surface seals are used as preventive maintenance for pavements in "Good" or "Fair" conditions. For "Poor" or "Very Poor" condition categories, the rehabilitation alternatives include overlay and reconstruction.

# Pay Now or Pay More Later

The cost to repair and maintain a pavement depends on its current PCI. In the "good" category, preventive maintenance treatments such as slurry seals have minimal costs. They are applied before pavement deterioration has become severe and usually cost approximately \$0.28/sq. ft. About 30.8% of the City's streets would benefit from these relatively inexpensive, life-extending treatments.

As noted in Table 3, approximately 15.5% of the City's streets fall into the "fair" condition category. Pavements in this range show some form of distress or wear that require more than a life-extending treatment. The pavements typically require a thin overlay, which costs about \$2.19 to \$2.89/sq. ft.

The remaining 53.7% of the City of Ukiah's streets fall below a PCI of 50. The City's policies indicate that a thick overlay or reconstruction is the most appropriate treatment. The costs for these treatments range from 2.88 to 6.84/ sq. ft.

Figure 2 demonstrates that pavement maintenance follows the old colloquial saying of "pay me now, or pay me <u>more</u> later." History has shown that it costs less to maintain roads in good condition than to repair roads that have failed. By allowing pavements to deteriorate, roads that once cost only \$0.28/sq. ft. to slurry seal may soon cost \$2.19 to \$3.52/sq. ft. to overlay and upwards of \$3.72 to 6.84/sq. ft. to reconstruct.

One of the key elements of a pavement management repair strategy is to keep roads in the "good" and "fair" categories from deteriorating. This is particularly true for roads in the "fair" range, because they are at the point where pavement deterioration accelerates if left untreated.



Pavement Life (Years)

Figure 2. Cost to Maintain Pavements Over Time

## **Budget Needs**

Based on the principle that it costs less to maintain roads in good condition than bad, the StreetSaver PMP strives to develop a maintenance strategy that will first improve the overall condition of the arterials to an optimal PCI somewhere between the mid and upper 80's, and then maintain it at that level. The average PCI for the City's streets is 54, which is in the "Fair" condition category, but there is still a portion of the streets that exhibit load-related distresses. In addition, there is currently a significant unfunded backlog of \$13 million. If these issues are not addressed, the quality of the streets will inevitably decline. In order to correct these deficiencies, a cost-effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine the maintenance "needs" of the City of Ukiah's streets. Using the budget needs module, maintenance needs over the next ten years were estimated at \$33.6 million. These costs significantly exceed the City's current funding levels of \$10 million over the next ten years. If the City of Ukiah rehabilitated every street within the City, the average PCI will be 86 by 2020. If, however, no maintenance is applied over the next ten years, already distressed roads will continue to deteriorate, and the PCI will drop to 31 by 2020.

Table 4 shows the level of expenditures required to raise the City's pavement condition to a network PCI of 86 and eliminate the current maintenance backlog. The results of the budget needs analysis represent the ideal funding strategy from the PMP. Of the \$33.6 million in maintenance needs, \$4.2 million (12.6%) is earmarked for preventative maintenance or life-extending treatments, while approximately \$29.4 million (87.4%) is allocated for the more costly rehabilitation and reconstruction treatments.

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total (\$)
Treated PCI	77	78	80	81	85	87	88	87	87	86	
Untreated PCI	52	50	47	45	42	40	37	35	33	31	
Needs (\$m )	13.1	4.3	3.3	2.0	4.9	2.2	2.0	0.3	1.0	0.5	33.6
Preventative Maint. (\$m)	0.6	0.0	0.1	0.1	0.0	0.9	1.0	0.3	0.7	0.5	4.2
Rehabilitation (\$m)	12.5	4.3	3.2	1.9	4.9	1.3	1.0	0.0	0.3	0.0	29.4

Table 4. Summary of Results from Needs Analysis

It is important to note that these budgetary numbers have been compiled using current projects as a basis for construction costs. Currently, the economy has yielded an extremely competitive bidding environment that may not be sustainable in the long term. An inflation factor of 5% was used for this analysis.

# **Budget Scenarios**

Having determined the maintenance needs of the City's road network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct several what-if analyses. Using the budget scenarios module, the impacts 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. The following scenarios were run for the purposes of this report.

*Scenario 1. Unconstrained Budget* - In this scenario, the total budget amount for the next 10 years (\$37 million) is defined by the "needs", or where the budget is not constrained. In order to gradually reduce the backlog as opposed to the heavily front loaded approach defined by the "needs" we have distributed the total "needs" budget more evenly over the next 10 years. About 5% of the annual budget is allocated to preventative maintenance. This scenario will allow the City to improve the condition of the network to a PCI of 87 in ten years and reduce the maintenance backlog to zero by 2020.

*Scenario 2. Current Funding Level (City Budget)* - Under the City's current budget level of \$1 million per year (with at least 15% of the annual budget allocated to preventative maintenance), the condition of the network will decrease to a PCI of 44. In addition, the maintenance backlog will increase from \$12.3 million in 2011 to \$34 million in 2020!

*Scenario 3. Maintain PCI* – This scenario presents a budget scenario to maintain the current network PCI at 54 over the next 10 years. The annual budget is \$1.6 million for the ten year analysis period, with 15% of the annual budget allocated to preventative maintenance. However, the maintenance backlog will still increase significantly from \$11.7 million in 2011 to \$27 million in 2020.

Section 3 contains results from these analyses of this report.

## Scenario 1: Unconstrained Budget (Needs)

The ten-year pavement needs are approximately \$37 million when uniformly distributed over 10 years. The network PCI will increase to 87 in the next ten years from its current level of 54. By the year 2020, 96.6% of the network will be in the good condition category. In the meantime, the maintenance backlog is significantly reduced throughout the 10-year cycle and completely eliminated by 2020.

Year	2011	2012	2013	2014	2015	2016	2017	<u>2018</u>	2019	2020	Total
Budget (\$ million)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	37
Deferred Maintenance (\$ million)	9.5	10.2	10.3	9.2	10.9	9.7	7.9	5.6	3.0	0	
PCI	58	61	64	68	72	76	80	82	84	87	

 Table 5. Summary of Results for Scenario 1



Figure 3. PCI vs. Deferred Maintenance for Scenario 1

## Scenario 2: Current Funding Level (\$1 m/year)

The City's existing budget is approximately \$1 million per year in the next ten years (with 15% of the annual budget allocated for preventative maintenance). The results indicate that the network PCI will decrease to 44, 10 points lower than the current level. By the year 2020, 48.3% of the network will fall into the "Poor" or "Very Poor" condition category (currently 53.7%). In addition, the backlog of work will grow from \$12.3 million in 2011 to \$34 million in 2020. Section 4 contains the list of sections selected for treatment under City budget.

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Budget (\$ million)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0
Deferred Maintenance (\$ million)	12.3	15.1	16.3	17.3	22.6	24.5	26.8	29.8	31.9	34.0	
PCI	54	53	51	50	49	47	47	46	45	44	

Table 6. Summary of	of Results for	Scenario 2
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Figure 4. PCI vs. Deferred Maintenance for Scenario 2

## Scenario 3: Maintain PCI at 55 (\$1.6 m/year)

In order to raise the current network PCI to 54, the annual budget would be \$1.6 million. In addition, 15% of the annual budget should be allocated to preventative maintenance. By the year 2020, 59.4% of the network will be in the good condition category. However, the backlog of work will still grow from \$11.7 million in 2011 to \$27 million in 2020.

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Budget (\$ million)	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	16
Deferred Maintenance (\$ million)	11.7	14.2	15.1	15.5	20.0	21.7	22.7	24.7	25.9	27	
PCI	55	55	54	54	54	53	54	54	54	54	

### Table 7. Summary of Results for Scenario 3



Figure 5. PCI vs. Deferred Maintenance for Scenario 3

## Discussions

Figure 6 below illustrates the change in PCI over time for the different budget scenarios. Note that Scenario 1, which represents the ideal funding strategy, ultimately reaches a PCI of 87 after ten years. By comparison, the existing budget of \$1 million per year will result in a drop of the PCI to 44 by 2020.





Figure 7 below illustrates the change in unfunded backlog over time for the different budget scenarios. Note that the unconstrained budget has no unfunded backlog by 2020.



Figure 7. Effect of Different Scenarios on Unfunded Backlog

Figure 8 illustrates the pavement condition changes under various scenarios. Currently 30.8% of the pavements are in the "Good" condition category and 53.7% in "Poor" and "Very Poor" condition categories. For the unconstrained needs budget, almost all of the pavements (96.6%) will be in the "Good" condition category in 2020. For the City's existing budget scenario, it appears that the pavements in the "Good" condition category will increase to 44.6%, but the "Very Poor" condition category will also increase to 45.9%.



Figure 8. Pavement Condition Changes under Scenarios

# Conclusions

The City of Ukiah has a substantial investment in their street network as evidenced by the replacement cost of approximately \$54 million. The network average PCI of the City is 54. Overall, 30.8% of the City's street network is in the "Good" condition category, while 53.7% of the streets are in "Poor" or "Very Poor" condition categories, which require a fairly significant amount of money to bring them into the "good" condition category. At the City's existing budget of \$1 million per year, the average PCI of the network is expected to keep decreasing, and the deferred maintenance backlog will continue to increase. The higher backlog will result in increased future costs as more capital intensive treatments (such as reconstruction) will be necessary as streets are deferred where less expensive treatments (such as surface seals or overlays) are currently feasible.

Our analyses indicate that the City needs to spend \$37 million in pavement maintenance and rehabilitation over the next ten years, in order to eliminate the unfunded backlog. By doing so, many streets then can be maintained in good condition with on-going preventive maintenance. This will eventually save money by avoiding reaching the level of major rehabilitation (such as reconstruction) until the end of the pavement's service life.

### a. Pavement Budget

The City's current budget for pavement maintenance and rehabilitation is \$1 million per year. At this budget level, the network average PCI is expected to decrease about 10 points from the current network PCI of 54 to 44 by the year 2020. This level of funding will also result in a deferred maintenance backlog of \$34 million by year 2020.

At a minimum, we recommend that the City of Ukiah consider increasing the City's current budget of \$1 million per year to \$1.6 million per year. This will allow the City to achieve the following objectives:

- To preserve and improve pavements in the "Good" category.
- Reduces the percentage of pavements in the "Poor" and "Very Poor" categories.
- Maintain the current average PCI at 54.

In terms of priorities, the City should:

- a. Fully fund all preventive maintenance activities.
- b. "Package" surface seal projects to produce cost effective bids.
- c. Apply sufficient stop gap funds to streets that are deferred.

In light of the substantial financial commitment that is required to maintain and/or improve city wide road conditions and the increase in construction and raw material costs, it is relevant to discuss the various possible financing alternatives to help fund pavement rehabilitation and preventative maintenance for the City. The following examples are some of the possible ways that the City should consider (if not already done so) to generate additional revenue to fund needed rehabilitation and maintenance of City streets.

- Truck Route Permit Fee Leverages a surcharge fee on trucks for use of City roads to help recoup the costs of heavy wheel loads imposed by truck traffic.
- Residential Waste Collection Fee Surcharge is leveraged on waste companies to account for damage to pavement incurred by heavy waste collection trucks.
- Development Repairs Fees assessed to new developments to account for increased traffic associated with new residential and commercial tenants.
- Establish Utility Cut Impact Fee Fee is leveraged against utility to provide compensation for reduced pavement life due to utility cuts and patches.
- Pursue Local Transportation Sales Tax Measures
- Devote More Local Sales Tax/Revenues to Road Maintenance
- Establish Downtown and Business Improvement Districts
- Establish Citywide Assessment Districts

### b. Pavement Maintenance Strategies

The City's pavement maintenance strategies include seals, overlays and reconstruction. Since a fairly large percentage of pavements are in "Good" condition, it is important to preserve good pavements. Crack sealing, one of the least expensive treatments, can keep moisture out of pavements and prevent the underlying aggregate base from premature failures. Life-extending surface seals, such as slurry seal and cape seals, are also cost-effective for pavements currently in good condition.

Therefore, we recommend that the City maintain the efforts in current preventive maintenance program as outlined in the decision tree i.e. crack seals as well as slurry and cape seals, while at the same time, rehabilitate the streets in less favorable conditions.

### c. Reinspection Strategies

In order to properly maintain the pavement management database and have the pavement management program certified, it is recommended that arterial and collectors be re-inspected every two years, and residential streets every three to four years.

### d. Maintenance and Rehabilitation Decision Trees

The maintenance and rehabilitation decision trees and the associated unit costs should be reviewed and updated annually to reflect new construction techniques/repairs and changing costs so the budget analysis results can be reliable and accurate.

### e. Next Steps

To summarize, we recommend that the City undertake the following steps:

- Maintain its current preventive maintenance strategy
- Consider rehabilitation alternatives that will "stretch" the maintenance dollar
- Direct staff to determine additional funding sources

Section 1

# Section Description and PCI Report

**Maintenance and Rehabilitation History** 

# Section Description and PCI Report

This report lists the PCI of each section along with street ID; section ID, street name, limits, lanes, length/width, section area, PCI and PCI date. All of the street sections in the current database are included in this report. The columns in this report are listed below:

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to six digits to identify the street. Generally, Street ID's are truncated from street names.
Section ID	Section Identification - A code to identify the section number within a street.
Street Name	The street name of the street as provided by the City.
Begin	Beginning location (limit) of the section.
End	Ending location (limit) of the section.
Lanes	Number of travel lanes.
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Section area in square feet.
Functional Class	A=Arterial, C=Collector, R=Residential, O=Other.
Surface Type	Surface Type (A=AC=Asphalt Concrete Pvmt, O=AC/AC=AC overlay).
PCI	Pavement Condition Index of this section in 2010, ranging from 0 to 100 at time of survey.
PCI Date	The month, day, and year of the PCI, i.e. the time when the section was last inspected or treated.

Street ID	Sec	Street Name	Bagin	End	Lanes	Length	Width	Area	FC (1)	ST (2)	PCI	PCI Date
Street ID		Street Name	Begill	Ella	Lanes	(11)	(11)	(51)			FUI	FCIDale
APBLVD	01	AIRPORT PARK BLVD.	TALMAGE RD.	1913 ft S/Talmage Road	4	1,913	48	91,824	С	0	29	3/18/2010
APBLVD	02	AIRPORT PARK BLVD.	1913 ft S/Talmage Road	2733 ft S/Talmage Road	4	820	48	39,360	С	А	82	3/18/2010
APBLVD	03	AIRPORT PARK BLVD.	2733 ft S/Talmage Road	4278 ft S/Talmage Road	4	1,545	22	33,990	С	А	88	3/18/2010
APBLVD	04	AIRPORT PARK BLVD.	east end	RR tracks	4	421	22	9.262	с	А	85	3/18/2010
AIRPTR	01	AIRPORT ROAD	S/SIDE COMMERCE DR.	S. END	2	3.300	20	66.000	R	0	37	3/18/2010
				534 ft North		0,000					•••	0.10.20.0
AIRPTR	02	AIRPORT ROAD	S/side Commerce Drive	(curve/Hastings)	2	534	31	16,554	R	А	49	3/18/2010
ALBRIG	01	ALBRIGHT PLACE	AVE.	END OF COURT	2	310	35	13,074	R	0	80	3/13/2010
ALICEA	01	ALICE AVENUE	N/SIDE OBSERVATORY AVE.	S/SIDE LUCE AVE.	2	580	36	20.880	R	0	73	3/4/2010
					0	000	0.5	04 700	-	0	00	0/40/0040
	02		N/SIDE LUCE AVE.	S/SIDE MENDOCINO AVE.	2	620	35	21,700	ĸ	0	93	3/19/2010
APPLEA	01				2	580	28	16,240	ĸ	0	26	3/18/2010
ARLING	01		50° FR. E/SIDE BUSH ST.	W/SIDE ELM ST.	2	880	35	30,800	R	0	54	3/8/2010
BANKER	01	BANKER BLVD.	HELEN AVE.	COCHRANE AVE.	2	500	30	15,000	R	0	62	3/19/2010
BARMAE	01	BARBARA-MAE-	W. MILL ST.	MAE ST.	2	1,737	35	60,795	R	0	23	3/22/2010
	1	BARNES STREET		PERKINS ST. MINUS								
NBARNE	01	(NORTH)	PARK BLVD @ TODD RD.	STANDLEY +N	2	860	20	17,200	R	0	60	3/10/2010
	0.1	BARNES STREET		CLAY		540	20	40,000	-	~	70	2/20/2010
SBARNE	01		BEITT ST.	CLAT	I	540	20	10,800	R	0	73	3/20/2010
SBARNE	02	(SOUTH)	CLAY ST.	PERKINS ST.	2	660	24	15,840	R	0	33	3/22/2010
BAYWDC	01	BAYWOOD CT.	W/SIDE LAUREL	END OF COURT	2	500	35	17,500	R	0	73	3/18/2010
BEACLN	01	BEACON LANE	E/SIDE LAUREL	DORA ST	2	840	34	28,560	R	0	21	3/18/2010
BEACLN	02	BEACON LANE	DORA ST.	STATE ST.	2	998	21	20,958	R	0	48	3/18/2010
BEACWY	01	BEACON WAY	N/SIDE BEACON LN.	150' NORTH	2	150	24	3,600	R	0	71	3/18/2010
	1		150' NORTH OF BEACON					,				
BEACWY	02	BEACON WAY	LN.	NORTH END OF STREET	2	230	24	5,520	R	0	15	3/18/2010
BERKLW	01	BERKELEY WAY	N/SIDE BEACON WAY	END OF STREET	2	380	35	13,300	R	0	15	3/18/2010
BETTYS	01	BETTY STREET	TALMAGE FRONTAGE RD.	N/SIDE MARLENE ST	2	1,040	30	31,200	R	0	31	3/10/2010
BETTYS	02	BETTY STREET	N/SIDE MARLENE ST	S/SIDE LORRAINE ST	2	730	35	25,550	R	0	64	3/10/2010
BETTYS	03	BETTY STREET	S/SIDE LORRAINE ST	N/SIDE COOPER	2	220	35	7,700	R	0	50	3/10/2010
BETTYW	01	BETTY WAY	MCPEAK ST	OAK PARK AVE	2	273	20	5,460	0	Α	87	3/20/2010
BRICAR	01	BRICARELLI DRIVE	E/SIDE ELM ST.	W/SIDE STATE ST.	2	340	35	11,900	R	0	61	3/8/2010

	Sec					Length	Width	Area	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
BRUSHS	01	BRUSH STREET	E/SIDE STATE ST/	E/SIDE MAZZONI ST.	2	420	27	11.340	R	0	17	3/8/2010
BRUSHS	02	BRUSH STREET	E/SIDE MAZZONI ST.	RR	2	380	42	15,960	R	0	27	3/8/2010
BURLNG	01	BURLINGTON DRIVE	E/SIDE LOCKWOOD DR.	W/SIDE ELM ST.	2	735	35	25,725	R	0	74	3/8/2010
				N. P/L FRANK ZEEK								
BUSHST	01	BUSH STREET	N. CITY LIMIT	SCHOOL	2	1,630	47	76,610	С	А	19	3/3/2010
			N P/L FRANK ZEEK									
BUSHST	02	BUSH STREET	SCHOOL	N/SIDE LOW GAP ROAD	2	1,427	50	71,350	С	А	45	3/3/2010
BUSHST	03	BUSH STREET	S/SIDE LOW GAP ROAD	N/SIDE GROVE AVE.	2	3,011	45	135,495	Α	0	94	3/3/2010
BUSHST	04	BUSH STREET	S/SIDE GROVE AVE.	N/SIDE WALNUT AVE.	2	370	43	15,910	R	0	41	3/3/2010
BUSHST	20	BUSH STREET	S/SIDE HENRY	S/SIDE WALNUT	2	566	42	23,772	R	0	32	3/3/2010
				N/SIDE CLAY ST. MINUS								
BUSHST	30	BUSH STREET	S/SIDE WALNUT	+N/S	2	1,244	42	52,248	R	0	18	3/11/2010
CALVCT	01	CALVERT COURT	MCPEAK ST.	MCPEAK ST.	2	1,235	35	43,225	R	0	66	3/20/2010
CNYNVW	01	CANYON VIEW CT.	W/SIDE LAUREL	END OF COURT	2	270	35	9,450	R	0	62	3/18/2010
CAPPSL	01	CAPPS LANE	E/SIDE DESPINA DR.	E/SIDE HOMEWOOD DR.	2	1,395	41	57,195	R	Α	71	3/4/2010
CAPPSL	02	CAPPS LANE	E/SIDE HOMEWOOD DR.	W/SIDE BUSH ST.	2	460	35	16,100	R	Α	30	3/4/2010
CARLET	01	CARLETON DRIVE	E/SIDE LOCKWOOD DR.	W/SIDE ELM ST.	2	682	35	23,870	R	0	66	3/8/2010
CARGLN	01	CARRIGAN LANE	CAPPS	N.CITY LMT. MINUS +N's	2	755	41	30,955	R	Α	87	3/18/2010
CHERYC	01	CHERRY COURT	CHERRY ST.	END OF COURT	2	540	27	14,580	R	0	58	3/18/2010
CHERYS	01	CHERRY STREET	STATE ST.	E END	2	1,120	42	47,040	R	0	30	3/18/2010
		CHURCH STREET										
ECHURC	01	(EAST)	STATE ST.	MAIN ST.	1	210	27	5,670	С	0	92	3/25/2010
		CHURCH STREET		DORA ST. MINUS								
WCHURC	02	(WEST)	THOMPSON STREET	HORTENSE	2	1,420	22	31,240	R	0	38	3/22/2010
		CHURCH STREET										
WCHURC	04	(WEST)	SCHOOL ST.	STATE ST.	1	210	21	4,410	С	0	96	3/22/2010
		CHURCH STREET										
WCHURC	011	(WEST)	HIGHLAND AVE.	THOMPSON STREET	2	790	22	17,380	R	0	96	3/22/2010
		CHURCH STREET										
WCHURC	012	(WEST)	THOMPSON STREET	SPRING STREET	2	940	22	20,680	R	0	19	3/22/2010
		CHURCH STREET										
WCHURC	031	(WEST)	DORA ST.	BUSH ST.	1	231	20	4,620	С	0	21	3/22/2010
		CHURCH STREET										
WCHURC	032	(WEST)	BUSH ST.	SCHOOL ST.	1	790	20	15,800	С	0	96	3/22/2010
CINDEE	01	CINDEE DRIVE	S. ORCHARD AVE.	S. ORCHARD AVE.	2	1,019	35	35,665	R	Α	48	3/10/2010
CLARA	01	CLARA AVE.	W/SIDE ORCHARD AVE	RR	2	1,778	40	71,120	R	0	18	3/9/2010
CLARA	02	CLARA AVE.	E/SIDE STATE ST.	RR	2	830	40	33,200	С	0	26	3/9/2010
CLAYPL	01	CLAY PLACE	CLAY ST.	END	2	250	44	10,386	R	0	88	3/22/2010
ECLAYS	01	CLAY STREET (EAST)	E/SIDE MAIN ST.	RR	2	992	40	39,680	R	0	30	3/24/2010

	Sec		Devis	e		Length	Width	Area	FC	<b>ST</b> (2)	DOI	
Street ID	ID		Begin	End	Lanes	(ft)	(ft)	(Sf)	(.,	(-/	PCI	PCI Date
ECLAYS	02	CLAY STREET (EAST)	STATE ST.	MAIN ST.	2	220	34	7,480	C	0	46	3/24/2010
WCLAY	01	CLAY STREET (WEST)	W/SIDE HIGHLAND DR.	W/SIDE MCPEAK ST.	2	1,050	43	45,150	С	0	54	3/22/2010
WCLAY	02	CLAY STREET (WEST)	W/SIDE MCPEAK ST.	W/SIDE OAK ST. MINUS DORA	2	1,983	44	87,252	С	0	91	3/22/2010
WCLAY	03	CLAY STREET (WEST)	OAK ST.	STATE ST. MINUS SCHOOL	2	460	31	14,260	с	0	36	3/22/2010
CLEVEL	01	CLEVELAND LANE	E/SIDE MAIN ST.	170 ft E/Main St.	2	170	35	5,950	R	А	67	3/24/2010
CLEVEL	02	CLEVELAND LANE	170 ft. E/Main St.	END	2	350	30	10,500	R	Α	53	3/24/2010
CLUBHS	01	CLUBHOUSE DRIVE	N/SIDE PARK BLVD.	LIVE OAK AVE.	2	810	33	26.730	R	0	94	3/22/2010
COCHRN	01	COCHRANE AVENUE	E/SIDE BANKER BLVD.	E P/L 452 COCH. MINUS HELEN	2	723	34	24,582	R	0	77	3/19/2010
COCHRN	02	COCHRANE AVENUE	E P/L 460 COCHRANE AVE.	W/SIDE ALICE AVE.	2	520	35	18,200	R	0	68	3/19/2010
COMMRC	01	COMMERCE DRIVE	AIRPORT ROAD	END PAVEMENT @ 101	2	1,392	36	50,112	С	Α	33	3/18/2010
COOPER	01	COOPER LANE	WAUGH LN.	W/SIDE BETTY	2	397	30	11,910	R	0	23	3/10/2010
COURTS	01	COURT STREET	W. GOBBI ST.	N/SIDE FREITAS ST.	2	620	35	21,700	R	0	66	3/20/2010
CREEK	10	CREEKSIDE COURT	MULBURY	END	2	1,357	35	47,495	R	Α	90	3/18/2010
CRESTA	01	CRESTA DRIVE	WABASH AVE.	N P/L 160 CRESTA DR.	2	390	28	10,920	R	0	77	3/18/2010
CRESTA	02	CRESTA DRIVE	N P/L 160 CRESTA DR.	WASHINGTON AVE.	2	370	28	10,360	R	0	89	3/18/2010
CRYSBY	01	CRYSTAL BAY COURT	CAPPS LN.	END OF CT.	2	345	35	13,471	R	А	84	3/4/2010
CUNNIN	01	CUNNINGHAM STREET	TALMAGE	N. END	2	746	27	20,142	R	0	84	3/18/2010
CYPRES	01	CYPRESS AVENUE	LIVE OAK AVE.	HAZEL AVE.	2	730	33	24,090	R	0	78	3/23/2010
CYPRES	02	CYPRESS AVENUE	SPRING ST. @ POMOLITA PRKG LT	N. BUSH ST.	2	810	37	29,970	С	0	37	3/3/2010
CYPRES	03	CYPRESS AVENUE	BUSH ST.	E/SIDE PINE ST.	2	310	37	11,470	R	0	91	3/3/2010
CYPRES	04	CYPRESS AVENUE	OAK STREET	PINE STREET	2	213	32	6,816	R	Α	95	3/4/2010
DEBORA	01	DEBORAH COURT	BETTY ST.	END	2	259	35	11,289	R	0	17	3/10/2010
DESPIN	01	DESPINA DR.	N CITY LIMIT	LOW GAP RD.	2	2,210	44	97,240	С	0	48	3/25/2010
DOMINI	01	DOMINICAN COURT	N/SIDE MAPLE AVE.	END	2	688	35	26,302	R	0	37	3/23/2010
DONNRC	01	DONNER COURT	HOMEWOOD DR.	END OF COURT	2	377	35	15,419	R	Α	68	3/4/2010
DONNRL	01	DONNER LANE	E/SIDE INCLINE DR.	W/SIDE HOMEWOOD	2	840	35	29,400	R	Α	81	3/4/2010
		DOOLAN CANYON										
DOOLCN	01	DRIVE	W/SIDE HELEN	CITY LIMIT	2	250	24	6,000	R	0	60	3/19/2010
DOOLND	01	DOOLAN DRIVE	W/SIDE DORA	END OF COURT	2	230	35	9,599	R	0	34	3/18/2010
DORAAV	01	DORA AVENUE	LIVE OAK AVE.	W/SIDE HAZEL AVE.	2	570	33	18,810	R	0	35	3/23/2010
DORAAV	02	DORA AVENUE	W/SIDE HAZEL AVE.	GROVE AVE.	2	1,250	37	46,250	R	0	41	3/23/2010
DORAST	01	DORA STREET	GROVE AVE.	N/SIDE MILL ST.	2	3,325	52	172,900	Α	0	48	3/23/2010

	Sec					Length	Width	Area	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
DORAST	02	DORA STREET	S/SIDE OF MILL ST.	S/SIDE OBSERVATORY	2	2,604	52	135,408	А	0	30	3/23/2010
DORAST	03	DORA STREET	S/SIDE OBSERVATORY	S/SIDE WABASH	2	1,925	47	90,475	Α	0	30	3/23/2010
DORAST	04	DORA STREET	S/SIDE WABASH	S/SIDE BEACON LANE	2	1,000	42	42,000	А	0	31	3/23/2010
EASTLK	01	EASTLICK	CLAY ST	END	1	480	33	15,840	R	0	82	3/22/2010
ELRIOC	01	EL RIO COURT	S/END OF COURT	YOSEMITE DR.	2	498	35	19,654	R	0	28	3/9/2010
ELRIOS	01	EL RIO STREET	E/SIDE EL RIO CT.	W/SIDE OAK MANOR DR.	2	895	34	30,430	R	0	80	3/9/2010
				MAGNOLIA ST. MINUS								
ELMSTR	01	ELM STREET	EMPIRE DR.	GARRETT +N	2	2,340	35	81,900	R	0	46	3/8/2010
ELMSTR	02	ELM STREET	S/SIDE MAGNOLIA ST.	LOW GAP RD.	2	1,172	33	38,676	R	0	67	3/8/2010
				162 FT E/O HOMEWOOD								
EMPIRE	02	EMPIRE DRIVE	DESPINA DR	DR	2	1,300	40	52,000	С	Α	45	3/4/2010
			162 FT E/O HOMEWOOD									
EMPIRE	09	EMPIRE DRIVE	DR	BUSH ST	2	427	35	14,945	С	Α	51	3/4/2010
EMPIRE	20	EMPIRE DRIVE	BUSH ST.	STATE STREET	2	1,050	35	36,750	R	0	34	3/4/2010
EVANSS	01	EVANS STREET	E/SIDE STATE ST.	END	2	505	31	15,655	R	0	36	3/8/2010
FAIRWY	01	FAIRWAY AVENUE	N/SIDE MAPLE	END	2	1,013	35	35,455	R	0	20	3/25/2010
FOOTHL	01	FOOTHILL COURT	S/SIDE SAN JACINTA DR.	END OF COURT	2	340	35	14,124	R	0	22	3/19/2010
FORDST	01	FORD STREET	E/SIDE STATE ST.	RR	2	700	30	21,000	R	0	26	3/8/2010
FORDST	02	FORD STREET	RR	W/SIDE MYRON ST.	2	810	31	25,110	R	0	48	3/8/2010
FORDST	03	FORD STREET	W/SIDE MYRON ST.	ORCHARD AVE.	2	970	38	36,860	R	0	23	3/8/2010
FREITA	01	FREITAS AVENUE	E/SIDE COURT ST.	W/SIDE OAK ST.	2	530	35	18,550	R	0	74	3/20/2010
FREITA	02	FREITAS AVENUE	E/SIDE OAK ST.	W/SIDE STATE ST.	2	330	35	11,550	R	0	47	3/20/2010
GARDNS	01	GARDENS AVENUE	MENDOCINO DR.	MENDOCINO DR.	2	960	38	36,480	R	0	49	3/20/2010
GARRET	01	GARRETT DRIVE	E/SIDE BUSH ST.	100' E OF BUSH ST.	2	110	36	3,960	R	0	39	3/8/2010
GARRET	02	GARRETT DRIVE	100' E OF BUSH ST.	W/SIDE LOCKWOOD DR.	2	110	36	3,960	R	0	49	3/8/2010
GARRET	03	GARRETT DRIVE	E/SIDE LOCKWOOD DR.	W/SIDE ELM ST.	2	620	36	22,320	R	0	66	3/8/2010
GARRET	04	GARRETT DRIVE	W/SIDE ELM ST.	W/SIDE STATE	2	380	35	13,300	R	0	93	3/8/2010
GIBSON	01	GIBSON STREET	N. BUSH ST.	EAST END	2	300	31	9,300	R	0	87	3/4/2010
GIBSON	02	GIBSON STREET	OAK ST.	STATE ST.	2	790	31	24,490	R	0	33	3/4/2010
GIORNO	01	GIORNO AVENUE	STANDLEY AVE.	END	2	550	23	12,650	R	0	87	3/25/2010
EGOBBI	01	GOBBI STREET (EAST)	STATE ST.	RR	2	1,070	41	43,870	А	0	49	3/10/2010
EGOBBI	03	GOBBI STREET (EAST)	RR	E/SIDE ORCHARD AVE	2	1,290	41	52,890	А	0	72	3/9/2010
			E/S ORCHARD - 101	& E/SIDE 101 OVRPASS								
EGOBBI	04	GOBBI STREET (EAST)	OVRPASS	APPROACH	2	1,000	40	40,000	А	0	76	3/11/2010
			E/SIDE HWY 101 OVRPASS									
EGOBBI	05	GOBBI STREET (EAST)	APPRO.	S/SIDE OAK MANOR DR.	2	800	34	27,200	С	0	52	3/9/2010

	Sec					Length	Width	Ar <u>ea</u>	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
		GOBBI STREET										
WGOBBI	01	(WEST)	DORA ST.	STATE ST.	2	1,180	37	43,660	А	0	61	3/20/2010
GROVEA	02	GROVÉ AVENUE	LIVE OAK AVE	BUSH ST	2	1,682	53	89,146	С	0	67	3/23/2010
GROVEA	04	GROVE AVENUE	BUSH ST	W/SIDE PINE ST	2	259	53	13,727	Α	0	67	3/23/2010
HAMILT	01	HAMILTON STREET	N/SIDE HOSPITAL DR.	S/SIDE CLARA	2	430	40	17,200	R	0	55	3/9/2010
HASTNG	01	HASTINGS AVE	East side/State Street	277 ft East	2	277	28	7,756	R	Α	69	3/18/2010
HASTNG	02	HASTINGS AVE	277 ft East of South State	curve (Airport Road)	2	865	31	26,815	R	Α	57	3/18/2010
				S/SIDE JACKSON MINUS								
HAZELA	01	HAZEL AVENUE	WALNUT AVE.	+N'S	2	1,373	34	46,682	R	0	31	3/23/2010
				N/SIDE WASHINGTON								
HELENA	01	HELEN AVENUE	S/END	AVE.	2	1,310	34	44,540	R	0	64	3/19/2010
				MID REDWOOD AVE.								
HELENA	02	HELEN AVENUE	N/SIDE WASHINGTON AVE.	INTERSEC.	2	600	37	22,200	R	0	48	3/19/2010
			MID REDWOOD AVE.									
HELENA	03	HELEN AVENUE	INTERSEC.	S/SIDE LUCE AVE.	2	874	39	34,086	R	0	60	3/19/2010
HELENA	04	HELEN AVENUE	S/SIDE LUCE AVE.	855 HELEN AVE.	2	560	39	21,840	R	0	60	3/19/2010
HELENA	05	HELEN AVENUE	855 HELEN AVE.	S/SIDE MENDOCINO DR.	2	270	39	10,530	R	0	59	3/19/2010
HENRYS	01	HENRY STREET	DORA ST.	OAK ST.	1	800	24	19,200	С	0	79	3/24/2010
				STATE ST. MINUS								
HENRYS	02	HENRY STREET	E/SIDE OAK ST.	SCHOOL	1	440	24	10,560	С	0	61	3/24/2010
-		HIGHLAND AVENUE						,				
SHLNDA	01	(SOUTH)	HIGHLAND CT.	CLAY ST.	1	1,350	25	33,750	R	0	58	3/22/2010
HLNDCT	01	HIGHLAND CT.	HIGHLAND DR.	HIGHLAND DR.	2	680	37	25,160	R	0	60	3/22/2010
HLNDDR	01	HIGHLAND DRIVE	SOUTH END CUL DE SAC	HIGHLAND CT.	2	950	37	35,150	R	0	32	3/22/2010
HILLCR	01	HILLCREST AVENUE	E/SIDE MENDOCINO DR.	W/SIDE GARDENS AVE.	2	800	38	30,400	R	0	72	3/19/2010
HILLVW	05	HILLVIEW AVENUE	WEST END	W/SIDE MENDOCINO	2	118	38	4,484	R	0	5	3/19/2010
HILLVW	10	HILLVIEW AVENUE	E/SIDE MENDOCINO DR.	W/SIDE GARDENS AVE.	2	1,000	38	38,000	R	0	67	3/19/2010
HOLDEN	01	HOLDEN STREET	DORA ST.	SPRING ST.	2	540	34	18,360	R	0	82	3/22/2010
HOMEWD	01	HOMEWOOD DRIVE	CAPPS LN.	EMPIRE DR.	2	520	35	18,200	R	Α	55	3/4/2010
				SMITH ST. MINUS								
HOPEST	01	HOPE STREET	CLAY ST.	INTERSECTIONS	2	1,070	33	35,310	R	0	54	3/22/2010
				SMITH ST. MINUS		,		,				
HORTEN	01	HORTENSE STREET	CLAY ST.	STANDL&PERKNS	2	1,024	55	56,320	R	0	26	3/22/2010
HOSPIT	01	HOSPITAL DRIVE	200' East of Hamilton St.	N/SIDE PERKINS ST.	2	1,775	45	79,875	R	Α	28	3/9/2010
INCLCT	01	INCLINE COURT	EMPIRE	END OF COURT	2	190	35	6,650	R	Α	49	3/4/2010
INCLDR	01	INCLINE DRIVE	CAPPS LN.	EMPIRE DR.	2	550	35	21,000	R	Α	88	3/4/2010
IRVING	01	IRVINGTON DRIVE	W/SIDE ELM ST.	S/SIDE EMPIRE DR.	2	1.148	35	40,180	R	0	37	3/8/2010
JACKSN	01	JACKSON AVENUE	LIVE OAK AVE.	EAST END	2	445	21	9.345	R	Ō	66	3/23/2010
	-			OAK ST. MINUS DORA ST.	_			.,		-		
JONESS	01	JONES STREET	MCPEAK ST.	+N	2	1,921	40	76,840	R	0	63	3/22/2010

	Sec					Lenath	Width	Area	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
JOSEPH	01	JOSEPH STREET	N/SIDE CLARA AVE.	S/SIDE FORD ST.	2	530	27	14,310	R	0	47	3/9/2010
KINGSC	01	KINGS COURT	E/SIDE ORCHARD AVE.	END OF COURT	2	562	35	25,318	R	0	22	3/25/2010
				DOOLAN CREEK ON								
LAUREL	01	LAUREL AVENUE	SOUTH CITY LIMIT	WABASH	2	1,100	35	38,500	R	0	39	3/19/2010
LESLIE	01	LESLIE STREET	N/SIDE GOBBI ST.	N/SIDE PEACH ST.	2	1,620	38	61,560	R	0	49	3/24/2010
LESLIE	02	LESLIE STREET	N/SIDE PEACH ST.	S/SIDE PERKINS ST.	2	760	35	26,600	R	0	54	3/24/2010
LEWISL	01	LEWIS LANE	STATE ST.	TALMAGE RD.	2	730	26	18,980	R	0	16	3/18/2010
LIVEOK	01	LIVE OAK AVENUE	S/SIDE MAPLE AVE.	N END	2	467	25	11,675	R	0	85	3/23/2010
LIVEOK	02	LIVE OAK AVENUE	W. SIDE MAPLE	N/SIDE WALNUT AVE.	2	1,490	45	67,050	С	0	43	3/23/2010
LOCKWD	01	LOCKWOOD DRIVE	N/SIDE ARLINGTON DR.	S/SIDE EMPIRE DR.	2	1,860	35	65,100	R	0	51	3/8/2010
LORRAN	01	LORRAINE STREET	TALMAGE FRONTAGE RD.	S P/L 38 LORRAINE	2	1,070	24	25,680	R	0	30	3/10/2010
LORRAN	02	LORRAINE STREET	S P/L 38 LORRAINE	N P/L 44 LORRAINE	2	350	35	12,250	R	0	72	3/10/2010
LORRAN	03	LORRAINE STREET	N P/L 44 LORRAINE	N P/L 50 LORRAINE	2	190	35	6,650	R	0	76	3/10/2010
LORRAN	04	LORRAINE STREET	N P/L 50 LORRAINE ST.	BETTY ST.	2	490	35	17,150	R	0	76	3/10/2010
LOUISE	01	LOUISE COURT	S. OAK ST.	END	2	214	36	7,520	R	0	75	3/20/2010
LOWGAP	01	LOW GAP ROAD	W CITY LIMIT	W/SIDE DESPINA DR.	2	1,600	35	56,000	С	0	48	3/8/2010
LOWGAP	02	LOW GAP ROAD	W/SIDE DESPINA DR.	W/SIDE OF BUSH ST.	2	2,320	37	85,840	С	0	50	3/8/2010
LOWGAP	03	LOW GAP ROAD	W/SIDE BUSH ST.	STATE ST.	2	1,471	38	55,898	С	0	31	3/8/2010
LUCEAV	01	LUCE AVENUE	E/SIDE HELEN AVE.	W/SIDE DORA ST.	2	1,271	47	59,737	R	0	24	3/19/2010
LUCEAV	02	LUCE AVENUE	DORA ST.	STATE STREET	2	960	41	39,360	R	0	20	3/19/2010
MAGNOL	01	MAGNOLIA STREET	E/SIDE NO. PINE	W/SIDE STATE ST.	2	1,059	33	34,947	R	0	72	3/8/2010
MAINST	10	MAIN STREET	NORTON ST.	N/SIDE SMITH ST.	2	950	38	36,100	С	0	38	3/24/2010
MAINST	20	MAIN STREET	N/SIDE SMITH ST.	N/SIDE PERKINS ST.	2	460	43	19,780	С	0	40	3/24/2010
MAINST	32	MAIN STREET	N SIDE PERKINS ST	E CLAY ST	2	744	42	31,248	С	0	60	3/24/2010
MAINST	37	MAIN STREET	E CLAY ST	S SIDE MILL ST	2	880	37	32,560	С	0	34	3/24/2010
MAINST	40	MAIN STREET	S/SIDE MILL ST.	E. GOBBI ST.	2	820	45	36,900	R	0	45	3/24/2010
				30' W OF ST.FRANCIS								
MAPLEA	01	MAPLE AVENUE	W/SIDE LIVE OAK AVE.	WAY	2	500	34	17,000	R	0	46	3/23/2010
				30' W OF ST.FRANCIS								
MAPLEA	02	MAPLE AVENUE	W/SIDE FAIRWAY AVE.	WAY	2	860	35	30,100	R	0	63	3/23/2010
MAPLEA	03	MAPLE AVENUE	W/SIDE FAIRWAY AVE.	W END	2	760	35	26,600	R	0	30	3/23/2010
MAPLEA	04	MAPLE AVENUE	LIVE OAK AVE.	EAST END	2	1,135	36	40,860	R	0	38	3/23/2010
MARLNC	01	MARLENE COURT	N/SIDE MARLENE ST.	END OF CUL DE SAC	2	595	34	20,492	R	0	19	3/10/2010
MARLNS	01	MARLENE STREET	BETTY ST.	LORRAINE ST.	2	370	35	12,950	R	0	38	3/10/2010
MARLNS	02	MARLENE STREET	W/SIDE MARLENE CT.	E/SIDE LORRAINE ST.	2	250	34	8,500	R	0	14	3/10/2010
MARSHL	01	MARSHALL STREET	E GOBBI ST.	S. MAIN ST.	2	630	32	20,160	R	0	81	3/24/2010
				WEST P/L 1225 MARWEN								
MARWEN	01	MARWEN DRIVE	N/SIDE WASHINGTON AVE.	DR.	2	406	35	14 <u>,21</u> 0	R	0	87	3/19/2010
			WEST P/L 1225 MARWEN	SOUTH P/L 1135								
MARWEN	02	MARWEN DRIVE	DR.	MARWEN DR.	2	480	35	16,800	R	0	81	3/19/2010

	Sec	Ofword Norma	Denin	For d	Lanaa	Length	Width	Area	<b>FC</b> (1)	<b>ST</b> (2)	DOI	
Street ID	עו	Street Name			Lanes	(11)	(11)	(SI)	(-/	(-/	PCI	PCI Date
	02		DD		2	260	25	12 600	Б	0	04	2/10/2010
MARMEN	03				2	1 340	33	12,000	к С	0	04 30	3/0/2010
MASON	01				2	1,340	24	44,220		0	04	3/9/2010
MAYAWY	02				2	388	35	13 590		0	12	3/9/2010
	01		N/SIDE BRUSH ST	END	2	030	35	32 550		0	26	3/35/2010
MCDEAK	01				2	1 046	25	26 150		0	20	3/20/2010
	02				2	270	30	8 100	R	0	21	3/20/2010
	02		W/SIDE DORA ST		2	380	37	14 060	R	0	83	3/19/2010
MENDOD	02			E/SIDE MENDOCINO PI	2	1 150	37	42 550	R	0	84	3/19/2010
MENDOD	02		E/SIDE MENDOCINO PI	N/SIDE HILLCREST AVE	2	390	37	14 430	R	0	18	3/19/2010
MENDOD	04	MENDOCINO DRIVE	N/SIDE HILLCREST AVE	GARDENS AVE	2	1 710	37	63 270	R	0	36	3/19/2010
MENDOD	05		GARDENS AVE		2	960	37	35 520	R	0	36	3/19/2010
MENDOP	01	MENDOCINO PLACE	S/SIDE MENDOCINO DR	150 MENDOCINO PLACE	2	380	37	14 060	R	0	24	3/19/2010
MENDOP	02	MENDOCINO PLACE	150 MENDOCINO PLACE	TOP	2	960	20	19 656	R	0	42	3/3/2010
MILLCT	01		MILIST	MILL ST	2	600	39	23 400	R	0	72	3/20/2010
FMILL	01	MILL STREET (FAST)	STATE ST.	MAIN ST.	2	300	27	8 100	C	0	70	3/20/2010
WMILLS	01	MILL STREET (WEST)	E/SIDE HIGHLAND DR.	W/SIDE MCPEAK	2	740	36	26.640	R	0	94	3/20/2010
WMILLS	02	MILL STREET (WEST)	E/SIDE MCPEAK ST.	W/SIDE DORA ST.	2	1.180	34	40.120	С	0	63	3/20/2010
WMILLS	03	MILL STREET (WEST)	W/SIDE DORA ST.	STATE ST.	2	1.350	33	44.550	С	0	96	3/20/2010
MOHWKD	01	MOHAWK DRIVE	E/SIDE OAK MANOR DR.	W/SIDE WASHO DR.	2	723	35	25,305	R	0	13	3/9/2010
MORRIS	01	MORRIS STREET	PINE ST.	OAK ST.	2	210	27	5,670	R	0	89	3/23/2010
MULBER	01	MULBERRY STREET	OBSERVATORY AVE.	CREEKSIDE CT	2	540	35	18,900	R	0	83	3/18/2010
MULBER	02	MULBERRY STREET	WASHINGTON AVE.	DOOLAN CREEK	2	200	36	7,200	R	0	21	3/18/2010
MYRONP	01	MYRON PLACE	N/SIDE FORD ST.	END OF CUL DE SAC	2	552	30	17,022	R	0	32	3/9/2010
MYRONS	01	MYRON STREET	N/SIDE CLARA AVE.	S/SIDE FORD ST.	2	520	26	13,520	R	0	57	3/9/2010
MYSZKA	01	MYSZKA PLACE	HIGHLAND AVE.	END	2	227	30	8,719	R	0	84	3/22/2010
HIGHLN	01	N. HIGHLAND AVENUE	W.STANDLEY ST.	S/SIDE PERKINS ST.	2	320	35	11,200	с	0	59	3/22/2010
HIGHLN	02	N. HIGHLAND AVENUE	S/SIDE PERKINS ST.	N/SIDE CLAY ST.	2	720	34	24,480	С	0	94	3/22/2010
NEHOCC	01	NEHOC COURT	S/SIDE NOKOMIS DR.	END OF COURT	2	250	35	10,974	R	0	67	3/19/2010
				SOUTH P/L 544 NOKOMIS								
NOKOMS	01	NOKOMIS DRIVE	N/E END NOKOMIS DR.	DR.	2	750	35	26,250	R	0	72	3/19/2010
			SOUTH P/L 544 NOKOMIS									
NOKOMS	02	NOKOMIS DRIVE	DR.	W/SIDE MARWEN DR.	2	263	35	9,205	R	0	75	3/19/2010
NORTON	01	NORTON STREET	W/SIDE MASON ST.	E/SIDE MAIN ST.	2	520	36	18,720	R	0	33	3/9/2010
NORTON	02	NORTON STREET	E/SIDE MAIN ST.	STATE ST.	2	240	36	8,640	R	0	96	3/9/2010
OKMNRC	01	OAK MANOR COURT	E/SIDE OAK MANOR DRIVE	END OF COURT	2	564	35	21,964	R	0	40	3/9/2010

Street ID	Sec	Stroot Namo	Bogin	End	Lanos	Length	Width	Area	FC (1)	<b>ST</b> (2)	PCI	PCI Data
Street ID	שו	Street Name	Begin	N/SIDE 475 OAK MANOR	Lanes	(11)	(11)	(51)			P01	PCIDale
	01	OAK MANOR DRIVE	N/SIDE GOBBI ST	DRIVE	2	740	37	27 380	R	0	21	3/9/2010
			N/SIDE 475 OAK MANOR		2	740	57	27,000		0	21	5/5/2010
	02	OAK MANOR DRIVE	DRIVE	SCHOOL	2	770	37	28 490	R	0	21	3/9/2010
		Of a CHIP a COT C DI CIVE			-	110	01	20,100		Ŭ		0/0/2010
OKMNRD	03	OAK MANOR DRIVE	SCHOOL	S/SIDE YOSEMITE DR.	2	360	37	13,320	R	0	52	3/9/2010
OKMNRD	04	OAK MANOR DRIVE	S/SIDE YOSEMITE DR	PERKINS ST	2	420	37	15.540	R	Õ	43	3/9/2010
OAKPRK	01	OAK PARK AVENUE	CLAY	JONES	2	740	34	25,160	R	0	28	3/20/2010
OAKST	10	OAK STREET	S/SIDE MAGNOLIA ST.	N/SIDE LOW GAP RD.	2	780	33	25.740	R	0	25	3/24/2010
OAKST	22	OAK STREET	LOW GAP RD	RUDDOCK	2	1,975	31	61,225	С	0	51	3/24/2010
OAKST	27	OAK STREET	RUDDOCK	SCOTT ST	2	696	32	22,272	С	0	94	3/24/2010
OAKST	30	OAK STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	2	710	34	24,140	С	0	54	3/24/2010
				S/SIDE CLAY ST. MINUS								
OAKST	40	OAK STREET	N/SIDE HENRY ST.	PERKINS	2	1,470	41	60,270	С	0	85	3/24/2010
OAKST	50	OAK STREET	S/SIDE CLAY ST.	MILL ST.	2	873	40	34,920	С	0	47	3/24/2010
OAKST	60	OAK STREET	S/SIDE MILL ST.	N/SIDE GOBBI ST.	2	920	44	40,480	С	0	88	3/24/2010
OAKST	70	OAK STREET	S/SIDE GOBBI ST.	S/SIDE FREITAS ST.	2	660	44	29,040	R	0	92	3/24/2010
OAKST	80	OAK STREET	S/SIDE FREITAS ST.	S. END	2	350	44	15,400	R	0	58	3/24/2010
		OBSERVATORY										
OBSERV	01	AVENUE	E/SIDE HELEN AVE.	W/SIDE DORA ST.	2	1,260	37	46,620	R	0	13	3/19/2010
		OBSERVATORY										
OBSERV	02	AVENUE	DORA ST.	STATE ST.	2	1,160	35	40,600	R	0	34	3/19/2010
OLGACT	10	OLGA COURT	CLEVELAND LANE	END OF CDS	2	516	26	13,416	R	А	87	3/24/2010
ORCHAR	01	ORCHARD AVENUE	FORD ST.	PERKINS ST.	2	2,270	45	102,150	С	0	41	3/10/2010
ORCHAR	02	ORCHARD AVENUE	PERKINS ST.	GOBBI ST.	2	2,520	45	113,400	С	0	83	3/10/2010
ORCHAR	03	ORCHARD AVENUE	GOBBI ST.	N/SIDE MARLENE ST.	2	1,891	45	85,095	R	А	46	3/10/2010
ORRSTR	01	ORR STREET	N/SIDE FORD	ORR CREEK BRIDGE	2	490	23	11,270	R	0	38	3/9/2010
PARKBL	01	PARK BLVD.	TODD RD.	WALNUT AVE.	2	680	26	17,680	R	0	84	3/22/2010
PARKBI	02	PARK BI VD	S/SIDE WAI NUT AVE	W/SIDE CLUBHOUSE DR	2	580	54	31 320	R	0	40	3/22/2010
PARKBI	03	PARK BLVD	W/SIDE CLUBHOUSE DR	PARK WEST ENTRANCE	2	600	21	12 600	R	0	64	3/22/2010
PARKCT	01	PARK COURT	PARK PLACE		2	308	27	8 492	R	0	18	3/22/2010
PARKPI	01	PARK PLACE	PARK BI VD.	END	2	511	27	13,973	R	0	17	3/22/2010
PFACHS	01	PFACH STREET	I FSI IF ST.	ORCHARD AVE	2	790	35	27 650	R	0	45	3/24/2010
	• ·	PERKINS STREET								-		0.2
EPERKN	01	(EAST)	STATE ST	RR	4	814	43	35.002	А	0	66	3/10/2010
	-	PERKINS STREET				-						
EPERKN	04	(EAST)	RR	101 OVRPASS BRIDGE	3	1,835	45	82,575	А	0	88	3/10/2010
	1	PERKINS STREET	E/SIDE 101 OVRPASS		-	,	-	,			-	
EPERKN	06	(EAST)	BRIDGE	EAST CITY LIMIT	2	1,480	37	54,760	С	0	64	3/10/2010

Street ID	Sec	Street Name	Begin	End	Lanes	Length	Width	Area (sf)	FC (1)	ST (2)	PCI	PCI Date
Offeet ID		PERKINS STREET	Degin	End	Lanco	(14)	(14)	(31)				T OF Date
WPERKN	01	(WEST)	HIGHLAND DR	W/SIDE DORA ST	2	2 290	27	61 830	А	0	88	3/22/2010
		PERKINS STREET			_	2,200		01,000		Ŭ		0,22,2010
WPERKN	02	(WEST)	E/SIDE DORA ST	W/SIDE SCHOOL ST	1	1 060	24	25 440	А	0	73	3/22/2010
		PERKINS STREET				.,						
WPERKN	03	(WEST)	E/SIDE SCHOOL ST.	W/SIDE STATE ST	2	220	36	7.920	А	0	81	3/22/2010
PERRYS	01	PERRY STREET	TALMAGE	THOMAS	2	610	29	17.690	R	0	80	3/18/2010
PINEST	01	PINE STREET	ARLINGTON ST.	S/SIDE MAGNOLIA	2	650	34	22,100	С	0	88	3/4/2010
PINEST	02	PINE STREET	S/SIDE MAGNOLIA ST.	LOW GAP RD.	2	480	26	12,480	С	0	21	3/4/2010
PINEST	03	PINE STREET	LOW GAP RD.	GIBSON ST.	2	540	31	16,740	R	0	85	3/4/2010
PINEST	04	PINE STREET	CYPRESS AVE.	GROVE AVE.	2	690	40	27,600	R	0	90	3/4/2010
PINEST	05	PINE STREET	N/SIDE GROVE AVE.	S/SIDE WALNUT AVE.	2	440	52	22,880	А	0	65	3/4/2010
PINEST	06	PINE STREET	S/SIDE WALNUT AVE.	N/SIDE HENRY ST.	2	670	40	26,800	R	0	90	3/4/2010
PINEST	07	PINE STREET	S/SIDE HENRY ST.	N/SIDE CLAY MINUS +N'S	2	1,283	32	41,056	R	0	24	3/4/2010
PLUMDR	01	PLUM DRIVE	PEACH ST.	ORCHARD AVE.	2	648	36	23,328	R	0	57	3/24/2010
POMROY	01	POMEROY ST.	LONG'S PLAZA LOT	S/SIDE PERKINS ST.	2	218	40	8,720	R	0	49	3/10/2010
POMODR	01	POMO DRIVE	W/SIDE WASHO DR.	BTW MAYA AND WIATT	2	1,390	34	47,260	R	0	13	3/9/2010
POMODR	02	POMO DRIVE	BTW MAYA AND WIATT	S/SIDE YOSEMITE DR.	2	720	34	24,480	R	0	67	3/9/2010
				W/SIDE DORA (INCL.								
POMLDR	01	POMOLITA DRIVE	S/SIDE MENDOCINO DR.	SPRING ST)	2	960	34	32,640	R	0	83	3/3/2010
POMLWY	01	POMOLITA WAY	N/SIDE DR.	S/SIDE MENDOCINO DR.	2	360	36	12,960	R	0	88	3/3/2010
RANELN	10	RANEE LANE	BEACON LANE	DEAD END	2	351	28	9,828	R	Α	84	3/18/2010
REDWDA	01	REDWOOD AVENUE	E/SIDE HELEN AVE.	END	2	700	27	18,900	R	0	83	3/19/2010
ROSEAV	01	ROSE AVENUE	N/SIDE BEACON LANE	S/SIDE WABASH	2	1,070	34	36,380	R	0	90	3/18/2010
RUDDOC	AVE	RUDDOCK AVE	OAK ST	SCHOOL ST	2	263	28	7,364	R	Α	43	3/3/2010
				CUNNINGHAM ST. MINUS								
RUPEST	01	RUPE STREET	W. END	PERRY	2	587	22	12,914	R	0	88	3/18/2010
SANJAC	01	SAN JACINTA DRIVE	E/SIDE HELEN AVE.	END	2	932	35	32,620	R	0	27	3/19/2010
SCHOOL	01	SCHOOL STREET	RUDDOCK @ N. OAK ST.	N/SIDE SCOTT ST.	2	953	30	28,590	R	0	50	3/25/2010
SCHOOL	02	SCHOOL STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	2	660	30	19,800	Α	0	95	3/25/2010
SCHOOL	03	SCHOOL STREET	N/SIDE HENRY ST.	N/SIDE CLAY ST.	2	1,143	56	64,008	Α	0	83	3/25/2010
SCHOOL	04	SCHOOL STREET	N/SIDE CLAY ST.	MILL ST.	2	870	46	40,020	Α	0	32	3/25/2010
SCOTT	01	SCOTT STREET	PINE ST.	STATE ST.	2	890	25	22,250	Α	0	98	3/23/2010
				STATE ST. (E/BOUND								
SEMINA	01	SEMINARY AVENUE	OAK ST.	LANE)	1	460	29	13,340	R	0	51	3/3/2010
				STATE ST. (W/BOUND								
SEMINA	02	SEMINARY AVENUE	OAK ST.	LANE)	1	460	28	12,880	R	0	65	3/22/2010
SIDNCT	01	SIDNIE COURT	N/SIDE FORD ST.	END	2	742	30	22,260	R	0	98	3/8/2010
SIDNST	01	SIDNIE STREET	N/SIDE CLARA AVE.	S/SIDE FORD ST.	2	530	26	13,780	R	0	12	3/8/2010

	Sec					Length	Width	Area	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
ESMITH	01	SMITH (EAST)	E/SIDE STATE ST.	W/SIDE MAIN ST.	1	220	24	5,280	R	Α	59	3/25/2010
ESMITH	02	SMITH (EAST)	E/SIDE MAIN ST.	W/SIDE MASON ST.	2	470	26	12,220	R	0	33	3/25/2010
		SMITH STREET										
WSMITH	03	(WEST)	BARNES ST	SPRING ST	2	545	20	10,900	R	0	6	3/25/2010
		SMITH STREET		DORA ST. MINUS SPRING								
WSMITH	07	(WEST)	SPRING ST	+N	2	502	24	12,048	R	0	89	3/25/2010
		SMITH STREET										
WSMITH	30	(WEST)	E/SIDE OAK ST.	W/SIDE SCHOOL ST.	1	210	22	4,620	С	0	92	3/25/2010
		SMITH STREET										
WSMITH	40	(WEST)	E/SIDE SCHOOL ST.	STATE ST.	1	210	24	5,040	С	0	72	3/25/2010
		SMITH STREET										
WSMITH	50	(WEST)	DORA ST	PINE ST	1	526	24	12,624	С	0	66	3/25/2010
		SMITH STREET										
WSMITH	60	(WEST)	PINE ST	W/SIDE OAK ST	1	264	24	6,336	С	0	94	3/25/2010
SNUFFN	01	SNUFFIN STREET	N. PINE ST.	N. OAK ST.	2	225	28	6,300	R	0	98	3/23/2010
				CREEK N/SIDE LUCE								
SOUTHA	01	SOUTH AVENUE	OBSERVATORY AVE.	MINUS LUCE	2	474	35	16,590	R	0	43	3/19/2010
SPRING	03	SPRING STREET	S/SIDE CYPRESS AVE	GROVE	2	650	33	21,450	С	0	76	3/24/2010
				N.SIDE WALNUT MINUS								
SPRING	07	SPRING STREET	GROVE	+N/S	2	330	33	10,890	С	0	92	3/24/2010
SPRING	30	SPRING STREET	S/SIDE CHURCH ST.	N/SIDE CLAY ST.	2	470	53	24,910	С	0	84	3/9/2010
SPRING	40	SPRING STREET	S/SIDE CLAY ST.	MILL ST. MINUS JONES	2	930	28	26,040	С	0	82	3/24/2010
				100' N OF MENDOCINO								
SPRING	50	SPRING STREET	S/SIDE MILL ST.	DR.	2	170	24	4,080	R	0	46	3/24/2010
			100' N. OF MENDOCINO									
SPRING	60	SPRING STREET	DR.	S. SIDE MENDOCINO DR.	2	560	34	19,040	R	0	83	3/24/2010
SPRING	70	SPRING STREET	S/SIDE WALNUT AVE.	N/SIDE W.PERKINS ST	2	1,203	53	63,759	С	0	38	3/24/2010
				S/SIDE CHURCH MINUS								
SPRING	80	SPRING STREET	N/SIDE W.PERKINS ST	STND&PRKN	2	177	53	9,381	С	0	93	3/24/2010
STFRAN	01	ST.FRANCIS COURT	N/SIDE MAPLE AVE.	END	2	442	35	17,694	R	0	41	3/23/2010
		STANDLEY STREET										
ESTAND	01	(EAST)	E/SIDE STATE ST.	W/SIDE MAIN ST.	1	220	20	4,400	R	0	18	3/25/2010
		STANDLEY STREET										
ESTAND	02	(EAST)	E/SIDE MAIN ST.	W/SIDE MASON ST.	2	430	36	15,480	R	0	92	3/25/2010
		STANDLEY STREET										
WSTAND	01	(WEST)	GIBSON CREEK	W/SIDE HIGHLAND AVE.	2	1,670	27	45,090	R	0	31	3/25/2010
		STANDLEY STREET										
WSTAND	02	(WEST)	W/SIDE HIGHLAND AVE.	W/SIDE BARNES ST.	2	1,190	27	32,130	А	0	41	3/25/2010
		STANDLEY STREET										
WSTAND	03	(WEST)	W/SIDE BARNES ST.	W/SIDE DORA ST.	2	1,110	27	29,970	Α	0	95	3/25/2010

MSTAND         OL         OD         OD <th< th=""><th>Street ID</th><th>Sec ID</th><th>Street Name</th><th>Begin</th><th>End</th><th>Lanes</th><th>Length</th><th>Width</th><th>Area (sf)</th><th>FC (1)</th><th><b>ST</b> (2)</th><th>PCI</th><th>PCI Date</th></th<>	Street ID	Sec ID	Street Name	Begin	End	Lanes	Length	Width	Area (sf)	FC (1)	<b>ST</b> (2)	PCI	PCI Date
WSTAND         04         (WEST)         CONSTR         E/SIDE DORA ST.         W/SIDE OAK ST.         2         800         27         21,600         A         0         90         3/25/2010           WSTAND         STANDLEY STREET         E/SIDE OAK ST.         W/SIDE SCHOOL ST.         1         210         22         4,620         A         0         91         3/25/2010           WSTAND         G(WEST)         E/SIDE SCHOOL ST.         STATE STR.         2         230         36         8,280         A         0         17         3/25/2010           WSTAND         G(WEST)         E/SIDE SCHOOL ST.         STATE STREET         0         17         3/25/2010         3         24,600         R         0         17         3/26/2010           STATES         STATE STREET         N.CITY LIMIT         SYSIDE LOW GAP RD.         4         2,180         64         179,200         A         C         50         3/22/2010           STATES STREET         NSIDE GOBBI ST.         4         3,100         52         156,000         A         C         60         3/20/2010           STATE STREET         NSIDE GOBBI ST.         AVE.         4         3,150         59         18,585         A <td>otroot ib</td> <td></td> <td>STANDI EY STREET</td> <td>Bogin</td> <td></td> <td>Lanoo</td> <td>(14)</td> <td>(14)</td> <td>(01)</td> <td></td> <td></td> <td></td> <td>i oi bato</td>	otroot ib		STANDI EY STREET	Bogin		Lanoo	(14)	(14)	(01)				i oi bato
Instruct         District of the structure         Distructure	WSTAND	04	(WEST)	E/SIDE DORA ST	W/SIDE OAK ST	2	800	27	21 600	Δ	0	90	3/25/2010
WSTAND         05         (WEST)         E/SIDE OAK ST.         W/SIDE SCHOOL ST.         1         210         22         4,620         A         O         91         3/25/2010           WSTAND         05         STANDLEY STREET         E/SIDE SCHOOL ST.         STATE ST.         2         230         36         8,280         A         O         17         3/25/2010           WSTAND         (WEST)         Gibson Creek         west end         2         820         30         24,600         R         O         82         3/25/2010           STATES         01         STATE STREET         N. CITY LIMIT         S/SIDE LOW GAP RD.         4         2,160         60         129,600         A         C         3/32/2010           STATES         03         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         3,000         52         156,000         A         C         60         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         N/SIDE GOBBI ST.         AVE.         NORTH		01	STANDI FY STREET			-	000	1	21,000			00	0,20,2010
Constraint         Constraint <thconstraint< th="">         Constraint         Constrai</thconstraint<>	WSTAND	05	(WEST)	F/SIDE OAK ST.	W/SIDE SCHOOL ST.	1	210	22	4.620	А	0	91	3/25/2010
WSTAND         06         (WEST)         E/SIDE SCHOOL ST.         STATE ST.         2         230         36         8,280         A         O         17         3/25/2010           WSTAND         014         (WEST)         Gibson Creek         west end         2         820         30         24,600         R         O         82         3/25/2010           STATES         01         STATE STREET         N.CITY LIMIT         S/SIDE LOW GAP ROAL         4         2,160         60         129,600         A         C         34         3/20/2010           STATES         03         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         3,000         52         166,000         A         C         40         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         AVE.         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         AVE.         NORTH SIDE OF SOUTH         2         540         36         19,440         R         0         95         3/22/2010           STELLA         DRIVE         W/SIDE ORCHARD AVE. <td< td=""><td></td><td></td><td>STANDLEY STREET</td><td></td><td></td><td></td><td></td><td></td><td>.,•=•</td><td></td><td>-</td><td>• •</td><td>0.20.20.0</td></td<>			STANDLEY STREET						.,•=•		-	• •	0.20.20.0
STAND         STANDLEY STREET         Gibson Creek         west end         2         820         30         24,600         R         0         82         3/25/2010           STATES         01         STATE STREET         N. CITY LIMIT         S/SIDE LOW GAP RD.         4         2,160         60         129,600         A         C         34         3/20/2010           STATES         03         STATE STREET         N/SIDE GOBBI ST.         4         3,000         52         156,000         A         C         34         3/20/2010           STATES         03         STATE STREET         N/SIDE GOBBI ST.         4         3,100         52         156,000         A         C         64         179,200         A         C         64         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATES         STATE STREET         AVE.         AVE.         NORTH SIDE OF SOUTH         2         540         36         19,440         R         0         95         3/24/2010           STELLA         D2         STELLA DRIVE	WSTAND	06	(WEST)	E/SIDE SCHOOL ST.	STATE ST.	2	230	36	8.280	А	0	17	3/25/2010
WSTAND         01A         (WEST)         Gibson Creek         west end         2         820         30         24,800         R         0         82         3/25/2010           STATES         01         STATE STREET         N. CITY LIMIT         S/SIDE LOW GAP RD.         4         2,160         64         179,200         A         C         34         3/20/2010           STATES         02         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         2,000         64         179,200         A         C         77         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,100         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         95         3/24/2010           STELLA         01         STELLA DRIVE         W/SIDE ORCHA			STANDLEY STREET						,				
STATE         OI         STATE STREET         N. CITY LIMIT         S/SIDE LOW GAP RD.         4         2.160         60         129,600         A         C         34         3/20/2010           STATES         02         STATE STREET         S/Side Low Gap Road         N/side Smith St.         4         2.800         64         179,200         A         C         77         3/20/2010           STATES         02         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         3.000         52         156,000         A         C         50         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         93         3/22/2010           STEPHENSON STREET         STATE ST.         MA	WSTAND	01A	(WEST)	Gibson Creek	west end	2	820	30	24,600	R	0	82	3/25/2010
STATE         O2         STATE         STATE STREET         Side Low Gap Road         Niside Smith St.         4         2.800         64         179.200         A         C         77         3/20/2010           STATES         03         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         3.000         52         156.000         A         C         50         3/20/2010           STATE         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATE         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         O1         STELLA DRIVE         WISIDE ORCHARD AVE.         NORTH SIDE OF SOUTH "ELBOW"         2         540         36         19,440         R         0         73         3/24/2010           STEPHENSON STREET         STEPHENSON STREET         NAITE ST.         A         2<	STATES	01	STATE STREET	N. CITY LIMIT	S/SIDE LOW GAP RD.	4	2,160	60	129,600	Α	С	34	3/20/2010
STATES         03         STATE STREET         N/SIDE SMITH ST.         N/SIDE GOBBI ST.         4         3,000         52         156,000         A         C         50         3/20/2010           STATES         04         STATE STREET         N/SIDE GOBBI ST.         A/VE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         N/SIDE GOBBI ST.         A/VE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         A/VE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         OT         STELLA DRIVE         WSIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           STEPHENSON STREET         MSIDE ST.         MAIN ST.         2         210         28         5,880         C         0         93         3/22/2010           STEPHENSON STREET         HOPE ST.         SPRING ST.         2         200	STATES	02	STATE STREET	S/Side Low Gap Road	N/side Smith St.	4	2,800	64	179,200	Α	С	77	3/20/2010
STATES         04         STATE STREET         N/SIDE GOBBLST.         AVE.         4         3,150         59         185,850         A         C         4/2         3/20/2010           STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         95         3/24/2010           STELLA         01         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           STEPHENSON STREET         STATE ST.         MAIN ST.         2         210         28         5,880         C         0         93         3/25/2010           WSTEPH         01         (EAST)         STEPIHENSON STREET         DORA ST. MINUS         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         HOR TENSE         2	STATES	03	STATE STREET	N/SIDE SMITH ST.	N/SIDE GOBBI ST.	4	3,000	52	156,000	Α	С	50	3/20/2010
STATES         04         STATE STREET         N/SIDE GOBBI ST.         AVE.         4         3,150         59         185,850         A         C         42         3/20/2010           STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         95         3/24/2010           STELLA         01         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           STEPHENSON STREET         MSTEPH D1         (KAST)         STATE ST.         MAIN ST.         2         210         28         5.880         C         0         93         3/25/2010           STEPHENSON STREET         MOPE ST.         SPRING ST.         2         200         21         4.200         R         0         18         3/22/2010           STEPHENSON STREET         DORA ST. MINUS         NORTAT SINUS         NORTAT SINUS <td< td=""><td></td><td></td><td></td><td></td><td>200' N OF WASHINGTON</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>					200' N OF WASHINGTON								
STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         95         3/24/2010           STELLA         02         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           STEPHENSON STREET         STEPHENSON STREET         MAIN ST.         2         210         28         5,880         C         0         93         3/25/2010           STEPHENSON STREET         MAIN ST.         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         01         (WEST)         SPRING ST.         PORA ST. MINUS         2         447         21         9,387         R         0         86         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         W/SIDE OAK ST.         2         761         22         16,742	STATES	04	STATE STREET	N/SIDE GOBBI ST.	AVE.	4	3,150	59	185,850	Α	С	42	3/20/2010
STATES         05         STATE STREET         AVE.         BEACON LANE         5         2,160         61         131,760         A         A         60         3/20/2010           STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         0         95         3/24/2010           STELLA         02         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           STEPHENSON STREET         STEPHENSON STREET         MAIN ST.         2         210         28         5,880         C         0         93         3/25/2010           STEPHENSON STREET         STEPHENSON STREET         DORA ST. MINUS         2         200         21         4,200         R         0         18         3/22/2010           STEPHENSON STREET         DORA ST. MINUS         2         447         21         9,387         R         0         86         3/22/2010           STEPHENSON STREET         SPRING ST.         HORTENSE         2         447         21         9,387         R         86         3/22/2010 <td></td> <td></td> <td></td> <td>200' N OF WASHINGTON</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>				200' N OF WASHINGTON									
STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         NORTH SIDE OF SOUTH "ELBOW"         2         540         36         19,440         R         O         95         3/24/2010           STELLA         02         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         O         73         3/24/2010           STEPHENSON STREET         STEPHENSON STREET         MAIN ST.         2         210         28         5,880         C         O         93         3/25/2010           STEPHENSON STREET         HOPE ST.         SPRING ST.         2         200         21         4,200         R         O         18         3/22/2010           STEPHENSON STREET         HOPE ST.         SPRING ST.         DORA ST. MINUS         4447         21         9,387         R         O         86         3/22/2010           STEPHENSON STREET         DORA ST.         W/SIDE OAK ST.         2         761         22         16,742         C         18         3/22/2010           STEPHENSON STREET         KSTEPH         03         (WEST)         E/SIDE DORA ST.         W/SIDE OCOURT         2         167.122         16,742 <td< td=""><td>STATES</td><td>05</td><td>STATE STREET</td><td>AVE.</td><td>BEACON LANE</td><td>5</td><td>2,160</td><td>61</td><td>131,760</td><td>Α</td><td>Α</td><td>60</td><td>3/20/2010</td></td<>	STATES	05	STATE STREET	AVE.	BEACON LANE	5	2,160	61	131,760	Α	Α	60	3/20/2010
STELLA         01         STELLA DRIVE         E/SIDE WARREN DR.         "ELBOW"         2         540         36         19,440         R         O         95         3/24/2010           STELLA         02         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         O         73         3/24/2010           STEPHENSON STREET         STEPHENSON STREET         STEPHENSON STREET         MAIN ST.         2         210         28         5,880         C         O         93         3/25/2010           WSTEPH         01         (WEST)         HOPE ST.         SPRING ST.         2         200         21         4,200         R         O         18         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         HORTENSE         2         447         21         9,387         R         O         86         3/22/2010           WSTEPH         03         (WEST)         E/SIDE DORA ST.         W/SIDE OAK ST.         2         761         22         16,742         C         O         18         3/22/2010           SUMIT         01         SUMMIT COURT         CAPRS LANE         END OF					NORTH SIDE OF SOUTH								
STELLA         02         STELLA DRIVE         W/SIDE ORCHARD AVE.         END OF SOUTH "ELBOW"         2         250         36         9,000         R         0         73         3/24/2010           ESTEPH         01         (EAST)         STATE ST.         MAIN ST.         2         210         28         5,880         C         0         93         3/25/2010           WSTEPH         01         (EAST)         STEPHENSON STREET         DORA ST. MINUS         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         DORA ST. MINUS         2         4447         21         9,387         R         0         86         3/22/2010           WSTEPH         03         (WEST)         SPRING ST.         HORTENSE         2         4447         21         9,387         R         0         86         3/22/2010           SUMMIT         01         SUMMIT COURT         CAPPS LANE         END OF COURT         2         16,742         C         0         18         3/22/2010           TAHOEC         01         TAHOE COURT         CARRIGAN LN.         END OF COURT         2	STELLA	01	STELLA DRIVE	E/SIDE WARREN DR.	"ELBOW"	2	540	36	19,440	R	0	95	3/24/2010
STELLA       02       STELLA DRIVE       W/SIDE ORCHARD AVE.       END OF SOUTH "ELBOW"       2       250       36       9,000       R       O       73       3/24/2010         STEPH       01       (EAST)       STATE ST.       MAIN ST.       2       210       28       5,880       C       O       93       3/25/2010         WSTEPH       01       (KEAST)       HOPE ST.       SPRING ST.       2       200       21       4,200       R       O       18       3/22/2010         WSTEPH       01       (WEST)       HOPE ST.       SPRING ST.       2       200       21       4,200       R       O       18       3/22/2010         WSTEPH       02       (WEST)       SPRING ST.       HORTENSE       2       447       21       9,387       R       O       86       3/22/2010         WSTEPH       03       (WEST)       ESIDE DORA ST.       W/SIDE OAK ST.       2       761       22       16,742       C       O       18       3/22/2010         SUMMIT COURT       CAPPS LANE       END OF COURT       2       317       36       11,574       R       A       89       3/4/2010         TALMAGE FRONTAGE													
STEPHENSON STREET         STATE ST.         MAIN ST.         2         210         28         5,880         C         0         93         3/25/2010           WSTEPH         01         (WEST)         HOPE ST.         SPRING ST.         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         01         (WEST)         HOPE ST.         SPRING ST.         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         HORTENSE         2         4447         21         9,387         R         0         86         3/22/2010           WSTEPH         03         (WEST)         E/SIDE DORA ST.         W/SIDE OAK ST.         2         761         22         16,742         C         0         18         3/22/2010           SUMMIT         01         SUMMIT COURT         CAPPS LANE         END OF COURT         2         197         36         8,418         R         A         86         3/4/2010           TAHOEC         01         TALMAGE FRONTAGE         TALMAGE FRONTAGE         E/SIDE AIRPORT PARK         2         800	STELLA	02	STELLA DRIVE	W/SIDE ORCHARD AVE.	END OF SOUTH "ELBOW"	2	250	36	9,000	R	0	73	3/24/2010
ESTEPH       01       (EAST)       STATE ST.       MAIN ST.       2       210       28       5,880       C       O       93       3/25/2010         WSTEPH       01       (WEST)       HOPE ST.       SPRING ST.       2       200       21       4,200       R       O       18       3/22/2010         WSTEPH       02       (WEST)       SPRING ST.       HORTENSE       2       447       21       9,387       R       O       86       3/22/2010         WSTEPH       02       (WEST)       SPRING ST.       HORTENSE       2       447       21       9,387       R       O       86       3/22/2010         WSTEPH       03       (WEST)       E/SIDE DORA ST.       W/SIDE OAK ST.       2       761       22       16,742       C       O       18       3/22/2010         SUMMIT       01       SUMMIT COURT       CAPPS LANE       END OF COURT       2       197       36       8,418       R       A       86       3/4/2010         TAHOEC       01       TAHOE COURT       CARRIGAN LN.       END OF COURT       2       300       24       19,200       R       O       29       3/10/2010         TA			STEPHENSON STREET							_			
WSTEPH         01         (WEST)         HOPE ST.         SPRING ST.         2         200         21         4,200         R         0         18         3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         DORA ST. MINUS            3/22/2010           WSTEPH         02         (WEST)         SPRING ST.         HORTENSE         2         447         21         9,387         R         0         86         3/22/2010           WSTEPH         03         (WEST)         SPRING ST.         W/SIDE OAK ST.         2         761         22         16,742         C         0         18         3/22/2010           SUMMIT         01         SUMMIT COURT         CAPPS LANE         END OF COURT         2         197         36         8,418         R         A         86         3/4/2010           TAHOEC         01         TAHOE COURT         CARRIGAN LN.         END OF COURT         2         317         36         11,574         R         A         89         3/3/2010           TALMAGE         FRONTAGE         EAST END         2         800         24         19,200         R         0         29         3/10	ESTEPH	01	(EAST)	STATE ST.	MAIN ST.	2	210	28	5,880	С	0	93	3/25/2010
WSTEPH       01       (WEST)       HOPE ST.       SPRING ST.       2       200       21       4,200       R       O       18       3/22/2010         WSTEPH       02       (WEST)       SPRING ST.       DORA ST. MINUS       DORA ST. MINUS       Norther Stephenson STREET       Norther Stephenson STREET       DORA ST. MINUS       Norther Stephenson STREET       Norther Stephenson Stephenson Street       Norther Stephenson Ste	MOTEDI		SIEPHENSON SIREEI						4 0 0 0	_		10	
WSTEPH         02         (WEST)         SPRING ST.         DORA ST. MINUS         2         447         21         9,387         R         0         86         3/22/2010           WSTEPH         03         (WEST)         STEPHENSON STREET         V/SIDE DORA ST.         2/761         22         16,742         C         0         18         3/22/2010           SUMMIT         01         SUMMIT COURT         CAPPS LANE         END OF COURT         2         197         36         8,418         R         A         86         3/4/2010           TAHOEC         01         TAHOE COURT         CARRIGAN LN.         END OF COURT         2         317         36         11,574         R         A         89         3/3/2010           TALMAGE FRONTAGE         VEST END         EAST END         2         800         24         19,200         R         0         29         3/10/2010           TALMAGE 02         TALMAGE ROAD         RR         E/SIDE AIRPORT PARK         4         750         60         45,000         A         0         70         3/10/2010           TALMAG 03         TALMAGE ROAD         E/SIDE AIRPORT PARK         E/SIDE 101 RAMP-E/CITY         2         650         66	WSTEPH	01		HOPE ST.	SPRING ST.	2	200	21	4,200	R	0	18	3/22/2010
WSTEPH       02       (WEST)       SPRING ST.       HORTENSE       2       447       21       9,387       R       0       86       3/22/2010         WSTEPH       03       (WEST)       E/SIDE DORA ST.       W/SIDE OAK ST.       2       761       22       16,742       C       0       18       3/22/2010         SUMMIT       01       SUMMIT COURT       CAPPS LANE       END OF COURT       2       197       36       8,418       R       A       86       3/4/2010         TAHOEC       01       TAHOE COURT       CARRIGAN LN.       END OF COURT       2       317       36       11,574       R       A       89       3/3/2010         TALMAGE FRONTAGE       TALMAGE FRONTAGE       EAST END       2       800       24       19,200       R       O       29       3/10/2010         TALMAG       02       TALMAGE ROAD       R       BLVD.       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG	WOTEDI	00	STEPHENSON STREET		DORA ST. MINUS	0	4 4 7	04	0.007	_			0/00/0040
WSTEPH         03         (WEST)         E/SIDE DORA ST.         W/SIDE OAK ST.         2         761         22         16,742         C         O         18         3/22/2010           SUMMIT         01         SUMMIT COURT         CAPPS LANE         END OF COURT         2         197         36         8,418         R         A         86         3/4/2010           TAHOEC         01         TAHOE COURT         CARRIGAN LN.         END OF COURT         2         317         36         11,574         R         A         89         3/3/2010           TALMAGE FRONTAGE         TALMAGE FRONTAGE         EAST END         2         800         24         19,200         R         O         29         3/10/2010           TALMAGE ROAD         RR         BLVD.         4         750         60         45,000         A         O         70         3/10/2010           TALMAG 03         TALMAGE ROAD         E/SIDE AIRPT PK BL. 50'E         LIMIT         2         650         66         42,900         A         O         84         3/10/2010           TALMAG 04         TALMAGE ROAD         E/SIDE AIRPT PK BL. 50'E         LIMIT         2         650         66         42,900         A <td>WSTEPH</td> <td>02</td> <td></td> <td>SPRING ST.</td> <td>HORTENSE</td> <td>2</td> <td>447</td> <td>21</td> <td>9,387</td> <td>R</td> <td>0</td> <td>80</td> <td>3/22/2010</td>	WSTEPH	02		SPRING ST.	HORTENSE	2	447	21	9,387	R	0	80	3/22/2010
WSTEPH       0.3       (WEST)       EISIDE DORAST.       2       761       22       10,742       C       0       18       3/2/2010         SUMMIT       01       SUMMIT COURT       CAPPS LANE       END OF COURT       2       197       36       8,418       R       A       86       3/4/2010         TAHOEC       01       TAHOE COURT       CARRIGAN LN.       END OF COURT       2       317       36       11,574       R       A       89       3/3/2010         TALMAGE FRONTAGE       TALMAGE FRONTAGE       WEST END       EAST END       2       800       24       19,200       R       O       29       3/10/2010         TALMAG       02       TALMAGE ROAD       RR       BLVD.       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010	WOTEDLI	0.2	STEPHENSON STREET			2	764	22	16 740	~		10	2/22/2010
SOMMON OF         SOMMON COORT         CAPPS LANE         END OF COORT         2         197         36         6,416         R         A         60         3/4/2010           TAHOEC         01         TAHOE COURT         CARRIGAN LN.         END OF COURT         2         317         36         11,574         R         A         89         3/3/2010           TALMAGE FRONTAGE         WEST END         EAST END         2         800         24         19,200         R         O         29         3/10/2010           TALMAG         02         TALMAGE ROAD         RR         BLVD.         4         750         60         45,000         A         O         70         3/10/2010           TALMAG         03         TALMAGE ROAD         E/SIDE AIRPT PK BL. 50'E         LIMIT         2         650         66         42,900         A         O         84         3/10/2010           TALMAG         04         TALMAGE ROAD         E/SIDE AIRPT PK BL. 50'E         LIMIT         2         650         66         42,900         A         O         84         3/10/2010           TALMAG         04         TALMAGE ROAD         APPROACHES         EAST AND WEST         2         1,150	SUMMIT	03		E/SIDE DORA ST.		2	107	22	10,742		0	10	3/22/2010
TAHOEC 01       TAHOE COURT       CARRIGAN LN.       END OF COURT       2       317       36       11,374       R       A       89       3/3/2010         TALMAGE FRONTAGE       TALMAGE FRONTAGE       WEST END       EAST END       2       800       24       19,200       R       O       29       3/10/2010         TALMAG       02       TALMAGE ROAD       RR       E/SIDE AIRPORT PARK       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       02       TALMAGE ROAD       E/SIDE AIRPORT PARK       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       APPROACHES       EAST AND WEST       2       1,150       37       42,550       A       O       82       3/10/2010		01				2	217	30	0,410	R	A	00	3/4/2010
TALMAGE FRONTAGE       WEST END       EAST END       2       800       24       19,200       R       0       29       3/10/2010         TALMAG       02       TALMAGE ROAD       RR       E/SIDE AIRPORT PARK       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       RR       E/SIDE 101 RAMP-E/CITY       4       750       66       42,900       A       O       84       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       APPROACHES       EAST AND WEST       2       1,150       37       42,550       A       O       82       3/10/2010         TALMAG       01A       TALMAGE ROAD       STATE ST.       W/SIDE PERRY ST.       3       450       38       17,100       A       O       86       3/10/2010 </td <td>TARUEC</td> <td>01</td> <td></td> <td>CARRIGAN LN.</td> <td></td> <td>2</td> <td>317</td> <td>- 30</td> <td>11,574</td> <td>ĸ</td> <td>А</td> <td>09</td> <td>3/3/2010</td>	TARUEC	01		CARRIGAN LN.		2	317	- 30	11,574	ĸ	А	09	3/3/2010
TALMER       OT       RD       WESTEND       LASTEND       2       300       24       13,200       R       0       23       3/10/2010         TALMAG       02       TALMAGE ROAD       RR       BLVD.       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       APPROACHES       EAST AND WEST       2       1,150       37       42,550       A       O       82       3/10/2010         TALMAG       01A       TALMAGE ROAD       STATE ST.       W/SIDE PERRY ST.       3       450       38       17,100       A       O       86       3/10/2010         W/SIDE       UNINCHIM (S LN)       W/SIDE PERRY ST.       3       450       38       17,100       A       O       86       3/10/2010		01				2	000	24	10 200	Б		20	2/10/2010
TALMAG       02       TALMAGE ROAD       RR       BLVD.       4       750       60       45,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       APPROACHES       EAST AND WEST       2       1,150       37       42,550       A       O       82       3/10/2010         TALMAG       01A       TALMAGE ROAD       STATE ST.       W/SIDE PERRY ST.       3       450       38       17,100       A       O       86       3/10/2010		01	ND.			2	800	24	19,200	К	0	29	3/10/2010
TALMAGE 02       TALMAGE ROAD       NR       DEVD.       TO       730       00       43,000       A       O       70       3/10/2010         TALMAG       03       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       E/SIDE AIRPT PK BL. 50'E       LIMIT       2       650       66       42,900       A       O       84       3/10/2010         TALMAG       04       TALMAGE ROAD       APPROACHES       EAST AND WEST       2       1,150       37       42,550       A       O       82       3/10/2010         TALMAG       01A       TALMAGE ROAD       STATE ST.       W/SIDE PERRY ST.       3       450       38       17,100       A       O       86       3/10/2010		02		PP		Λ	750	60	45 000	Δ	0	70	3/10/2010
TALMAG         03         TALMAGE ROAD         E/SIDE AIRPT PK BL. 50'E         LIMIT         2         650         66         42,900         A         O         84         3/10/2010           TALMAG         04         TALMAGE ROAD         HWY 101 OVRPASS         EAST AND WEST         2         1,150         37         42,550         A         O         82         3/10/2010           TALMAG         01A         TALMAGE ROAD         STATE ST.         W/SIDE PERRY ST.         3         450         38         17,100         A         O         86         3/10/2010	TALMAG	02			E/SIDE 101 RAMP-E/CITY	-	750	00	43,000	~	0	10	3/10/2010
TALMAG         O3         TALMAGE ROAD         E/OIDE AIRCT HIGDL OCE         EIRIT         2         0.00         42,500         A         0         04         3/10/2010           HWY 101 OVRPASS         HWY 101 OVRPASS         EAST AND WEST         2         1,150         37         42,550         A         O         82         3/10/2010           TALMAG         01A         TALMAGE ROAD         STATE ST.         W/SIDE PERRY ST.         3         450         38         17,100         A         O         86         3/10/2010		03				2	650	66	42 900	Δ	0	84	3/10/2010
TALMAG         04         TALMAGE ROAD         APPROACHES         EAST AND WEST         2         1,150         37         42,550         A         O         82         3/10/2010           TALMAG         01A         TALMAGE ROAD         STATE ST.         W/SIDE PERRY ST.         3         450         38         17,100         A         O         86         3/10/2010		00		HWY 101 OVRPASS		2	000	00	42,000		<u> </u>	04	0/10/2010
TALMAG         01A         TALMAGE ROAD         STATE ST.         W/SIDE PERRY ST.         3         450         38         17,100         A         O         86         3/10/2010	TAI MAG	04	TALMAGE ROAD	APPROACHES	EAST AND WEST	2	1,150	37	42 550	А	0	82	3/10/2010
	TALMAG	01A	TALMAGE ROAD	STATE ST.	W/SIDE PERRY ST	3	450	38	17,100	A	õ	86	3/10/2010
		1			W/SIDE CUNNGHM (S LN.				,		Ť		0.10.2010
TALMAG       01B       TALMAGE ROAD       E/SIDE LEWIS LN.       ONLY       1       250       22       5,500       A       O       84       3/10/2010	TALMAG	01B	TALMAGE ROAD	E/SIDE LEWIS LN.	ONLY)	1	250	22	5.500	А	0	84	3/10/2010
	Sec					Length	Width	Area	FC	ST			
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Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date	
THOMAS	01	THOMAS STREET	STATE ST.	CUNNINGHAM ST.	2	920	25	23,000	R	0	10	3/18/2010	
				PERKINS ST. MINUS									
THOMPS	01	THOMPSON STREET	CLAY ST.	CHURCH	2	660	27	17,820	R	0	29	3/22/2010	
TODDRD	01	TODD ROAD	BARNES ST.	WALNUT AVE.	2	480	29	13,920	R	0	76	3/25/2010	
			DOOLAN CREEK NEAR										
WABASH	01	WABASH AVENUE	LAUREL	W/SIDE DORA	2	640	36	23,040	R	0	85	3/19/2010	
WABASH	02	WABASH AVENUE	E/SIDE DORA	W/SIDE STATE	2	1,140	37	42,180	R	0	72	3/19/2010	
WALNUT	05	WALNUT AVENUE	PARK BLVD	LIVE OAK	2	396	48	19,008	Α	0	34	3/23/2010	
WALNUT	10	WALNUT AVENUE	LIVE OAK	N. PINE ST	2	2,090	35	73,150	Α	0	42	3/23/2010	
				GIBSON CREEK									
WARREN	01	WARREN DRIVE	S/SIDE PERKINS ST.	CROSSING	2	450	36	16,200	R	0	81	3/24/2010	
									_				
WARREN	02	WARREN DRIVE	GIBSON CREEK CROSSING	N/SIDE PEACH STREET	2	530	36	19,080	R	0	44	3/24/2010	
		WASHINGTON							_				
WASHAV	01	AVENUE	E/SIDE HELEN AVE.	W/SIDE DORA ST.	2	1,270	37	46,990	R	0	85	3/18/2010	
		WASHINGTON							_	_			
WASHAV	02	AVENUE	E/SIDE DORA ST.	STATE ST.	2	1,160	36	41,760	С	0	29	3/18/2010	
									_				
WASHCI	01	WASHINGTON COURT	WASHINGTON AVE.		2	407	36	14,652	R	0	23	3/18/2010	
			N/SIDE E.GOBBI	S/SIDE WIYAT STREET		4 0 0 0		10.010	_				
WASHOD	01	WASHO DRIVE		S/SIDE WI	2	1,263	34	42,942	R	0	90	3/9/2010	
			S/SIDE WIYAT STREET	N/SIDE YOSEMITE DR.				40.070	_				
WASHOD	02	WASHO DRIVE	S/SIDE WI	N/SIDE YO	2	567	34	19,278	R	0	55	3/9/2010	
				WIDENING @ 855			10	45 370	_			0/40/0040	
WAUGHL	01	WAUGH LANE	TALMAGE RD.		2	830	19	15,770	R	0	11	3/10/2010	
	00			WIDENING @ 855	0	0.40	00	00.040	_		05	0/40/0040	
WAUGHL	02		824 WAUGH LN.		2	640	36	23,040	<u> </u>	0	25	3/10/2010	
WAUGHL	03		824 WAUGH LN.		2	1,483	35	51,905	<u></u>	0	92	3/10/2010	
WIATTD	01		E/SIDE POMO DR.	W/SIDE WASHO DR.	2	348	35	12,180	R	0	81	3/9/2010	
	0.4		DODA CT	W END MINUS SPRING	0	745	00	00.000	_		70	0/04/0040	
WILLOW	01				2	/15	32	22,880	<u> </u>	0	/6	3/24/2010	
YAQUID	01			W/SIDE WASHO	2	428	35	14,980	<u> </u>	0	16	3/9/2010	
YKYUCI	01				2	490	35	19,374	<u> </u>	0	23	3/18/2010	
TKYODR	01	TUKATU DRIVE	IN/SIDE BEACON LN.	2/2IDE WARA2H	2	1,060	34	36,040	к	0	88	3/18/2010	
VOCNDD	01				_	070	25	20 450	Р		4.4	2/0/2010	
VOCMDD	01				2	δ/U 460	35	30,450	<u>к</u>	0	44	3/9/2010	
TUSMDR	02	TUSEIVITE DRIVE	E/SIDE OAK MANOR DR.		2	460	35	16,100	к	0	46	3/9/2010	
	01					161	27	7 040	Р	^	00	2/4/2040	
ZEPHYR	UΊ	ZEPHYR COVE COURT	CAPPS LANE		2	161	31	7,213	к	А	88	3/4/2010	

	Sec					Length	Width	Area	FC	ST		
Street ID	ID	Street Name	Begin	End	Lanes	(ft)	(ft)	(sf)	(1)	(2)	PCI	PCI Date
Note:												
1. "FC" is Fu	unctior	nal Class										
A	- Arte	erial	R - Residential									
С	: - Coll	lector	O - Other									
2. "ST" is Surface Type: A= AC, O=AC/AC		Type: A= AC, O=AC/AC										

#### Maintenance and Rehabilitation History

This report presents the Maintenance and Rehabilitation (M&R) historical records for the street sections in the current database. The report is sorted alphabetically by Street Name and Street ID. The columns in this report are listed below:

COLUMN	DESCRIPTION
St_ID (Street ID)	Street Identification - A code up to six digits to identify the street. Generally, Street ID's are truncated from street names
	truncated from street names.
Sec_ID (Section ID)	Section Identification - A code to identify the section number within a street.
Street Name	The street name of the street as provided by the City.
Surface Type	Surface Type (AC=Asphalt Concrete Pvmt, AC/AC=AC overlay, AC/PCC=AC overlay on top of PCC, PCC=Porland Cement Concrete, or Gravel=Not Paved).
Maintenance Date	The date of that maintenance treatment was applied.
Treatment	Type of maintenance treatment applied to the section.
Sq. Ft	Treatment area in square feet (optional field).
Thickness	The thickness of the applied treatment (optional field), inches.
PCI prior to M&R	PCI before the maintenance treatment.
PCI after M&R	PCI after the maintenance treatment.
Cost Maintenance	The total cost of the maintenance treatment.
Comments	Any additional information about this section that may be important for management purposes. If a section has been split or combined, the program will insert a note in this field.

# M & R History

<u>St ID</u> AIRPTR	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> AIRPORT ROAD <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> AIRPTR	Sec ID 02 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> AIRPORT ROAD <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC PCI Prior <u>to M&amp;R</u> 91	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> ALBRIG	Sec ID 01 Maintenance Date 07/30/2003 Comments:	<u>Street Name</u> ALBRIGHT PLACE <u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 26	<u>PCI after M&amp;R</u> 46	Cost <u>Maintenance</u> \$0
<u>St ID</u> ALICEA	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> ALICE AVENUE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0

<u>St ID</u> ALICEA	Sec ID 02 Maintenance Date 08/01/2008 Comments: Data en	Street Name ALICE AVENUE <u>Treatment</u> AC OVERLAY (1.5 ") ntered after subsequent information record	<u><b>Sq. Ft.</b></u> 0 led.	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 20	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> APBLVD	Sec ID 01 Maintenance Date 08/01/2005 Comments: Data er	<u>Street Name</u> AIRPORT PARK BLVD. <u>Treatment</u> AC OVERLAY (1.5") ntered after subsequent information record	<u><b>Sq. Ft.</b></u> 0 led.	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 80	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> BANKER	Sec ID 01 Maintenance Date 08/01/2006 Comments: Data en 08/01/2002 Comments:	Street Name BANKER BLVD. Treatment GRIND AND REPAVE Intered after subsequent information record SLURRY SEAL	<u>Sq. Ft.</u> 0 led. 0	<u>Thickness</u> 0 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 80	<u>PCI after M&amp;R</u> 100 78	Cost <u>Maintenance</u> \$0 \$0

# M & R History

<u>St ID</u> BAYWDC	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> BAYWOOD CT. <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 79	<u>PCI after M&amp;R</u> 87	Cost <u>Maintenance</u> \$0
<u>St ID</u> BEACLN	Sec ID 02 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> BEACON LANE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 81	<u>PCI after M&amp;R</u> 88	Cost <u>Maintenance</u> \$0
<u>St ID</u> Bettys	Sec ID 02 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> BETTY STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 36	<u>PCI after M&amp;R</u> 56	Cost <u>Maintenance</u> \$0
<u>St ID</u> Bettyw	<u>Sec ID</u> 01 Maintenance <u>Date</u>	<u>Street Name</u> BETTY WAY <u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>Surface Type</u> AC PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost <u>Maintenance</u>

	07/28/2003 Comments:	SHALLOW PATCH	0	0	41	52	\$0
<u>St ID</u> BUSHST	<u>Sec ID</u> 01	<u>Street Name</u> BUSH STREET			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/21/1995	<u>Treatment</u> ASPHALT INLAY PATCH	<u>Sq. Ft.</u> 975	<u>Thickness</u> 4	PCI Prior <u>to M&amp;R</u> 44	PCI after M&R 55	Cost <u>Maintenance</u> \$0
	Comments: 08/22/1995	ASPHALT INLAY PATCH	1,000	4	55	62	\$0
	Comments: 08/23/1995	ASPHALT INLAY PATCH	1,050	4	62	68	\$0
	Comments: 08/24/1995	ASPHALT INLAY PATCH	700	4	68	73	\$0
	Comments: 09/11/1995	ASPHALT INLAY PATCH	950	4	73	77	\$0
	09/12/1995	ASPHALT INLAY PATCH	650	4	77	81	\$0
	09/13/1995 Comments:	ASPHALT INLAY PATCH	880	4	81	84	\$0
	09/14/1995 Comments:	ASPHALT INLAY PATCH	1,050	4	84	87	\$0

<u>St ID</u> BUSHST	<u>Sec ID</u> 02	<u>Street Name</u> BUSH STREET			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 06/18/2002 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 76	<u>PCI after M&amp;R</u> 84	Cost <u>Maintenance</u> \$0
<u>St ID</u> BUSHST	<u>Sec ID</u> 03	<u>Street Name</u> BUSH STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data en	<u>Treatment</u> AC OVERLAY (1.5 ") ntered after subsequent information	<u>Sq. Ft.</u> 0 recorded.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 55	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> BUSHST	<u>Sec ID</u> 04	<u>Street Name</u> BUSH STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 82	<u>PCI after M&amp;R</u> 89	Cost <u>Maintenance</u> \$0
<u>St ID</u> BUSHST	<u>Sec ID</u> 30	<u>Street Name</u> BUSH STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/17/2002 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 63	PCI after M&R 73	Cost <u>Maintenance</u> \$0
	04/06/2002 Comments:	SINGLE CHIP SEAL	0	0	18	50	\$0

	04/07/2002 Comments:	SINGLE CHIP SEAL	0	0	50	63	\$0
<u>St ID</u> CALVCT	<u>Sec ID</u> 01	<u>Street Name</u> CALVERT COURT			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/19/2002 Comments:	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 84	<u>PCI after M&amp;R</u> 87	Cost <u>Maintenance</u> \$0
	08/01/2002 Comments:	SLURRY SEAL	0	0	76	85	\$0
<u>St ID</u> CARGLN	<u>Sec ID</u> 01	<u>Street Name</u> CARRIGAN LANE			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 89	<u>PCI after M&amp;R</u> 95	Cost <u>Maintenance</u> \$0
<u>St ID</u> CHERYC	<u>Sec ID</u> 01	<u>Street Name</u> CHERRY COURT			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2006 Comments:	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 93	PCI after M&R 100	Cost <u>Maintenance</u> \$0

	08/01/2005	GRIND AND REPAVE	0	0	81	100	\$0
	Comments: Data e	entered after subsequent information rea	corded.				
<u>St ID</u> CHERYS	<u>Sec ID</u> 01	<u>Street Name</u> CHERRY STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2006 Comments: Data e	<u>Treatment</u> GRIND AND REPAVE entered after subsequent information rea	<u>Sq. Ft.</u> 0 corded.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 42	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> CINDEE	<u>Sec ID</u> 01	<u>Street Name</u> CINDEE DRIVE			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 89	<u>PCI after M&amp;R</u> 95	Cost <u>Maintenance</u> \$0
	comments.						
<u>St ID</u> CLARA	<u>Sec ID</u> 01	<u>Street Name</u> CLARA AVE.			<u>Surface Type</u> AC/AC		
	Maintenance Date 07/11/2003	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 35	PCI after M&R 55	Cost <u>Maintenance</u> \$0
	Comments: 06/24/1996 Comments:	ASPHALT INLAY PATCH	1,900	4	46	56	\$0

	06/25/1996	ASPHALT INLAY PATCH	1,900	4	56	63	\$0	
	Comments:							
	06/26/1996	ASPHALT INLAY PATCH	2,000	4	63	69	\$0	
	Comments:							
	06/27/1996	ASPHALT INLAY PATCH	1,450	4	69	74	\$0	
	Comments:							
	07/15/1996	ASPHALT INLAY PATCH	1,344	4	74	78	\$0	
	Comments:							
	07/16/1996	ASPHALT INLAY PATCH	1,319	4	78	82	\$0	
	Comments:							
	07/17/1996	ASPHALT INLAY PATCH	1,427	4	82	85	\$0	
	Comments:							
	07/18/1996	ASPHALT INLAY PATCH	650	4	85	88	\$0	
	Comments:							
	07/19/1996	ASPHALT INLAY PATCH	882	4	88	90	\$0	
	Comments:							
	07/22/1996	ASPHALT INLAY PATCH	460	4	90	92	\$0	
	Comments:							
<u>St ID</u>	Sec ID	<u>Street Name</u>		<u>S</u>	urface Type			
CLARA	02	CLARA AVE.			AC/AC			
	Maintenance <u>Date</u> 06/17/1996	<u>Treatment</u> ASPHALT INLAY PATCH	<u>Sq. Ft.</u> 1,200	P <u>Thickness</u> 4	CI Prior to M&R 42	PCI after M&R 53	Cost <u>Maintenance</u> \$0	
	Comments:							

							Printed: 07/10/2010
	06/18/1996	ASPHALT INLAY PATCH	1,200	4	53	61	\$0
	Comments:						
	06/19/1996	ASPHALT INLAY PATCH	700	4	61	67	\$0
	Comments:						
	06/17/2002	SINGLE CHIP SEAL	0	0	72	81	\$0
	Comments:						
<u>St ID</u> CLAYPL	<u>Sec ID</u> 01	<u>Street Name</u> CLAY PLACE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/26/2003	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 49	PCI after M&R 58	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> CLEVEL	<u>Sec ID</u> 01	<u>Street Name</u> CLEVELAND LANE			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 01/01/1996	<u>Treatment</u> RECONSTRUCT SURFACE (AC)	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 18	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments: Migra	ate has determined that this mainten					
<u>St ID</u> CLUBHS	<u>Sec ID</u> 01	<u>Street Name</u> CLUBHOUSE DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<b>Thickness</b>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
Criteria:			ç	)			MTC StreetSaver

	08/01/2002	AC OVERLAY (2")	0	0	62	100	\$0
	Comments:						
	06/20/1996	SHALLOW PATCH	530	1	15	43	\$0
	Comments:						
<u>St ID</u> CNYNVW	<u>Sec ID</u> 01	<u>Street Name</u> CANYON VIEW CT			Surface Type		
	01				neme		
	Maintenance Date	Treatment	Sa. Ft.	Thickness	PCI Prior to M&R	PCI after M&R	Cost Maintenance
	08/01/2002	SLURRY SEAL	0	0	86	92	\$0
	Comments:						
<u>St ID</u>	Sec ID	Street Name			Surface Type		
COCHRN	01	COCHRANE AVENUE			AC/AC		
	Maintenance				PCI Prior		Cost
	<u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>to M&amp;R</u>	PCI after M&R	Maintenance
	08/01/2002	SLUKKI SEAL	0	0	65	92	<b>\$</b> 0
	Comments:						
<u>St ID</u>	Sec ID	<u>Street Name</u>			Surface Type		
COCHRN	02	COCHRANE AVENUE			AC/AC		
	Maintenance	T	G E4	Th::	PCI Prior		Cost
	<u>Date</u> 08/01/2002	<u>I reatment</u> SLURRY SEAL	<u>5q. Fl.</u> 0	<u>1 nickness</u> 0	<u>10 M&amp;R</u> 31	<u>PCI alter M&amp;R</u> 54	<u>Maintenance</u> \$0
	Comments:		Ŭ	0			Ψ0
	comments.						

# M & R History

<u>St ID</u> CRESTA	Sec ID 01 Maintenance Date 08/01/2002	<u>Street Name</u> CRESTA DRIVE <u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 02	PCI after M&R	Cost <u>Maintenance</u>
	Comments:	SLUKKI SLAL	0	0	72	90	\$U
<u>St ID</u> CRESTA	<u>Sec ID</u> 02	<u>Street Name</u> CRESTA DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> CRYSBY	<u>Sec ID</u> 01	<u>Street Name</u> CRYSTAL BAY COURT			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 90	PCI after M&R 95	Cost <u>Maintenance</u> \$0
<u>St ID</u> CYPRES	<u>Sec ID</u> 01	<u>Street Name</u> CYPRESS AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/17/2002 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
Critoria			11				MTC StreetSever

<u>St ID</u> CYPRES	<u>Sec ID</u> 02	<u>Street Name</u> CYPRESS AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/17/2002 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 83	<u>PCI after M&amp;R</u> 90	Cost <u>Maintenance</u> \$0
<u>St ID</u> CYPRES	<u>Sec ID</u> 03	<u>Street Name</u> CYPRESS AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/18/2002	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 26	PCI after M&R 52	Cost <u>Maintenance</u> \$0
	Comments: 08/01/2006	GRIND AND REPAVE	0	0	93	100	\$0
	Comments: 08/01/2005 Comments: Data e	GRIND AND REPAVE ntered after subsequent information rec	0 orded.	0	54	100	\$0

<u>St ID</u> DONNRC	<u>Sec ID</u> 01	<u>Street Name</u> DONNER COURT			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 85	PCI after M&R 91	Cost <u>Maintenance</u> \$0

# M & R History

<u>St ID</u> DONNRL	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> DONNER LANE <u>Treatment</u> SLURRY SEAL	<u><b>Sq. Ft.</b></u> 0	<u>Thickness</u> 0	Surface Type AC PCI Prior <u>to M&amp;R</u> 84	<u>PCI after M&amp;R</u> 91	Cost <u>Maintenance</u> \$0
<u>St ID</u> DORAAV	Sec ID 02 Maintenance Date 08/01/2006 Comments: Data en	<u>Street Name</u> DORA AVENUE <u>Treatment</u> GRIND AND REPAVE htered after subsequent information	<u>Sq. Ft.</u> 0 recorded.	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 58	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> Dorast	<u>Sec ID</u> 01	<u>Street Name</u> DORA STREET			<u>Surface Type</u> AC/AC		
	Maintenance Date 09/29/2003	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior to M&R 51	<u>PCI after M&amp;R</u> 59	Cost <u>Maintenance</u> \$0
	Comments: 09/30/2003 Comments:	SHALLOW PATCH	0	0	59	66	\$0
	06/04/1996 Comments:	ASPHALT INLAY PATCH	955	4	72	76	\$0

	06/05/1996 Comments:	ASPHALT INLAY PATCH	180	4	76	80	\$0
<u>St ID</u> Dorast	<u>Sec ID</u> 02	<u>Street Name</u> DORA STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 03/10/1998	<u>Treatment</u> SEAL CRACKS	<u>Sq. Ft.</u> 135,408	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 87	<u>PCI after M&amp;R</u> 88	Cost <u>Maintenance</u> \$0
	Comments:						
	05/22/1995	ASPHALT INLAY PATCH	800	4	22	44	\$0
	Comments:						
	05/23/1995	ASPHALT INLAY PATCH	600	4	44	54	\$0
	Comments:						
	05/24/1995	ASPHALT INLAY PATCH	650	4	54	62	\$0
	Comments:						
	05/25/1995	ASPHALT INLAY PATCH	1,098	4	62	68	\$0
	Comments:						
	05/30/1995	ASPHALT INLAY PATCH	750	4	68	73	\$0
	Comments:						
	06/01/1995	ASPHALT INLAY PATCH	950	4	73	77	\$0
	Comments:						
	06/02/1995	ASPHALT INLAY PATCH	950	4	77	81	\$0
	Comments:						
	06/05/1995	ASPHALT INLAY PATCH	950	4	81	84	\$0
	Comments:						

06/06/1995	ASPHALT INLAY PATCH	900	4	84	87	\$0
Comments:						
06/07/1995	ASPHALT INLAY PATCH	900	4	87	89	\$0
Comments:						
06/08/1995	ASPHALT INLAY PATCH	580	4	89	91	\$0
Comments:						
06/12/1995	ASPHALT INLAY PATCH	650	4	91	93	\$0
Comments:						
06/13/1995	ASPHALT INLAY PATCH	850	4	93	95	\$0
Comments:						
06/19/1995	ASPHALT INLAY PATCH	1,000	4	94	96	\$0
Comments:						
06/20/1995	ASPHALT INLAY PATCH	1,000	4	95	97	\$0
Comments:						
06/21/1995	ASPHALT INLAY PATCH	900	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						

06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/22/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
06/27/1995	ASPHALT INLAY PATCH	950	4	96	97	\$0
Comments:						
06/28/1995	ASPHALT INLAY PATCH	900	4	96	97	\$0
Comments:						
06/29/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						

07/10/1995	ASPHALT INLAY PATCH	975	4	95	96	\$0
Comments:						
07/11/1995	ASPHALT INLAY PATCH	930	4	96	97	\$0
Comments:						
07/12/1995	ASPHALT INLAY PATCH	1,000	4	96	97	\$0
Comments:						
07/13/1995	ASPHALT INLAY PATCH	1,050	4	96	97	\$0
Comments:						
07/14/1995	ASPHALT INLAY PATCH	980	4	96	97	\$0
Comments:						
07/25/1995	ASPHALT INLAY PATCH	1,050	4	95	96	\$0
Comments:						
07/26/1995	ASPHALT INLAY PATCH	770	4	96	97	\$0
Comments:						
07/27/1995	ASPHALT INLAY PATCH	760	4	96	97	\$0
Comments:						
07/28/1995	ASPHALT INLAY PATCH	740	4	96	97	\$0
Comments:						
10/01/2003	SHALLOW PATCH	0	0	60	67	\$0
Comments:						
03/01/2010	GRIND AND REPAVE	0	0	29	100	\$0
Comments: Dat	a entered after subsequent information rec	corded.				

<u>St ID</u> Dorast	<u>Sec ID</u> 03	<u>Street Name</u> DORA STREET			<u>Surface Type</u> AC/AC		
	Maintenance Date 03/01/2010	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 59	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments: Data en	ntered after subsequent information	recorded.				
	07/21/1997	ASPHALT INLAY PATCH	4,628	2	1	44	\$0
	Comments:						
	07/22/1997	ASPHALT INLAY PATCH	4,628	3.4	44	54	\$0
	Comments:						
	07/23/1997	ASPHALT INLAY PATCH	4,628	2.5	54	62	\$0
	Comments:						
	07/24/1997	ASPHALT INLAY PATCH	4,628	3	62	68	\$0
	Comments:						
	07/25/1997	ASPHALT INLAY PATCH	4,628	3	68	73	\$0
	Comments:						
	07/28/1997	ASPHALT INLAY PATCH	4,628	3	73	77	\$0
	Comments:						
<u>St ID</u> DORAST	<u>Sec ID</u> 04	<u>Street Name</u> DORA STREET			Surface Type AC/AC		
	Maintenance <u>Date</u> 10/02/2003	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 75	<u>PCI after M&amp;R</u> 79	Cost <u>Maintenance</u> \$0
	Comments:						

# M & R History

<u>St ID</u> ECHURC	Sec ID 01 Maintenance Date 08/01/2002	<u>Street Name</u> CHURCH STREET (EAST) <u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 48	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> EGOBBI	Sec ID 01 Maintenance Date 08/22/2002	<u>Street Name</u> GOBBI STREET (EAST) <u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 53	<u>PCI after M&amp;R</u> 61	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> EGOBBI	<u>Sec ID</u> 04	<u>Street Name</u> GOBBI STREET (EAST)			<u>Surface Type</u> AC/AC		
_	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 24	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> EGOBBI	<u>Sec ID</u> 05	<u>Street Name</u> GOBBI STREET (EAST)			<u>Surface Type</u> AC/AC		
	Maintenance Date 08/13/2003 Comments:	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 85	<u>PCI after M&amp;R</u> 88	Cost <u>Maintenance</u> \$0

	05/05/1997	ASPHALT INLAY PATCH	2,125	4	0	45	\$0
	Comments:						
	05/06/1997	ASPHALT INLAY PATCH	2,150	4	45	55	\$0
	Comments:						
	05/07/1997	ASPHALT INLAY PATCH	2,375	4	55	62	\$0
	Comments:						
	05/08/1997	ASPHALT INLAY PATCH	2,150	4	62	68	\$0
	Comments:						
	05/09/1997	ASPHALT INLAY PATCH	2,500	4	68	73	\$0
	Comments:						
	05/13/1997	ASPHALT INLAY PATCH	2,650	4	73	78	\$0
	Comments:						
	06/13/1997	ASPHALT INLAY PATCH	2,362	4	77	81	\$0
	Comments:						
	06/16/1997	ASPHALT INLAY PATCH	2,073	4	81	84	\$0
	Comments:						
<u>St ID</u>	Sec ID	Street Name		<u>Sı</u>	urface Type		
ELMSTR	01	ELM STREET		I	AC/AC		
	Maintenance Date 09/25/2002	Treatment	<u>Sq. Ft.</u> <u>T</u>	hickness	CI Prior <b>to M&amp;R</b> 55	PCI after M&R	Cost <u>Maintenance</u>
	Comments:		U	U	55	05	ΦΟ

# M & R History

<u>St ID</u> ELRIOS	Sec ID 01 Maintenance Date 08/01/2002	<u>Street Name</u> EL RIO STREET <u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 52	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> EMILL	<u>Sec ID</u> 01	<u>Street Name</u> MILL STREET (EAST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2005	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 67	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information recorde	d.				
<u>St ID</u> EMPIRE	<u>Sec ID</u> 20	<u>Street Name</u> EMPIRE DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2006	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 57	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information recorde	d.				
<u>St ID</u> EPERKN	<u>Sec ID</u> 06	<u>Street Name</u> PERKINS STREET (EAST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior to M&R	PCI after M&R	Cost Maintenance
Criteria:			2,	1			MTC. StreetSaver

							Printed: 07/10/2010
	08/01/2002	AC OVERLAY (2")	0	0	33	100	\$0
	Comments:						
	03/11/1998	SEAL CRACKS	27,380	0	0	0	\$0
	Comments:						
	03/16/1998	SEAL CRACKS	0	27,380	0	1	\$0
	Comments:						
<u>St ID</u> ESMITH	<u>Sec ID</u> 01	<u>Street Name</u> SMITH (EAST)			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 11/01/2007	<u>Treatment</u> RECONSTRUCT SURFACE (AC)	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 74	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information record	led.				
<u>St ID</u> ESTAND	<u>Sec ID</u> 02	<u>Street Name</u> STANDLEY STREET (EAS <sup>*</sup>	Γ)		<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 07/01/2007	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 11	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments: Data	entered after subsequent information record	led.				
<u>St ID</u> ESTEPH	<u>Sec ID</u> 01	<u>Street Name</u> STEPHENSON STREET (EA	AST)		<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<b>Thickness</b>	PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost Maintenance
Criteria:			2	2			MTC StreetSaver

	08/01/2002 Comments:	AC OVERLAY (2")	0	0	25	100	\$0
<u>St ID</u> Fordst	<u>Sec ID</u> 01	<u>Street Name</u> FORD STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/17/2002 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 13	PCI after M&R 48	Cost <u>Maintenance</u> \$0
	05/22/1998 Comments:	SHALLOW PATCH	950	1	4	44	\$0
St ID	See ID	Stuget Norma			Same as Tama		
FORDST	02	FORD STREET			AC/AC		
FORDST	02 Maintenance Date 06/17/2002 Comments:	FORD STREET <u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	AC/AC PCI Prior <u>to M&amp;R</u> 72	<u>PCI after M&amp;R</u> 81	Cost <u>Maintenance</u> \$0
FORDST St ID FORDST	02 Maintenance Date 06/17/2002 Comments: Sec ID 03	FORD STREET <u>Treatment</u> SINGLE CHIP SEAL <u>Street Name</u> FORD STREET	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	AC/AC PCI Prior to M&R 72 Surface Type AC/AC	PCI after M&R 81	Cost <u>Maintenance</u> \$0

# M & R History

<u>St ID</u> FREITA	<u>Sec ID</u> 02	<u>Street Name</u> FREITAS AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 63	PCI after M&R 73	Cost <u>Maintenance</u> \$0
<u>St ID</u> GARDNS	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> GARDENS AVENUE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 74	<u>PCI after M&amp;R</u> 83	Cost <u>Maintenance</u> \$0
<u>St ID</u> GARRET	<u>Sec ID</u> 02	<u>Street Name</u> GARRETT DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 04/01/1998	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 800	<u>Thickness</u> 1	PCI Prior <u>to M&amp;R</u> 100	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments:						
	04/01/1998	THIN AC OVERLAY(1.5 INCHES)	3,200	1.5	0	100	\$0
	Comments: Data en	ntered after subsequent informatio					
	04/02/1998	THIN AC OVERLAY(1.5 INCHES)	3,200	1.5	0	100	\$0
	Comments:						

<u>St ID</u> GARRET	<u>Sec ID</u> 03 Maintenance <u>Date</u>	<u>Street Name</u> GARRETT DRIVE <u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost Maintenance
	08/01/2002 Comments:	SLURRY SEAL	0	0	83	90	\$0
<u>St ID</u> GARRET	<u>Sec ID</u> 04	<u>Street Name</u> GARRETT DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data er	<u>Treatment</u> AC OVERLAY (1.5 ") ntered after subsequent information re	Sq. Ft. 0 ecorded.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 45	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
		1					
<u>St ID</u> GIBSON	<u>Sec ID</u> 01	<u>Street Name</u> GIBSON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 09/24/2001 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 21	<u>PCI after M&amp;R</u> 51	Cost <u>Maintenance</u> \$0
<u>St ID</u> GIBSON	<u>Sec ID</u> 02	<u>Street Name</u> GIBSON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 09/23/2003 Comments:	<u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 45	PCI after M&R 55	Cost <u>Maintenance</u> \$0

	09/24/2003 Comments:	SHALLOW PATCH	0	0	55	63	\$0
<u>St ID</u> GIORNO	Sec ID 01 Maintenance Date 08/10/1998 Comments:	<u>Street Name</u> GIORNO AVENUE <u>Treatment</u> ASPHALT INLAY PATCH	<u>Sq. Ft.</u> 2,000	<u>Thickness</u> 0.33	Surface Type AC/AC PCI Prior to M&R 0	<u>PCI after M&amp;R</u> 45	Cost <u>Maintenance</u> \$0
<u>St ID</u> GROVEA	Sec ID 02 Maintenance Date 08/01/2005 Comments: Data e	<u>Street Name</u> GROVE AVENUE <u>Treatment</u> GRIND AND REPAVE entered after subsequent information re	<u>Sq. Ft.</u> 0 corded.	<u>Thickness</u> 0	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 77	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> GROVEA	Sec ID 04 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> GROVE AVENUE <u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 14	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0

# M & R History

<u>St ID</u> HELENA	<u>Sec ID</u> 01	<u>Street Name</u> HELEN AVENUE			Surface Type AC/AC		
	Comments:						
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 91	PCI after M&R 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> HASTNG	<u>Sec ID</u> 02	<u>Street Name</u> HASTINGS AVE			<u>Surface Type</u> AC		
	Comments:	SLOKKI SLAL	0	0	71	20	ψŪ
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior to M&R	PCI after M&R	Cost <u>Maintenance</u> \$0
<u>St ID</u> HASTNG	<u>Sec ID</u> 01	<u>Street Name</u> HASTINGS AVE			<u>Surface Type</u> AC		
	Comments:						
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 55	PCI after M&R 67	Cost <u>Maintenance</u> \$0
<u>St ID</u> HAMILT	<u>Sec ID</u> 01	<u>Street Name</u> HAMILTON STREET			<u>Surface Type</u> AC/AC		

<u>St ID</u> HELENA	Sec ID 02 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> HELEN AVENUE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 78	<u>PCI after M&amp;R</u> 86	Cost <u>Maintenance</u> \$0
<u>St ID</u> HELENA	Sec ID 04 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> HELEN AVENUE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> HELENA	Sec ID 05 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> HELEN AVENUE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 61	<u>PCI after M&amp;R</u> 72	Cost <u>Maintenance</u> \$0
<u>St ID</u> HENRYS	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> HENRY STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 87	<u>PCI after M&amp;R</u> 93	Cost <u>Maintenance</u> \$0

# M & R History

<u>St ID</u> HIGHLN	<u>Sec ID</u> 02	<u>Street Name</u> N. HIGHLAND AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 63	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information record	ed.				
<u>St ID</u> HOMEWD	<u>Sec ID</u> 01	<u>Street Name</u> HOMEWOOD DRIVE			<u>Surface Type</u> AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
	08/01/2002	SLURRY SEAL	0	0	87	93	\$0
	Comments:						
<u>St ID</u> INCLDR	<u>Sec ID</u> 01	<u>Street Name</u> INCLINE DRIVE			<u>Surface Type</u> AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 87	PCI after M&R 93	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> JACKSN	<u>Sec ID</u> 01	<u>Street Name</u> JACKSON AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost <u>Maintenance</u>
Criteria:			29	)			MTC StreetSaver

	06/17/2002 Comments:	SINGLE CHIP SEAL	0	0	61	71	\$0
<u>St ID</u> JONESS	<u>Sec ID</u> 01	<u>Street Name</u> JONES STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 85	PCI after M&R 92	Cost <u>Maintenance</u> \$0
<u>St ID</u> LESLIE	<u>Sec ID</u> 01	<u>Street Name</u> LESLIE STREET			<u>Surface Type</u> AC/AC		
	Maintenance Date 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 58	PCI after M&R 69	Cost <u>Maintenance</u> \$0
	Comments: 08/01/2005 Comments: Data e	GRIND AND REPAVE entered after subsequent information re	0 ecorded.	0	68	100	\$0
<u>St ID</u> LESLIE	<u>Sec ID</u> 02	<u>Street Name</u> LESLIE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 71	<u>PCI after M&amp;R</u> 80	Cost <u>Maintenance</u> \$0

<u>St ID</u> LIVEOK	<u>Sec ID</u> 01	<u>Street Name</u> LIVE OAK AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance Date 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 85	PCI after M&R 92	Cost <u>Maintenance</u> \$0
	Comments:						
	06/17/2002 Comments:	SINGLE CHIP SEAL	0	0	78	86	\$0
<u>St ID</u> LIVEOK	<u>Sec ID</u> 02	<u>Street Name</u> LIVE OAK AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/17/2002	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 56	<u>PCI after M&amp;R</u> 68	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> LORRAN	<b>Sec ID</b> 02	<u>Street Name</u> LORRAINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <b>Date</b>	Treatment	Sa. Ft.	Thickness	PCI Prior to M&R	PCI after M&R	Cost Maintenance
	08/01/2002 Comments:	SLURRY SEAL	0	0	40	58	\$0
<u>St ID</u> LORRAN	<u>Sec ID</u> 03	<u>Street Name</u> LORRAINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost Maintenance

	08/01/2002 Comments:	SLURRY SEAL	0	0	59	70	\$0
<u>St ID</u> LORRAN	Sec ID 04 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> LORRAINE STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 56	<u>PCI after M&amp;R</u> 68	Cost <u>Maintenance</u> \$0
<u>St ID</u> LOUISE	Sec ID 01 Maintenance Date 06/05/1998 Comments:	<u>Street Name</u> LOUISE COURT <u>Treatment</u> THIN AC OVERLAY(1.5 INCHES)	<u>Sq. Ft.</u> 7,100	<u>Thickness</u> 1.5	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 0	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> LOWGAP	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> LOW GAP ROAD <u>Treatment</u> SLURRY SEAL	<u><b>Sq. Ft.</b></u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 59	<u>PCI after M&amp;R</u> 70	Cost <u>Maintenance</u> \$0

<u>St ID</u> LOWGAP	<u>Sec ID</u> 03	<u>Street Name</u> LOW GAP ROAD			Surface Type AC/AC	2	
	Maintenance <u>Date</u> 06/06/1996	<u>Treatment</u> ASPHALT INLAY PATCH	<u>Sq. Ft.</u> 300	<u>Thickness</u> 4	PCI Prior <u>to M&amp;R</u> 43	PCI after M&R 54	Cost <u>Maintenance</u> \$0
	Comments: 08/12/1996	ASPHALT INLAY PATCH	590	4	54	61	\$0
	Comments: 08/13/1996	ASPHALT INLAY PATCH	1,050	4	61	67	\$0
	08/14/1996 Comments:	ASPHALT INLAY PATCH	1,050	4	67	72	\$0
	08/16/1996 Comments:	ASPHALT INLAY PATCH	850	4	72	77	\$0
	08/19/1996 Comments:	ASPHALT INLAY PATCH	1,350	4	77	81	\$0
	08/20/1996 Comments:	ASPHALT INLAY PATCH	380	4	81	84	\$0
	08/21/1996 Comments:	ASPHALT INLAY PATCH	1,900	4	84	87	\$0
	08/22/1996 Comments:	ASPHALT INLAY PATCH	1,300	4	87	89	\$0
#### CITY OF UKIAH

## M & R History

<u>St ID</u> MAGNOL	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> MAGNOLIA STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> MAINST	Sec ID 10 Maintenance Date 08/01/2006 Comments: Data er	<u>Street Name</u> MAIN STREET <u>Treatment</u> GRIND AND REPAVE ntered after subsequent information reco	<u>Sq. Ft.</u> 0 orded.	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 69	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> MAINST	Sec ID 20 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> MAIN STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 56	<u>PCI after M&amp;R</u> 68	Cost <u>Maintenance</u> \$0
<u>St ID</u> MAINST	Sec ID 40 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> MAIN STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 35	<u>PCI after M&amp;R</u> 55	Cost <u>Maintenance</u> \$0

#### CITY OF UKIAH

## M & R History

<u>St ID</u> MARSHL	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> MARSHALL STREET <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 92	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> MARWEN	Sec ID 01 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> MARWEN DRIVE <u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior to M&R 91	<u>PCI after M&amp;R</u> 96	Cost <u>Maintenance</u> \$0
<u>St ID</u> MARWEN	Sec ID 03 Maintenance Date 07/29/2003 Comments:	<u>Street Name</u> MARWEN DRIVE <u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 83	<u>PCI after M&amp;R</u> 86	Cost <u>Maintenance</u> \$0
<u>St ID</u> MASON	<u>Sec ID</u> 01 Maintenance <u>Date</u>	<u>Street Name</u> MASON STREET <u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost <u>Maintenance</u>

	08/01/2002 Comments:	AC OVERLAY (2")	0	0	21	100	\$0
<u>St ID</u> MASON	<u>Sec ID</u> 02	<u>Street Name</u> MASON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 39	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> MCPEAK	<u>Sec ID</u> 01	<u>Street Name</u> MCPEAK STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 90	<u>PCI after M&amp;R</u> 95	Cost <u>Maintenance</u> \$0
<u>St ID</u> MILLCT	<u>Sec ID</u> 01	<u>Street Name</u> MILL COURT			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 62	PCI after M&R 73	Cost <u>Maintenance</u> \$0

#### CITY OF UKIAH

## M & R History

<u>St ID</u> MYRONS	<u>Sec ID</u> 01	<u>Street Name</u> MYRON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 66	PCI after M&R 76	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> NORTON	<u>Sec ID</u> 01	<u>Street Name</u> NORTON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2005	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 68	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information rea	corded Split From	NORTON 03 6/	1/2010		
<u>St ID</u> NORTON	<u>Sec ID</u> 02	<u>Street Name</u> NORTON STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2005	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 67	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information rea	corded Split From	NORTON 02 6/	1/2010		
<u>St ID</u> OAKST	<u>Sec ID</u> 27	<u>Street Name</u> OAK STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 22	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments:						

S4 ID	G., D	Store of Manage			Careford Trans		
<u>St ID</u> OAKST	<u>Sec ID</u> 60	<u>Street Name</u> OAK STREET			Surface Type AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 51	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> OAKST	<u>Sec ID</u> 70	<u>Street Name</u> OAK STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 56	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	ntered after subsequent information recorded	d.				
<u>St ID</u> OBSERV	<u>Sec ID</u> 01	<u>Street Name</u> OBSERVATORY AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/19/2002	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 34	<u>PCI after M&amp;R</u> 55	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> OKMNRD	<u>Sec ID</u> 01	<u>Street Name</u> OAK MANOR DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior to M&R	<u>PCI after M&amp;R</u>	Cost Maintenance

	08/07/2001 Comments:	SINGLE CHIP SEAL	0	0	50	64	\$0
<u>St ID</u> OKMNRD	<u>Sec ID</u> 02	<u>Street Name</u> OAK MANOR DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/22/2001 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 54	<u>PCI after M&amp;R</u> 66	Cost <u>Maintenance</u> \$0
<u>St ID</u> OKMNRD	<u>Sec ID</u> 03	<u>Street Name</u> OAK MANOR DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/10/2001 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 82	<u>PCI after M&amp;R</u> 89	Cost <u>Maintenance</u> \$0
<u>St ID</u> OKMNRD	<u>Sec ID</u> 04	<u>Street Name</u> OAK MANOR DRIVE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/24/2001 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 53	<u>PCI after M&amp;R</u> 66	Cost <u>Maintenance</u> \$0
<u>St ID</u> ORCHAR	<u>Sec ID</u> 01	<u>Street Name</u> ORCHARD AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
Criteria:			39	9			MTC StreetSaver

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07/14/2003	SHALLOW PATCH	0	0	64	70	\$0
Comments:						
07/11/2003	SHALLOW PATCH	0	0	57	64	\$0
Comments:						
07/10/2003	SHALLOW PATCH	0	0	48	57	\$0
Comments:						
Sec ID	Street Name			Surface Type		
01	UKK SI KEEI			AC/AC		
Maintenance <b>Date</b>	Treatment	Sa. Ft.	Thickness	PCI Prior to M&R	PCI after M&R	Cost Maintenance
06/19/2002	SINGLE CHIP SEAL	0	0	14	49	\$0
Comments:						
08/01/2005	GRIND AND REPAVE	0	0	14	100	\$0
Comments: Data e	ntered after subsequent information 1	ecorded.				
08/01/2006	GRIND AND REPAVE	0	0	93	100	\$0
Comments:						
Sec ID	Street Name			Surface Type		
01	PEACH STREET			AC/AC		
Maintenance Date	Treatment	Sa Ft	Thickness	PCI Prior	DCI ofton M&D	Cost
08/01/2006	GRIND AND REPAVE	<u>54. FL</u> 0	<u>1 mckness</u> 0	70	100	\$0
Comments: Data e	ntered after subsequent information i	recorded.				
_	07/14/2003 Comments: 07/11/2003 Comments: 07/10/2003 Comments: 07/10/2003 Comments: 08/01/2002 Comments: Data e 08/01/2006 Comments: Sec ID 01 Sec ID 01 Maintenance 08/01/2006 Comments: Data e	07/14/2003SHALLOW PATCHComments:07/11/2003SHALLOW PATCHComments:07/10/2003SHALLOW PATCHOrmments:SHALLOW PATCHComments:SHALLOW PATCHOnments:ORR STREETMaintenance Date 06/19/2002Treatment ORR STREET08/01/2005GRIND AND REPAVEComments:Data entered after subsequent information r 08/01/200608/01/2006GRIND AND REPAVEComments:Data entered after subsequent information r 08/01/2006Maintenance Date 01Street Name PEACH STREETMaintenance Date 01Street Name PEACH STREETMaintenance Date 03/01/2006GRIND AND REPAVEComments:Street Name PEACH STREETMaintenance Date 08/01/2006Treatment ORIND AND REPAVEComments:Data entered after subsequent information r O8/01/2006Maintenance Date 08/01/2006Treatment ORIND AND REPAVEComments:Data entered after subsequent information r O8/01/2006	07/14/2003SHALLOW PATCH0Comments:007/11/2003SHALLOW PATCH0Comments:007/10/2003SHALLOW PATCH0Comments:0See ID ORR STREETMaintenance Date O1Street Name ORR STREET06/19/2002SINGLE CHIP SEAL0Comments:008/01/2005GRIND AND REPAVE0Comments:0008/01/2006GRIND AND REPAVE0Comments:0008/01/2006GRIND AND REPAVE0Comments:0001PEACH STREET0Maintenance Date O100Comments:0001PEACH STREET0Maintenance Date O100Comments:00 <td>07/14/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   07/11/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   07/10/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   Ornments: 0 0 0   Maintenance Treatment Sq. Ft. Thickness   06/19/2002 SINGLE CHIP SEAL 0 0   Comments: 0 0 0   08/01/2005 GRIND AND REPAVE 0 0   Comments: 0 0 0   08/01/2006 GRIND AND REPAVE 0 0   Comments: 0 0 0   Maintenance Detect Name 0 0   01 Street Name 0 0   01 PEACH STREET 0 0   Maintenance Detect Name 0 0   08/01/2006 GRIND AND REPAVE 0 0   08/01/2006 GRIND AND REPAVE</td> <td>07/14/2003 SHALLOW PATCH 0 0 64   Comments: 07/11/2003 SHALLOW PATCH 0 0 57   Comments: 07/10/2003 SHALLOW PATCH 0 0 48   07/10/2003 SHALLOW PATCH 0 0 48   Comments: 0 0 48   Comments: 0 0 48   Comments: 0 0 48   Of/10/2003 SHALLOW PATCH 0 0 48   Comments: 0 0 48 Comments:   Maintenance Treatment Sq. Ft. Thickness PCI Prior to M&amp;R   06/19/2002 SINGLE CHIP SEAL 0 0 14   Comments: 0 0 14 Comments:   08/01/2005 GRIND AND REPAVE 0 0 93   Comments: Date Street Name Surface Type   01 PEACH STREET Surface Type AC/AC   Maintenance Deate Treatment Sq. Ft. Thickness PCI Prior   <t< td=""><td>07/14/2003   SHALLOW PATCH   0   0   64   70     Comments:   07/11/2003   SHALLOW PATCH   0   0   57   64     Comments:   0   0   48   57   64     Or/10/2003   SHALLOW PATCH   0   0   48   57     Comments:   0   0   48   57     Comments:   0   0   48   57     Maintenance   Treatment   Sq. Ft.   Thickness   PCI Prior to M&amp;R   PCI after M&amp;R     06/19/2002   SINGLE CHIP SEAL   0   0   14   49     Comments:   0   0   14   49   49     Comments:   0   0   14   100   100     Comments:   Date entered after subsequent information recorded.   0   0   93   100     Comments:   0   0   0   93   100   100     Comments:   0   0   0   93   100   100</td></t<></td>	07/14/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   07/11/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   07/10/2003 SHALLOW PATCH 0 0   Comments: 0 0 0   Ornments: 0 0 0   Maintenance Treatment Sq. Ft. Thickness   06/19/2002 SINGLE CHIP SEAL 0 0   Comments: 0 0 0   08/01/2005 GRIND AND REPAVE 0 0   Comments: 0 0 0   08/01/2006 GRIND AND REPAVE 0 0   Comments: 0 0 0   Maintenance Detect Name 0 0   01 Street Name 0 0   01 PEACH STREET 0 0   Maintenance Detect Name 0 0   08/01/2006 GRIND AND REPAVE 0 0   08/01/2006 GRIND AND REPAVE	07/14/2003 SHALLOW PATCH 0 0 64   Comments: 07/11/2003 SHALLOW PATCH 0 0 57   Comments: 07/10/2003 SHALLOW PATCH 0 0 48   07/10/2003 SHALLOW PATCH 0 0 48   Comments: 0 0 48   Comments: 0 0 48   Comments: 0 0 48   Of/10/2003 SHALLOW PATCH 0 0 48   Comments: 0 0 48 Comments:   Maintenance Treatment Sq. Ft. Thickness PCI Prior to M&R   06/19/2002 SINGLE CHIP SEAL 0 0 14   Comments: 0 0 14 Comments:   08/01/2005 GRIND AND REPAVE 0 0 93   Comments: Date Street Name Surface Type   01 PEACH STREET Surface Type AC/AC   Maintenance Deate Treatment Sq. Ft. Thickness PCI Prior <t< td=""><td>07/14/2003   SHALLOW PATCH   0   0   64   70     Comments:   07/11/2003   SHALLOW PATCH   0   0   57   64     Comments:   0   0   48   57   64     Or/10/2003   SHALLOW PATCH   0   0   48   57     Comments:   0   0   48   57     Comments:   0   0   48   57     Maintenance   Treatment   Sq. Ft.   Thickness   PCI Prior to M&amp;R   PCI after M&amp;R     06/19/2002   SINGLE CHIP SEAL   0   0   14   49     Comments:   0   0   14   49   49     Comments:   0   0   14   100   100     Comments:   Date entered after subsequent information recorded.   0   0   93   100     Comments:   0   0   0   93   100   100     Comments:   0   0   0   93   100   100</td></t<>	07/14/2003   SHALLOW PATCH   0   0   64   70     Comments:   07/11/2003   SHALLOW PATCH   0   0   57   64     Comments:   0   0   48   57   64     Or/10/2003   SHALLOW PATCH   0   0   48   57     Comments:   0   0   48   57     Comments:   0   0   48   57     Maintenance   Treatment   Sq. Ft.   Thickness   PCI Prior to M&R   PCI after M&R     06/19/2002   SINGLE CHIP SEAL   0   0   14   49     Comments:   0   0   14   49   49     Comments:   0   0   14   100   100     Comments:   Date entered after subsequent information recorded.   0   0   93   100     Comments:   0   0   0   93   100   100     Comments:   0   0   0   93   100   100

<u>St ID</u> PINEST	<u>Sec ID</u> 01	<u>Street Name</u> PINE STREET			Surface Type AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data e	<u>Treatment</u> AC OVERLAY (1.5 ") Intered after subsequent information	<u>Sq. Ft.</u> 0 on recorded.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 73	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> PINEST	<u>Sec ID</u> 03	<u>Street Name</u> PINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 09/26/2001 Comments:	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 24	PCI after M&R 52	Cost <u>Maintenance</u> \$0
<u>St ID</u> PINEST	<u>Sec ID</u> 04	<u>Street Name</u> PINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 24	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	07/02/1997 Comments:	SHALLOW PATCH	800	1	15	43	\$0
<u>St ID</u> PINEST	<u>Sec ID</u> 05	<u>Street Name</u> PINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 35	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0

<u>St ID</u> PINEST	<u>Sec ID</u> 06	<u>Street Name</u> PINE STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 29	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments:						
64 ID	See D	Street Nome			Surface True		
<u>St ID</u> SBARNE	01	BARNES STREET (SOUTH)			AC/AC		
	Maintenance Date 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 92	PCI after M&R 96	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> SCHOOL	<u>Sec ID</u> 02	<u>Street Name</u> SCHOOL STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008	Treatment	<u>Sq. Ft.</u> 0	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u> 57	PCI after M&R	Cost <u>Maintenance</u> \$0
	Comments: Data e	ntered after subsequent information recorde	ed.	Ū	51	100	ψŬ
St ID	Sec ID	Street Nome			Sumface Tune		
<u>SCOTT</u>	01	SCOTT STREET			AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
Criteria:			42	2			MTC StreetSaver

	05/01/2008	AC OVERLAY (1.5 ")	0	0	32	100	\$0
	Comments: Data e	entered after subsequent information re	corded.				
<u>St ID</u> SIDNCT	<u>Sec ID</u> 01	<u>Street Name</u> SIDNIE COURT			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior to M&R 31	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information re	corded.				
<u>St ID</u> SNUFFN	<u>Sec ID</u> 01	<u>Street Name</u> SNUFFIN STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2005	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 71	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information re	corded.				
<u>St ID</u> SPRING	<u>Sec ID</u> 07	<u>Street Name</u> SPRING STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data e	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0 corded	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 25	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments: Data e	entered after subsequent information re	corded.				

#### CITY OF UKIAH

## M & R History

<u>St ID</u> SPRING	<u>Sec ID</u> 30	<u>Street Name</u> SPRING STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 42	PCI after M&R 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> SPRING	<u>Sec ID</u> 40	<u>Street Name</u> SPRING STREET			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/07/1996 Comments:	<u>Treatment</u> THIN AC OVERLAY(1.5 INCHES)	<u>Sq. Ft.</u> 5,600	<u>Thickness</u> 1.5	PCI Prior <u>to M&amp;R</u> 0	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> SPRING	<u>Sec ID</u> 50	<u>Street Name</u> SPRING STREET			<u>Surface Type</u> AC/AC		
<u>St ID</u> SPRING	Sec ID 50 Maintenance Date 06/07/1996 Comments:	<u>Street Name</u> SPRING STREET <u>Treatment</u> THIN AC OVERLAY(1.5 INCHES)	<u>Sq. Ft.</u> 3,600	<u>Thickness</u> 1.5	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u> 0	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> SPRING <u>St ID</u> SPRING	Sec ID 50 Maintenance Date 06/07/1996 Comments: Sec ID 80	Street Name SPRING STREET <u>Treatment</u> THIN AC OVERLAY(1.5 INCHES) <u>Street Name</u> SPRING STREET	<u>Sq. Ft.</u> 3,600	<u>Thickness</u> 1.5	Surface Type AC/AC PCI Prior to M&R 0 Surface Type AC/AC	PCI after M&R 100	Cost <u>Maintenance</u> \$0

<u>St ID</u> STATES	<u>Sec ID</u> 01	<u>Street Name</u> STATE STREET			<u>Surface Type</u> AC/PCC		
	Maintenance <u>Date</u> 03/31/1997	<u>Treatment</u> THIN AC OVERLAY(1.5 INCHES)	<u>Sq. Ft.</u> 500	<u>Thickness</u> 1.5	PCI Prior <u>to M&amp;R</u> 100	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments:						
	03/31/1997	THIN AC OVERLAY(1.5 INCHES)	500	1.5	100	100	\$0
	Comments:						
	03/31/1997	THIN AC OVERLAY(1.5 INCHES)	500	1.5	100	100	\$0
	Comments:						
	03/31/1997	THIN AC OVERLAY(1.5 INCHES)	500	1.5	100	100	\$0
	Comments:						
	04/01/1997	THIN AC OVERLAY(1.5 INCHES)	500	1.5	97	100	\$0
	Comments:						
	12/29/1997	SEAL CRACKS	33,750	0	92	92	\$0
	Comments:						
	12/30/1997	SEAL CRACKS	33,750	0	92	92	\$0
	Comments:						
	03/09/1998	SEAL CRACKS	51,000	0	92	92	\$0
	Comments:						
<u>St ID</u> STATES	<u>Sec ID</u> 02	<u>Street Name</u> STATE STREET			<u>Surface Type</u> AC/PCC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<b>Thickness</b>	PCI Prior to M&R	PCI after M&R	Cost Maintenance

	07/29/1996	AC OVERLAY (1.5")	440	1.5	100	100	\$0
	Comments:						
	07/29/1996	AC OVERLAY (1.5")	440	1.5	100	100	\$0
	Comments:						
	07/29/1996	AC OVERLAY (1.5")	440	1.5	100	100	\$0
	Comments:						
	07/29/1996	AC OVERLAY (1.5")	440	1.5	100	100	\$0
	Comments:						
	07/30/1996	AC OVERLAY (1.5")	440	1.5	96	100	\$0
	Comments:						
	07/31/1996	AC OVERLAY (1.5")	580	1.5	96	100	\$0
	Comments:						
	08/01/1996	AC OVERLAY (1.5")	320	1.5	96	100	\$0
	Comments:						
<u>St ID</u> STATES	<u>Sec ID</u> 03	<u>Street Name</u> STATE STREET			<u>Surface Type</u> AC/PCC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
	03/14/1997	ASPHALT INLAY PATCH	90	4	15	43	\$0
	Comments:						
	03/24/1997	SEAL CRACKS	11,700	0	43	46	\$0
	Comments:						
	03/25/1997	SEAL CRACKS	23,400	0	46	49	\$0
	Comments:						

	03/26/1997	SEAL CRACKS	18,200	0	49	53	\$0
	Comments:						
	03/27/1997	SEAL CRACKS	19,500	0	53	56	\$0
	Comments:						
	04/02/1997	SEAL CRACKS	35,100	0	56	60	\$0
	Comments:						
	04/03/1997	SEAL CRACKS	23,400	0	60	63	\$0
	Comments:						
	08/01/2005	GRIND AND REPAVE	0	0	74	100	\$0
	Comments: Data e	entered after subsequent information re	corded.				
<u>St ID</u>	<u>Sec ID</u>	Street Name			<u>Surface Type</u>		
STATES	04	STATE STREET			AC/PCC		
	Maintenance Date	Treatment	<u>Sq. Ft.</u>	Thickness	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
	08/01/2006	GRIND AND REPAVE	0	0	80	100	\$0
	Comments: Data e	entered after subsequent information re	corded.				
	09/17/1996	ASPHALT INLAY PATCH	805	4	7	43	\$0
	Comments:						
	09/18/1996	ASPHALT INLAY PATCH	1,000	4	43	54	\$0
	Comments:						
	09/20/1996	ASPHALT INLAY PATCH	1,000	4	54	62	\$0
	Comments:						
	09/26/1996	ASPHALT INLAY PATCH	1,480	4	62	68	\$0
	Comments:						

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12/16/1996	SEAL CRACKS	21,000	0	67	70	\$0
Comments:						
12/17/1996	SEAL CRACKS	21,000	0	70	73	\$0
Comments:						
12/18/1996	SEAL CRACKS	29,500	0	73	75	\$0
Comments:						
12/19/1996	SEAL CRACKS	14,750	0	75	78	\$0
Comments:						
02/12/1997	SEAL CRACKS	3,540	0	77	79	\$0
Comments:						
02/13/1997	SEAL CRACKS	53,100	0	79	81	\$0
Comments:						
02/14/1997	SEAL CRACKS	53,100	0	81	83	\$0
Comments:						
02/18/1997	SEAL CRACKS	9,000	0	83	84	\$0
Comments:						
02/20/1997	SEAL CRACKS	9,000	0	84	86	\$0
Comments:						
02/21/1997	SEAL CRACKS	18,000	0	86	87	\$0
Comments:						

<u>St ID</u> STELLA	<u>Sec ID</u> 01	<u>Street Name</u> STELLA DRIVE			<u>Surface Type</u> AC/AC			
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<b>Thickness</b>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance	
Criteria:			48				MTC Streets	Saver

							Printed: 07/10/2010
	04/22/1998	ASPHALT INLAY PATCH	1,200	4	43	54	\$0
	Comments:						
	08/01/2002	AC OVERLAY (2")	0	0	49	100	\$0
	Comments:						
<u>St ID</u> TALMAG	<u>Sec ID</u> 01A	<u>Street Name</u> TALMAGE ROAD			<u>Surface Type</u> AC/AC		
	Maintenance	Trantmont	Sa Et	Thickness	PCI Prior	DCI ofter M&D	Cost
	<u>Date</u> 10/01/1998	ASPHALT INLAY PATCH	<u>825</u>	<u>1 mckness</u> 4	<u>to Max</u> 79	83	\$0
	Comments:						
<u>St ID</u> WASHAV	<u>Sec ID</u> 01	<u>Street Name</u> WASHINGTON AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 54	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
	Comments:						
	07/13/1998	ASPHALT INLAY PATCH	2,160	0.33	44	55	\$0
	Comments:						
<u>St ID</u> WASHAV	<u>Sec ID</u> 02	<u>Street Name</u> WASHINGTON AVENUE			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior to M&R	<u>PCI after M&amp;R</u>	Cost Maintenance

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09/30/1998	ASPHALT INLAY PATCH	561	4	94	95	\$0
Comments:						
07/14/1998	ASPHALT INLAY PATCH	2,800	0.5	47	57	\$0
Comments:						
07/16/1998	ASPHALT INLAY PATCH	1,600	0.5	57	64	\$0
Comments:						
07/20/1998	ASPHALT INLAY PATCH	2,100	0.5	64	69	\$0
Comments:						
07/21/1998	ASPHALT INLAY PATCH	2,295	0.33	69	74	\$0
Comments:						
07/22/1998	ASPHALT INLAY PATCH	2,700	0.33	74	78	\$0
Comments:						
07/23/1998	ASPHALT INLAY PATCH	1,700	4	78	82	\$0
Comments:						
07/24/1998	ASPHALT INLAY PATCH	1,800	4	82	85	\$0
Comments:						
07/25/1998	ASPHALT INLAY PATCH	2,000	4	85	88	\$0
Comments:						
07/26/1998	ASPHALT INLAY PATCH	1,470	4	88	90	\$0
Comments:						
07/27/1998	ASPHALT INLAY PATCH	1,991	4	90	92	\$0
Comments:						
07/31/1998	ASPHALT INLAY PATCH	2,160	4	92	94	\$0
Comments:						

	08/01/2006	GRIND AND REPAVE	0	0	44	100	\$0	
	Comments: Data e	entered after subsequent information recorded	d.					
S <b>t ID</b> WAUGHL	<u>Sec ID</u> 03	<u>Street Name</u> WAUGH LANE			<u>Surface Type</u> AC/AC			
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u><b>Sq. Ft.</b></u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 34	PCI after M&R 100	Cost <u>Maintenance</u> \$0	
	Comments: Data e	entered after subsequent information recorded	d.					
<u>St ID</u> WCHURC	<u>Sec ID</u> 031	<u>Street Name</u> CHURCH STREET (WEST)			<u>Surface Type</u> AC/AC			
	Maintenance <u>Date</u> 07/20/2001	<u>Treatment</u> SINGLE CHIP SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 41	<u>PCI after M&amp;R</u> 58	Cost <u>Maintenance</u> \$0	
	Comments: Split I	From WCHURC 031 6/1/2010						
	08/01/2005	AC OVERLAY (1.5")	0	0	57	100	\$0	
	Comments: Data e	$\begin{array}{c c c c c c c c c c c c c c c c c c c $						
	08/01/2006	AC OVERLAY (1.5")	0	0	91	100	\$0	
	Comments: Split I	From WCHURC 031 6/1/2010						
<u>St ID</u> WCHURC	<u>Sec ID</u> 032	<u>Street Name</u> CHURCH STREET (WEST)			Surface Type AC/AC			
							C .	

## M & R History

							Printed: 07/10/2010
	07/20/2001	SINGLE CHIP SEAL	0	0	41	58	\$0
	Comments: Split l	From WCHURC 032 6/1/2010					
	08/01/2005	AC OVERLAY (1.5")	0	0	57	100	\$0
	Comments: Data e	entered after subsequent information record	led Split From	WCHURC 032	5/1/2010		
	08/01/2006	AC OVERLAY (1.5")	0	0	91	100	\$0
	Comments: Split l	From WCHURC 032 6/1/2010					
<u>St ID</u>	Sec ID	Street Name			<u>Surface Type</u>		
WCLAY	01	CLAY STREET (WEST)			AC/AC		
	Maintenance Date 08/01/2002	<u>Treatment</u> SLURRY SEAL	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 90	<u>PCI after M&amp;R</u> 95	Cost <u>Maintenance</u> \$0
	Comments:						
<u>St ID</u> WCLAY	<u>Sec ID</u> 02	<u>Street Name</u> CLAY STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u> 34	PCI after M&R 100	Cost <u>Maintenance</u> \$0
	Comments: Data	entered after subsequent information record	ed.	0	5.	100	40
	03/17/1998	SEAL CRACKS	35,200	0	34	36	\$0
	Comments: Data	entered after subsequent information record	led.				

06/16/1998

Comments:

AC OVERLAY (1.5")

1.5

35

22,000

\$0

100

<u>St ID</u> WGOBBI	<u>Sec ID</u> 01	<u>Street Name</u> GOBBI STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/21/1998	<u>Treatment</u> ASPHALT INLAY PATCH	<u>Sq. Ft.</u> 2,500	<u>Thickness</u> 4	PCI Prior <u>to M&amp;R</u> 78	PCI after M&R 81	Cost <u>Maintenance</u> \$0
	Comments:						
	08/24/1998	ASPHALT INLAY PATCH	3,110	4	81	84	\$0
	Comments:						
	08/25/1998	ASPHALT INLAY PATCH	2,950	4	84	87	\$0
	Comments:						
	09/29/1998	ASPHALT INLAY PATCH	1,380	4	87	90	\$0
	Comments:						
	09/30/1998	ASPHALT INLAY PATCH	2,760	4	90	92	\$0
	Comments:						
	08/11/1998	ASPHALT INLAY PATCH	2,740	0.46	0	45	\$0
	Comments:						
	08/12/1998	ASPHALT INLAY PATCH	2,750	0.46	45	55	\$0
	Comments:						
	08/13/1998	ASPHALT INLAY PATCH	1,850	0.46	55	62	\$0
	Comments:						
	08/18/1998	ASPHALT INLAY PATCH	1,734	0.33	62	68	\$0
	Comments:						
	08/19/1998	ASPHALT INLAY PATCH	2,750	0.33	68	73	\$0
	Comments:						

							Printed: 07/10/2010
	08/20/1998	ASPHALT INLAY PATCH	2,475	0.33	73	78	\$0
	Comments:						
	07/26/2001	SINGLE CHIP SEAL	0	0	86	93	\$0
	Comments:						
	08/01/2002	SLURRY SEAL	0	0	90	95	\$0
	Comments:						
<u>St ID</u> WILLOW	<u>Sec ID</u>	<u>Street Name</u> WILLOW AVENUE			Surface Type		
WILLOW	Maintenance Date 08/01/2006	<u>Treatment</u> GRIND AND REPAVE	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior to M&R 93	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
	Comments:						
	08/01/2005	GRIND AND REPAVE	0	0	82	100	\$0
	Comments: Data en	tered after subsequent information reco	orded.				

<u>St ID</u> WMILLS	<u>Sec ID</u> 01	<u>Street Name</u> MILL STREET (WEST)			Surface Type AC/AC					
	Maintenance <u>Date</u> 05/01/2008	<u>Treatment</u> AC OVERLAY (1.5 ")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 57	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0			
	Comments: Data en	ntered after subsequent information record	ed.							
	07/08/2003	SHALLOW PATCH	0	0	67	72	\$0			
	Comments:									

	07/09/2003 Comments:	SHALLOW PATCH	0	0	72	76	\$0
<u>St ID</u> WMILLS	<u>Sec ID</u> 03	<u>Street Name</u> MILL STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data e	<u>Treatment</u> AC OVERLAY (1.5 ") entered after subsequent information recorded	<u>Sq. Ft.</u> 0 d.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 45	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WPERKN	<u>Sec ID</u> 01	<u>Street Name</u> PERKINS STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 05/01/2008 Comments: Data e	<u>Treatment</u> AC OVERLAY (1.5 ") entered after subsequent information recorded	<u>Sq. Ft.</u> 0 d.	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 44	PCI after M&R 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WPERKN	<u>Sec ID</u> 02 Maintenance <u>Date</u>	<u>Street Name</u> PERKINS STREET (WEST) <u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	<u>Surface Type</u> AC/AC PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost <u>Maintenance</u>
	05/01/2008 Comments: Data e	AC OVERLAY (1.5 ") entered after subsequent information recorded	0 d.	0	43	100	\$0
<u>St ID</u> WPERKN	<u>Sec ID</u> 03	<u>Street Name</u> PERKINS STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	PCI after M&R	Cost Maintenance
Criteria							MTC StreetSave

	08/01/2002 Comments:	AC OVERLAY (2")	0	0	61	100	\$0
<u>St ID</u> WSMITH	<u>Sec ID</u> 03	<u>Street Name</u> SMITH STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/03/1998	<u>Treatment</u> THIN AC OVERLAY(1.5 INCHES)	<u>Sq. Ft.</u> 11,050	<u>Thickness</u> 1.5	PCI Prior <u>to M&amp;R</u> 0	<b>PCI after M&amp;R</b> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WSMITH	Sec ID 07	SMITHIO 04/17/01 <u>Street Name</u> SMITH STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 06/03/1998 Comments: Split	<u>Treatment</u> THIN AC OVERLAY(1.5 INCHES) From WSMITH10 04/17/01	<u>Sq. Ft.</u> 11,050	<u>Thickness</u> 1.5	PCI Prior to M&R 0	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WSMITH	<u>Sec ID</u> 30	<u>Street Name</u> SMITH STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u> 08/01/2002 Comments:	<u>Treatment</u> AC OVERLAY (2")	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	PCI Prior <u>to M&amp;R</u> 20	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WSMITH	<u>Sec ID</u> 60	<u>Street Name</u> SMITH STREET (WEST)			<u>Surface Type</u> AC/AC		
	Maintenance <u>Date</u>	<u>Treatment</u>	<u>Sq. Ft.</u>	<u>Thickness</u>	PCI Prior <u>to M&amp;R</u>	<u>PCI after M&amp;R</u>	Cost Maintenance
Criteria:			5	6			MTC StreetSave

	08/01/2002 Comments:	AC OVERLAY (2")	0	0	83	100	\$0
<u>St ID</u> WSTAND	Sec ID 03 Maintenance Date 08/01/2002 Comments:	<u>Street Name</u> STANDLEY STREET (WEST) <u>Treatment</u> AC OVERLAY (2")	<u><b>Sq. Ft.</b></u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 17	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WSTAND	Sec ID 04 Maintenance Date 05/01/2008 Comments: Data er	<u>Street Name</u> STANDLEY STREET (WEST) <u>Treatment</u> AC OVERLAY (1.5 ") ntered after subsequent information recorded.	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 28	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0
<u>St ID</u> WSTAND	Sec ID 05 Maintenance Date 08/01/2006 Comments: Data er	<u>Street Name</u> STANDLEY STREET (WEST) <u>Treatment</u> GRIND AND REPAVE ntered after subsequent information recorded.	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 79	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0

<u>St ID</u> WSTEPH	<u>Sec ID</u> 02	Street NameSSTEPHENSON STREET (WEST)			Surface Type AC/AC			
	Maintenance <u>Date</u> 06/05/1998 Comments:	TreatmentSq. ITHIN AC OVERLAY(1.5 INCHES)8,00		<u>Thickness</u> 1.5	PCI Prior <u>to M&amp;R</u> 0	<u>PCI after M&amp;R</u> 100	Cost <u>Maintenance</u> \$0	
<u>St ID</u> YOSMDR	Sec ID 01 Maintenance Date 08/21/2002 Comments:	<u>Street Name</u> YOSEMITE DRIVE <u>Treatment</u> SHALLOW PATCH	<u>Sq. Ft.</u> 0	<u>Thickness</u> 0	Surface Type AC/AC PCI Prior <u>to M&amp;R</u> 78	PCI after M&R 82	Cost <u>Maintenance</u> \$0	

# Section 2

# **Maintenance and Rehabilitation Decision Tree**

# **Brief Descriptions of Maintenance and Rehabilitation Treatment**

#### Maintenance and Rehabilitation (M&R) Decision Tree

This report presents the current maintenance and rehabilitation decision trees that exist in the database. The decision trees form the basis for all of the budgetary computations that are included in this volume. *Changes to the decision tree will make the results in the budget reports invalid.* The pavement treatment unit costs were updated by NCE based on recent construction bids from 2009 to 2010.

Briefly, each branch of the decision tree contains a maintenance or rehabilitation action, along with its associated unit cost. Since there are multiple functional classes (arterials, collectors, residentials, etc), multiple surface types (AC, AC/AC, etc), and multiple condition categories (I, II, III, IV and V), a maximum of 100 combinations are possible.

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	SEAL CRACKS	\$1.00	2		
			Surface Treatment	SLURRY SEAL	\$2.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		AC OVERLAY (1.5 ")	\$17.90			
		III - Good, Load Related		AC OVERLAY (2 ")	\$26.00			
		IV - Poor		AC OVERLAY (2.5") W/FABRIC	\$31.70			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$61.60			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	2		
			Surface Treatment	SLURRY SEAL	\$2.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		AC OVERLAY (1.5 ")	\$17.90			
		III - Good, Load Related		AC OVERLAY (2")	\$26.00			
		IV - Poor		AC OVERLAY (2.5") W/FABRIC	\$31.70			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$61.60			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	2		
			Surface Treatment	SLURRY SEAL	\$2.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		AC OVERLAY (1.5 ")	\$17.90			
		III - Good, Load Related		AC OVERLAY (2")	\$26.00			
		IV - Poor		AC OVERLAY (2.5") W/FABRIC	\$31.70			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$61.60			

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	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$2.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		AC OVERLAY (1.5 ")	\$17.10			
		III - Good, Load Related		AC OVERLAY (2")	\$25.00			
		IV - Poor		AC OVERLAY (2 ") W/FABRIC	\$27.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$40.40			
	AC/AC	C/AC I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$2.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		AC OVERLAY (1.5 ")	\$17.10			
		III - Good, Load Related		AC OVERLAY (2")	\$25.00			
		IV - Poor		AC OVERLAY (2 ") W/FABRIC	\$27.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$40.40			

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	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SLURRY SEAL	\$3.60		8	
		III - Good, Load Related		AC OVERLAY (1.5 ")	\$19.70			
		IV - Poor		AC OVERLAY (2 ") W/FABRIC	\$25.90			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$33.50			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SLURRY SEAL	\$3.60		8	
		III - Good, Load Related		AC OVERLAY (1.5 ")	\$19.70			
		IV - Poor		AC OVERLAY (2 ") W/FABRIC	\$25.90			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$33.50			

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
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		SLURRY SEAL	\$2.50			
		III - Good, Load Related		AC OVERLAY (1.5 ")	\$19.00			
		IV - Poor		AC OVERLAY (2 ") W/FABRIC	\$24.00			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$31.00			

#### **Brief Description of Maintenance and Rehabilitation Treatments**

#### **Crack Sealing**

Crack Sealing is the placement of polymerized/rubberized asphalt materials into cracks that bond to the crack walls and move with the pavement. This technique is used to fill longitudinal and transverse cracks, including joint reflection cracks from underlying PCC slabs that are 1/8" to ½" wide. The primary purpose of crack sealing in Asphalt Concrete (AC) pavement is to prevent surface water infiltration into the substructure of pavement and to prevent the debris stay in the cracks. It is more cost effective to use this technique as preventative maintenance when the overall pavement condition is in good condition. Sealing cracks on a deteriorated pavement surface is not cost effective and will not provide any structural benefit to the road.

#### Fog seal

A Fog seal involves the spraying of a light coat of a bituminous material (0.03 to 0.05 gallon per square yard) on the surface of an existing pavement using a distributor. It is used to reduce raveling while also improving waterproofing. Fog seals are especially good for treating pavements that carry light traffic such as parking lots.

#### Slurry seals

A slurry Seal consists of a graded aggregate, asphalt emulsion, mineral filler, water, and additives. It is a hard wearing surface for pavement preservation. Slurry Seals are used primarily on aged and raveled pavements, filling minor cracks, restoring skid resistance and addiing aesthetic appeal. It may be used on low volume streets and parking lots. Larger cracks need to be individually treated before the application of a slurry seal. The surface is smoother than a chip seal treatment and is more "surface friendly". In general, slurry seal can be categorized into three types which depend on the maximum aggregate size in the mix. Type I slurry seals usually contain maximum aggregate size of 1/8"; Type II slurry seals usually contain maximum aggregate size of 3/8".

#### Scrub seals

A scrub seals are a polymer modified asphalt layer applied to an asphalt pavement surface and scrubbed into the cracks and voids with a broom. A layer of sand or small aggregate is then applied over the asphalt and then scrubbed over again, forcing the mix into the cracks and voids to form a seal. It is used to fill and seal small cracks and voids, as well as to enrich hardened/oxidized asphalt. Many contractors are still unfamiliar with the scrub seal method, so tests may be needed to determine what emulsion or polymermodified emulsion would work with the brooms.

#### Chip seal

Chip seals are the application of asphalt and aggregate chips rolled onto the pavement. In the United States, chip seals are typically used on rural roads carrying lower traffic volumes. It is used to seal the surface of a pavement with non-load associated cracks, and to improve surface friction. During the treatment, the roadway can be opened to lowspeed traffic just after the application of the aggregate. However, it requires constant attention and frequent adjustment of aggregate application rates to minimize chip loss, loose aggregates, and bleeding. Windshields can be damaged by the loose aggregate before the excess is removed and dust can be created during the brooming of the loose aggregate. Double chip seals are common for more high volume roads.

#### **Cape Seals**

A cape is the application of a chip seal followed by a slurry seal or microsurfacing within a few days of the initial treatment. Cape Seals are used where a chip seal is too rough and when a smooth finish is required e.g. in the residential streets. In instances where cracking is a problem, a polymer or asphalt rubber modified chip seal can alleviate cracking and the slurry provides the smooth surface. It can increase the life of a chip seal by enhancing binding of the chips and by protecting the surface.

#### **Microsurfacing**

Microsurfacing consists of graded aggregates, asphalt emulsion, mineral filler, water and other additives. Compare to slurry seal, microsurfacing uses better quality aggregates and a fast setting emulsion of higher stiffness allowing thicker layers to be placed. Thus, it is usually used in the more specialized slurry jobs of rut filling, restoring surface profiles, and for roads that sustain heavy traffic. It also has quicker cure time, but the cost is higher than a slurry or chip seal treatment.

#### **Ultrathin Bonded Wearing Surface**

An ultrathin bonded wearing surface is a specially formulated thin asphalt mix overlay. Ultra-thin bonded wearing surface is placed with a specially built machine that places a thick layer of oil and asphalt in a single pass. The heavy oil application seals small cracks in the existing pavement and helps to ensure the adhesion of the asphalt to the underlying pavement. The ultrathin mat, usually ranges from ½ to 3/4 inches thick. The treatment is primarily used to provide a durable, friction resistant surface on existing pavement, without the expense of milling the existing asphalt. But the cost for this application is high, and it needs special construction equipment.

#### Asphalt Concrete (AC) Overlay

This technique involves adding an AC layer to an existing AC or PCC pavement. It is used to correct or improve the structural capacity or functional requirements such as skid resistance and ride quality. The use of an AC overlay is usually more economic when the existing pavement is still in good condition. An overlay may be combined with other M&R methods such as cold milling, cold recycling, hot recycling, and heater scarification. The thickness of the new surface will be dependent on the type, severity and extent of the pavement surface distresses, the riding quality and the required structural improvement necessary to accommodate the design traffic.

#### **Rubberized Asphalt Concrete (RAC)**

Rubberized asphalt concrete (RAC) is a road paving material made by blending groundup recycled tires with asphalt to produce a binder which is then mixed with conventional aggregate materials. This mix is then placed and compacted into a road surface. There are two primary types of binders for RAC, asphalt-rubber and terminal blend. Asphalt-Rubber is a blend of paving grade asphalt cement, ground recycled tire rubber and other additives, as needed, for use as binder in pavement construction. The rubber shall be blended and interacted in the hot asphalt cement sufficiently to cause swelling of the rubber particles prior to use. The asphalt-rubber binder is field blended (at the hot mix plant) and requires specialized mobile mixing equipment to produce. Typical crumb
rubber modifier (CRM) content for asphalt-rubber ranges from 18-22 percent. The crumb rubber modifier used in asphalt-rubber is in the 10-16 mesh range. Terminal blends. are binder materials that use finely ground (less than 30 mesh) crumb rubber modifier and are typically blended at the asphalt refinery. Historically, terminal blend binders contained 10 percent or less crumb rubber modifier. However, in recent years the crumb rubber modifier content has been increased to 15-20 percent in some projects.

#### Reconstruction

Reconstruction, which might be considered as the ultimate or extreme rehabilitation treatment, consists of the removal of the pavement structure which can go down to the subgrade, reworking and recompacting the subgrade, and completely replacing the pavement layers with new, or recycled materials, or a combination thereof.

#### Cold In-Place Recycling

Cold in-place recycling involves cold milling of the pavement surface, addition of emulsified asphalt, Portland cement or other modifiers to improve the properties of the original asphalt concrete mix followed by screeding and compaction of the reprocessed material in one continuous operation. The use of cold in-place recycling can restore old pavement to the desired profile, eliminate existing wheel ruts, restore the crown and cross slope, and eliminate pothole, irregularities and rough areas. It can also eliminate transverse, reflective, and longitudinal cracks. The major advantages for the cold inplace recycling are the potential of cost savings, minimum traffic disruption, ability to retain original profile, reduction of environmental concerns, and a growing concern for depleting petroleum reserves. However, cold in-place recycled pavements require a new wearing surface to be placed as a seal and to restrict moisture intrusion.

#### **Full Depth Reclamation**

This rehabilitation technique is often used for pavements exhibiting extensive distress. It involves pulverization of the pavement surface layers and a portion of the granular base for depths of up to 200mm or more. The resulting mixture of asphalt concrete materials and granular or treated (i.3., soil cement) base can then be compacted and used as a granular base or sub-base for the new pavement. It can also be stabilized using bituminous materials, Portland cement, lime and calcium chloride. New granular base material can be added to improve the structural capacity of the pavement followed by the placement of a new riding surface. Advantages of this technique include the reuse of the existing pavement materials and the elimination of potential reflection cracking from and old asphalt concrete layer through the new pavement surface layer.

#### **Perpetual Pavement**

Perpetual pavement is defined as an asphalt pavement designed and built to last longer than 50 years without requiring major structural rehabilitation or reconstruction, and needing only periodic surface renewal in response to distresses confined to the top of the pavement. The basic concept is that HMA pavements over a minimum strength are not likely to exhibit structural damage even when subjected to very high traffic flows over long periods of time. Rather, deterioration seems to initiate in the pavement surface as either top-down cracking or rutting. If surface-initiated cracking and rutting can be detected and remedied before they impact the structural integrity of the pavement, the pavement design life could be greatly increased.

#### Warm Mix Asphalt

Warm mix asphalt is the same as conventional asphalt except it has lower mixing temperature (30 to 100°F lower than hot-mix asphalt). This is achieved by various mechanical and chemical methods to reduce the shear resistance of the mix at the construction temperature while reportedly maintaining or improving pavement performance. The major advantage of warm mix asphalt includes lower fumes emissions, lower energy consumption, lower plant wear consumption, decreased binder aging, early site opening, cool weather paving, and compaction aid for stiff mixes. Currently available warm mix technologies include WAM Foam, Zeolite, Sasobit and Evotherm.

### Foam Asphalt

Foamed asphalt is formed by combining hot asphalt binder with small amounts of cold water. When the cold water comes in contact with the hot asphalt binder it turns to steam, which becomes trapped in tiny asphalt binder bubbles. The result is a thin-film, high volume asphalt foam that bitumen has a very large surface area and extremely low viscosity making it ideal for mixing with aggregates. The advantages of using foam asphalt includes increases the shear strength and reduces the moisture susceptibility of granular materials, lower binder and transportation costs, saving in time, energy conservation, and wider temperature workability.

#### **Reference:**

- Ralph Haas, *Pavement Design and Management Guide*, , Transportation Association of Canada, 1997
- M. Y. Shahin, *Pavement Management for Airports, Roads, and Parking Lots,* Springer Science + Business Media, LLC, 2005
- Muthen, K.M. Foamed Asphalt Mixes-Mix Design Procedure." *Transportation Research Record* 898, pp. 290-296.
- Warm Mix Asphalt Technical Working Group, http://www.warmmixasphalt.com/AboutWma.aspx

Section 3

**Budget Needs – Projected PCI/Cost Summary Report** 

Budget Scenarios 1-3: Cost Summary Report Network Condition Summary Report

### **Budget Needs Reports**

The purpose of this module is to answer the question: *If the City had all the money in the world, what sections should be fixed and how much will it cost?* Based on the Maintenance & Rehabilitation (M&R) decision trees and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over a period of 10 years. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenarios reports in the next section represent the most "cost effective" prioritization possible for the actual funding levels.

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 5% and an inflation factor of 5% were used to project the costs for the next ten years. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision trees.

As indicated in the report, with a budget of \$10.8 million dollars over the next ten years the PCI of the road network will improve from the current level of 54 to 87 by the year 2020. If no treatments are programmed, the weighted average PCI is projected to deteriorate from 54 to 32 by the year 2020.

## **Needs - Projected PCI/Cost Summary**

This report summarizes and projects the City's network PCI values over a ten-year period, both with and without treatments applied. These costs are based on those in the M&R decision tree. It also projects the costs over a ten-year period.

COLUMN	DESCRIPTION
Year	Year in the analysis period.
PCI Treated	Projected network average PCI with treatments applied.
PCI Untreated	Projected network average PCI without treatments applied.
Cost	The funding required for each year in the analysis period to meet the City's policies as shown in the maintenance and rehabilitation decision tree.
PM Cost	The funding required for preventative maintenance.
% PM	The % of total cost required for preventative maintenance.
Total Cost	Total funding required over a five-year period.

## Needs - Projected PCI/Cost Summary

		Inflation Rate =	5.00 % Printed: 07/10/2010
Year	PCI Treated	PCI Untreated	Cost
2011	77	52	\$13,093,797
2012	78	50	\$4,279,417
2013	80	47	\$3,265,734
2014	81	45	\$2,014,239
2015	85	42	\$4,880,462
2016	87	40	\$2,214,130
2017	88	37	\$2,044,476
2018	87	35	\$319,546
2019	87	33	\$995,775
2020	86	31	\$491,451
РМ	Cost \$4,246,957	Total Cost	\$33,599,029
9	6 PM 12.64%		

## Scenarios - Cost Summary

#### Interest: 5.00% Inflation: 5.00% Printed: 07/10/2010

Scenario: EXISTING BUDGET

Year	PM Amt	Budget	Re	habilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2011	15%	\$1,000,000 T Pro	II III IV V otal ject	\$115,604 \$105,754 \$620,734 \$0 \$842,091 \$0	Non- Project Project	\$0 \$0	\$0	\$12,251,707	Funded Unmet	\$157,909 \$11,758
2012	15%	\$1,000,000 Ti Pro	II III IV V otal ject	\$110,452 \$0 \$739,186 \$0 \$849,638 \$0	Non- Project Project	\$108,351 \$0	\$603	\$15,142,216	Funded Unmet	\$41,045 \$0
2013	15%	\$1,000,000 T Pro	II III IV V otal ject	\$87,710 \$385,633 \$373,880 \$0 \$847,222 \$0	Non- Project Project	\$101,593 \$0	\$0	\$16,286,409	Funded Unmet	\$50,533 \$0
2014	15%	\$1,000,000 T Pro	II III IV V otal ject	\$0 \$290,865 \$551,990 \$0 \$842,855 \$0	Non- Project Project	\$120,210 \$0	\$0	\$17,267,705	Funded Unmet	\$36,210 \$0
2015	15%	\$1,000,000 T Pro	II III IV V otal ject	\$0 \$26,595 \$816,464 \$0 \$843,060 \$0	Non- Project Project	\$67,746 \$0	\$0	\$22,571,189	Funded Unmet	\$88,173 \$0
2016	15%	\$1,000,000 T Pro	II III IV V otal ject	\$0 \$138,844 \$694,349 \$0 \$833,193 \$0	Non- Project Project	\$0 \$0	\$0	\$24,465,248	Funded Unmet	\$166,807 \$45,637

Year	PM Amt	Budget	Re	habilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2017	15%	\$1,000,000	 	\$23,583 \$252.638	Non- Project	\$73,838	\$0	\$26,750,458	Funded Unmet	\$79,058 \$0
			IV	\$569,385	Project	\$0				
			V	\$0						
		Т	otal	\$845,606						
		Pro	oject	\$0						
2018	15%	\$1,000,000	II	\$0	Non-	\$64,900	\$0	\$29,753,273	Funded	\$96,544
			Ш	\$126,713	Project	<b>\$</b> 0			Unmet	\$0
			IV	\$682,319	Project	\$0				
			V	\$29,181						
		Т	otal	\$838,214						
		Pro	oject	\$0						
2019	15%	\$1,000,000	II	\$95,416	Non-	\$98,723	\$0	\$31,860,382	Funded	\$66,259
			Ш	\$0	Project	02			Unmet	\$0
			IV	\$707,651	Tioject	ψŪ				
			V	\$30,357						
		T	otal	\$833,423						
		Pro	oject	<b>پ</b> 0						
2020	15%	\$1,000,000	П	\$177,647	Non-	\$18,395	\$0	\$34,040,455	Funded	\$132,532
			III	\$53,788	Project	0.2			Unmet	\$0
			IV	\$591,485	FIOJECI	<b>Φ</b> 0				
			V	\$25,407						
		Т –	otal	\$848,328						
		Pro	oject	\$0						
	Summa	Summary					Funded	Lie	mot	
	Functional	Eunotional Class			itation	Prev Maint	Ston Gan	Ston	Gan	
	Artorial	01033		tendon ¢o z	29 040	¢457 700	¢170 005	0.0p	622	
	Collector	Anena		φ <b>∠</b> ,7	50,343	\$407,722	457,722 \$178,885 \$1,633 132,558 \$219,734 \$0	,033 ¢0		
	Other	Collector		φΖ,Τ	02,400 ¢0	¢13∠,358		ф0 ФО		
	Other				<b>\$</b> 0	\$0	\$0		<b>\$</b> 0	

Residential/Local

Grand Total:

\$63,477

\$653,757

\$516,452

\$915,071

\$55,761

\$57,394

\$3,532,224

\$8,423,629

## Scenarios - Network Condition Summary

				Interest: 5% Inflation: 5%		Inflation: 5%	Р	rinted: 07/10/201	0
							Scenario: EX	ISTING BUDGE	T
Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt	
2011	\$1,000,000	15%	2012	\$1,000,000	15%	2013	\$1,000,000	15%	
2014	\$1,000,000	15%	2015	\$1,000,000	15%	2016	\$1,000,000	15%	
2017	\$1,000,000	15%	2018	\$1,000,000	15%	2019	\$1,000,000	15%	
2020	\$1,000,000	15%							

Year	Never Treated	With Selected Treatment
2011	52	54
2012	50	53
2013	47	51
2014	45	50
2015	42	49
2016	40	47
2017	37	47
2018	35	46
2019	33	45
2020	31	44

Projected Network Average PCI by year

Percent Network Area by Functional Classification and Condition Class Condition in base year 2011, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.2%	6.7%	15.9%	0.1%	30.8%
II / III	2.8%	3.1%	9.6%	0.0%	15.5%
IV	10.8%	9.8%	18.9%	0.0%	39.5%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2011 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
Class	<u>m ter iur</u>	Concetor	100/100	other	<u>10tu1</u>
Ι	10.2%	7.3%	15.9%	0.1%	33.5%
II / III	2.5%	2.6%	9.6%	0.0%	14.6%
IV	9.1%	9.8%	18.9%	0.0%	37.8%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2020 after schedulable treatments applied.

#### Printed: 07/10/2010 Scenario: EXISTING BUDGET

<u>Condition</u> Class	Arterial	Collector	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
Ι	14.6%	11.6%	18.4%	0.1%	44.6%
II / III	0.0%	0.0%	7.1%	0.0%	7.1%
IV	0.0%	0.0%	2.4%	0.0%	2.4%
V	7.3%	10.8%	27.8%	0.0%	45.9%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

## Scenarios - Cost Summary

Interest: 5.00% Inflation: 5.00% Printed: 07/10/2010

Scenario: MAINTAIN PCI 54

Year	PM Amt	Budget	Re	habilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2011	15%	\$1,600,000 To Proj	II III IV V otal ject	\$115,604 \$227,555 \$1,011,743 \$0 \$1,354,902 \$0	Non- Project Project	\$78,508 \$0	\$0	\$11,660,387	Funded Unmet	\$166,298 \$0
2012	15%	\$1,600,000 To Proj	II III IV V otal ject	\$110,452 \$250,901 \$996,095 \$0 \$1,357,448 \$0	Non- Project Project	\$201,397 \$0	\$0	\$14,166,974	Funded Unmet	\$40,991 \$0
2013	15%	\$1,600,000 To Proj	II III IV V otal ject	\$87,710 \$545,960 \$715,594 \$0 \$1,349,264 \$0	Non- Project Project	\$199,384 \$0	\$0	\$15,068,532	Funded Unmet	\$50,533 \$0
2014	15%	\$1,600,000 Ta Proj	II III IV V otal ject	\$0 \$152,846 \$1,204,859 \$0 \$1,357,704 \$0	Non- Project Project	\$207,288 \$0	\$0	\$15,549,904	Funded Unmet	\$34,654 \$0
2015	15%	\$1,600,000 Ta Proj	II IV V otal	\$0 \$157,976 \$1,197,403 \$0 \$1,355,379 \$0	Non- Project Project	\$157,655 \$0	\$0	\$19,977,082	Funded Unmet	\$86,669 \$0
2016	15%	\$1,600,000 Ta Proj	II IV V otal	\$0 \$146,518 \$474,554 \$737,176 \$1,358,248 \$0	Non- Project Project	\$54,429 \$0	\$0	\$21,724,758	Funded Unmet	\$186,537 \$0

Year	PM Amt	Budget	Re	ehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2017	15%	\$1,600,000	 	\$0 \$0	Non- Project	\$200,159	\$0	\$22,715,854	Funded	\$58,450 \$0
			IV	Ψ <sup>0</sup> \$398 554	Project	\$0			Onniet	ψυ
			V	\$942.587						
		т	otal	\$1,341,141						
		Pro	ject	\$0						
2018	15%	\$1,600,000	П	\$0	Non-	\$164,031	\$0	\$24,713,693	Funded	\$80,890
			Ш	\$0	Project	<b>\$</b> 2			Unmet	\$0
			IV	\$491,507	Project	\$0				
			V	\$862,958						
		Т	otal	\$1,354,465						
		Pro	ject	\$0						
2019	15%	\$1,600,000	П	\$0	Non-	\$192,186	\$0	\$25,856,296	Funded	\$55,634
			Ш	\$0	Project	0\$			Unmet	\$0
			IV	\$261,910	Fiojeci	φΟ				
			V	\$1,089,165						
		Т	otal	\$1,351,075						
		Pro	ject	\$0						
2020	15%	\$1,600,000	II	\$0	Non-	\$119,424	\$0	\$26,994,381	Funded	\$127,425
			Ш	\$0	Project	0\$			Unmet	\$0
			IV	\$0	Fiojeci	φΟ				
			V	\$1,352,443						
		Т	otal	\$1,352,443						
		Pro	ject	\$0						
	Summa	Summary								
	Emotional					Duran Maint	Funded	Ur	imet	
	Functional	Functional Class			nation	Prev. Maint.	Stop Gap	Stop	Gap	
	Arterial			\$2,7	10,175	\$745,152	\$179,038		\$0	
	Collector	Collector Other		\$7,0	27,157	\$344,172	\$153,179	\$3,179 \$0		
	Other				\$0		\$0		\$0	

\$3,794,737

\$13,532,069

\$483,518

\$1,574,461

\$555,863

\$888,080

Residential/Local

Grand Total:

\$0

\$0

## Scenarios - Network Condition Summary

				Interest: 5	Interest: 5%		Р	rinted: 07/10/2010
							Scenario: I	MAINTAIN PCI 54
Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2011	\$1,600,000	15%	2012	\$1,600,000	15%	2013	\$1,600,000	15%
2014	\$1,600,000	15%	2015	\$1,600,000	15%	2016	\$1,600,000	15%
2017	\$1,600,000	15%	2018	\$1,600,000	15%	2019	\$1,600,000	15%
2020	\$1,600,000	15%						

Year	Never Treated	With Selected Treatment
2011	52	55
2012	50	55
2013	47	54
2014	45	54
2015	42	54
2016	40	53
2017	37	54
2018	35	54
2019	33	54
2020	31	54

Projected Network Average PCI by year

Percent Network Area by Functional Classification and Condition Class Condition in base year 2011, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.2%	6.7%	15.9%	0.1%	30.8%
II / III	2.8%	3.1%	9.6%	0.0%	15.5%
IV	10.8%	9.8%	18.9%	0.0%	39.5%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2011 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	11.0%	8.0%	16.0%	0.1%	35.1%
II / III	2.1%	2.6%	9.5%	0.0%	14.1%
IV	8.7%	9.1%	18.9%	0.0%	36.6%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2020 after schedulable treatments applied.

#### Printed: 07/10/2010

Scenario: MAINTAIN PCI 54

Condition Class	Arterial	Collector	<u>Res/Loc</u>	Other	Total
1	14.6%	20.6%	24.2%	0.1%	59.4%
II / III	0.0%	0.0%	3.1%	0.0%	3.1%
IV	0.0%	0.0%	0.8%	0.0%	0.8%
V	7.3%	1.8%	27.7%	0.0%	36.7%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

## Scenarios - Cost Summary

Interest: 5.00% Inflation: 5.00% Printed: 07/10/2010

Scenario: UNCONSTRAINED

Year	PM Amt	Budget	Re	habilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2011	5%	\$3,700,000 To Proj	II III IV V otal ject	\$115,604 \$357,555 \$3,038,729 \$0 \$3,511,888 \$0	Non- Project Project	\$36,828 \$0	\$0	\$9,545,082	Funded Unmet	\$151,241 \$0
2012	5%	\$3,700,000 Ta Proj	II III IV V Total ject	\$110,452 \$1,066,670 \$2,311,892 \$21,776 \$3,510,790 \$0	Non- Project Project	\$149,995 \$0	\$0	\$10,218,971	Funded Unmet	\$38,742 \$0
2013	5%	\$3,700,000 Ta Proj	II III IV V otal ject	\$87,710 \$254,422 \$413,054 \$2,756,559 \$3,511,744 \$0	Non- Project Project	\$147,290 \$0	\$0	\$10,335,823	Funded Unmet	\$40,800 \$0
2014	5%	\$3,700,000 Ta Proj	II III IV V otal ject	\$0 \$19,055 \$374,444 \$3,106,124 \$3,499,622 \$0	Non- Project Project	\$192,246 \$0	\$0	\$9,186,219	Funded Unmet	\$8,120 \$0
2015	5%	\$3,700,000 Ta Proj	II III IV V otal ject	\$0 \$0 \$957,345 \$2,557,467 \$3,514,812 \$0	Non- Project Project	\$116,739 \$0	\$838	\$10,892,002	Funded Unmet	\$67,423 \$0
2016	5%	\$3,700,000 Ta Proj	II III IV V otal	\$0 \$0 \$474,554 \$3,034,016 \$3,508,570 \$0	Non- Project Project	\$142,401 \$0	\$0	\$9,747,617	Funded Unmet	\$48,844 \$0

Year	PM Amt	Budget	Re	ehabilitation		Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2017	5%	\$3,700,000	 	\$0 \$0	Non- Project	\$206,258	\$0	\$7,894,887	Funded Unmet	\$9,526 \$0
			IV	\$398.554	Project	\$0			Chinict	ψu
			V	\$3,085,485						
		т	otal	\$3,484,038						
		Pro	oject	\$0						
2018	5%	\$3,700,000	П	\$0	Non-	\$232,538	\$0	\$5,646,844	Funded	\$15,805
			Ш	\$0	Project	<b>\$</b> 2			Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$3,451,603						
		Т	otal	\$3,451,603						
		Pro	oject	\$0						
2019	2019 <sup>5% \$:</sup>	\$3,700,000	П	\$0	Non-	\$506,017	\$0	\$3,009,885	Funded	\$0
			Ш	\$0	Project	۵۵			Unmet	\$0
			IV	\$261,910	FIOJECI	<b>Φ</b> 0				
			V	\$2,931,947						
		Т	otal	\$3,193,857						
		Pro	oject	\$0						
2020	5%	\$3,700,000	II	\$0	Non-	\$1,505,490	\$0	\$0	Funded	\$0
			Ш	\$0	Project	۵۵			Unmet	\$0
			IV	\$0	FIOJECI	<b>Φ</b> 0				
			V	\$1,973,352						
		Т	otal	\$1,973,352						
		Pro	oject	\$0						
	Summa	arv								
	Eurotional	Class		Dahahil		Draw Maint	Funded	Ur	nmet	
	Functional	Ciass		Renabil		Prev. Maint.	Stop Gap	Stop	Gap	
	Arterial			\$10,2	72,180	\$811,776	\$103,091		\$0	
	Collector			\$6,4	35,900	\$1,153,109	\$35,753		\$0	
	Other				\$0	\$2,353	\$0		\$0	

Residential/Local

Grand Total:

\$16,452,195

\$33,160,276

\$1,268,564

\$3,235,802

\$241,656

\$380,500

\$0

\$0

2020

## Scenarios - Network Condition Summary

				Interest: 5	5%	Inflation: 5%	Р	rinted: 07/10/2010
							Scenario: Ul	NCONSTRAINED
Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2011	\$3,700,000	5%	2012	\$3,700,000	5%	2013	\$3,700,000	5%
2014	\$3,700,000	5%	2015	\$3,700,000	5%	2016	\$3,700,000	5%
2017	\$3,700,000	5%	2018	\$3,700,000	5%	2019	\$3,700,000	5%
2020	\$3,700,000	5%						

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Projected Network Average PCI by year								
Year	Never Treated	With Selected Treatment						
2011	52	58						
2012	50	61						
2013	47	64						
2014	45	68						
2015	42	72						
2016	40	76						
2017	37	80						
2018	35	82						
2019	33	84						

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Percent Network Area by Functional Classification and Condition Class Condition in base year 2011, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	8.2%	6.7%	15.9%	0.1%	30.8%
II / III	2.8%	3.1%	9.6%	0.0%	15.5%
IV	10.8%	9.8%	18.9%	0.0%	39.5%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2011 after schedulable treatments applied.

<u>Condition</u> Class	Arterial	<u>Collector</u>	Res/Loc	<u>Other</u>	<u>Total</u>
I	12.9%	12.8%	15.9%	0.1%	41.7%
II / III	1.7%	2.6%	9.5%	0.0%	13.7%
IV	7.2%	4.3%	18.9%	0.0%	30.4%
V	0.1%	2.7%	11.4%	0.0%	14.2%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

Percent Network Area by Functional Classification and Condition Class Condition in year 2020 after schedulable treatments applied.

## Scenarios - Network Condition Summary

#### Printed: 07/10/2010

Scenario: UNCONSTRAINED

<u>Condition</u> Class	<u>Arterial</u>	Collector	Res/Loc	<u>Other</u>	Total
Ι	21.9%	22.3%	52.3%	0.1%	96.6%
II / III	0.0%	0.0%	3.4%	0.0%	3.4%
Total	21.9%	22.3%	55.7%	0.1%	100.0%

# Section 4

# **Current Funding Level (City Budget):** Sections Selected For Treatment

#### CITY OF UKIAH

### Scenarios - Sections Selected for Treatment

				Interest: 5.0	00%	Inflatio	on: 5.00%	Printed: 07/10/2010 Scenario: EXISTING BUDGE
Budget PM Amt	Year	Budget	PM Amt	Year		Budget	PM Amt	
1,000,000 15%	2012	\$1,000,000	15%	2013		\$1,000,000	15%	
1,000,000 15%	2015	\$1,000,000	15%	2016		\$1,000,000	15%	
1,000,000 15%	2018	\$1,000,000	15%	2019		\$1,000,000	15%	
1,000,000 15%								
End Location	Street ID	Section I	ID FC	Surface	PCI	Cost	Rating	Treatment
W/SIDE PINE ST	GROVEA	04	А	AC/AC	100	\$39,656	17,142	AC OVERLAY (2")
E. S/SIDE WALNUT AV	E. PINEST	05	А	AC/AC	100	\$66,098	17,951	AC OVERLAY (2")
			Т	reatment To	tal	\$105,754		
N/SIDE MILL ST.	DORAST	01	А	AC/AC	100	\$608,992	17,886	AC OVERLAY (2.5") W/FABRIC
			T	reatment To	tal	\$608,992		
MAIN ST.	EMILL	01	С	AC/AC	100	\$15,390	16,910	AC OVERLAY (1.5 ")
T. W/SIDE DORA ST.	WMILLS	02	С	AC/AC	100	\$76,228	19,556	AC OVERLAY (1.5 ")
PINE ST	WSMITH	50	С	AC/AC	100	\$23,986	18,229	AC OVERLAY (1.5 ")
			T	reatment To	tal	\$115,604		
100' N OF MENDOCI DR.	INO SPRING	50	R	AC/AC	100	\$11,741	12,976	AC OVERLAY (2 ") W/FABRIC
			Т	reatment To	tal	\$11,741		
			Ye	ear 2011 Tot	al	\$842,091		
RR	EGOBBI	01	А	AC/AC	100	\$162,246	17,338	AC OVERLAY (2.5") W/FABRIC
N/SIDE GOBBI ST.	STATES	03	A	AC/PCC	100	\$576,940	17,311	AC OVERLAY (2.5") W/FABRIC
			Т	reatment To	tal	\$739,186		
E/SIDE ORCHARD A	VE EGOBBI	03	А	AC/AC	100	\$110,452	20,867	AC OVERLAY (1.5 ")
E/SIDE C	DRCHARD A	DRCHARD AVE EGOBBI	DRCHARD AVE EGOBBI 03	DRCHARD AVE EGOBBI 03 A	DRCHARD AVE EGOBBI 03 A AC/AC	DRCHARD AVE EGOBBI 03 A AC/AC 100	DRCHARD AVE EGOBBI 03 A AC/AC 100 \$110,452	Treatment Total \$739,186   DRCHARD AVE EGOBBI 03 A AC/AC 100 \$110,452 20,867   1

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
					Tr	eatment To	tal	\$110,452		
MASON STREET	S/SIDE SMITH ST.	PERKINS ST.	MASON	02	С	AC/AC	88	\$4,264	49,118	SLURRY SEAL
MCPEAK STREET	CLAY ST.	MILL ST.	MCPEAK	01	С	AC/AC	83	\$7,627	60,234	SLURRY SEAL
SCHOOL STREET	N/SIDE HENRY ST.	N/SIDE CLAY ST.	SCHOOL	03	А	AC/AC	87	\$18,669	55,885	SLURRY SEAL
SPRING STREET	S/SIDE CLAY ST.	MILL ST. MINUS JONES	SPRING	40	С	AC/AC	87	\$7,595	60,641	SLURRY SEAL
STATE STREET	S/Side Low Gap Road	N/side Smith St.	STATES	02	А	AC/PCC	82	\$52,267	73,522	SLURRY SEAL
TALMAGE ROAD	E/SIDE LEWIS LN.	W/SIDE CUNNGHM (S LN. ONLY)	TALMAG	01B	А	AC/AC	88	\$1,604	54,588	SLURRY SEAL
TALMAGE ROAD	HWY 101 OVRPASS APPROACHES	EAST AND WEST	TALMAG	04	А	AC/AC	86	\$12,410	58,183	SLURRY SEAL
PERKINS STREET (WEST)	E/SIDE SCHOOL ST.	W/SIDE STATE ST	WPERKN	03	А	AC/AC	85	\$2,310	64,860	SLURRY SEAL
STANDLEY STREET (WEST)	E/SIDE OAK ST.	W/SIDE SCHOOL ST.	WSTAND	05	А	AC/AC	94	\$1,347	57,738	SLURRY SEAL
					Tr	eatment To	tal	\$108,094		
PINE STREET	ARLINGTON ST.	S/SIDE MAGNOLIA	PINEST	01	С	AC/AC	84	\$48	912,382	SEAL CRACKS
SCHOOL STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	SCHOOL	02	А	AC/AC	89	\$5	6,245,795	SEAL CRACKS
SCOTT STREET	PINE ST.	STATE ST.	SCOTT	01	А	AC/AC	89	\$4	8,000,401	SEAL CRACKS
CLAY STREET (WEST)	W/SIDE MCPEAK ST.	W/SIDE OAK ST. MINUS DORA	WCLAY	02	С	AC/AC	88	\$40	3,595,487	SEAL CRACKS
MILL STREET (WEST)	W/SIDE DORA ST.	STATE ST.	WMILLS	03	С	AC/AC	89	\$10	5,391,953	SEAL CRACKS
PERKINS STREET (WEST)	HIGHLAND DR.	W/SIDE DORA ST.	WPERKN	01	А	AC/AC	85	\$128	1,335,007	SEAL CRACKS
STANDLEY STREET (WEST)	E/SIDE DORA ST.	W/SIDE OAK ST.	WSTAND	04	A	AC/AC	87	\$22	2,544,596	SEAL CRACKS
					Tr	eatment To	tal	\$257		
					Ye	ar 2012 Tot	al	\$957,989		
Year: 2013										
PERKINS STREET (EAST)	STATE ST	RR	EPERKN	01	А	AC/AC	100	\$111,481	16,847	AC OVERLAY (2")
TALMAGE ROAD	RR	E/SIDE AIRPORT PARK BLVD.	TALMAG	02	А	AC/AC	100	\$143,325	15,422	AC OVERLAY (2")
PERKINS STREET (WEST)	E/SIDE DORA ST.	W/SIDE SCHOOL ST.	WPERKN	02	А	AC/AC	100	\$81,026	14,452	AC OVERLAY (2")
					Tr	eatment To	tal	\$335,833		
GOBBI STREET (EAST)	E/S ORCHARD - 101 OVRPASS	& E/SIDE 101 OVRPASS APPROACH	EGOBBI	04	A	AC/AC	100	\$87,710	19,921	AC OVERLAY (1.5 ")
HASTINGS AVE	East side/State Street	277 ft East	HASTNG	01	R	AC	100	\$18,717	12,132	AC OVERLAY (1.5 ")

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
SEMINARY AVENUE	OAK ST.	STATE ST. (W/BOUND LANE)	SEMINA	02	R	AC/AC	100	\$31,083	12,775	AC OVERLAY (1.5 ")
					TI	eatment To	tal	\$137,510		
GOBBI STREET (EAST)	E/SIDE HWY 101 OVRPASS APPRO.	S/SIDE OAK MANOR DR.	EGOBBI	05	С	AC/AC	100	\$89,964	13,649	AC OVERLAY (2 ") W/FABRIC
LOW GAP ROAD	W/SIDE DESPINA DR.	W/SIDE OF BUSH ST.	LOWGAP	02	С	AC/AC	100	\$283,916	13,868	AC OVERLAY (2 ") W/FABRIC
					Ti	eatment To	tal	\$373.880		
AIRPORT PARK BLVD.	1913 ft S/Talmage Road	2733 ft S/Talmage Road	APBLVD	02	С	AC	85	\$12,054	46,411	SLURRY SEAL
BUSH STREET	S/SIDE LOW GAP ROAD	N/SIDE GROVE AVE.	BUSHST	03	А	AC/AC	95	\$41,495	48,555	SLURRY SEAL
COCHRANE AVENUE	E/SIDE BANKER BLVD.	E P/L 452 COCH. MINUS HELEN	COCHRN	01	R	AC/AC	82	\$7,528	43,954	SLURRY SEAL
LORRAINE STREET	N P/L 44 LORRAINE	N P/L 50 LORRAINE	LORRAN	03	R	AC/AC	80	\$2,037	32,433	SLURRY SEAL
OAK STREET	S/SIDE MILL ST.	N/SIDE GOBBI ST.	OAKST	60	С	AC/AC	91	\$12,397	53,686	SLURRY SEAL
SPRING STREET	S/SIDE CHURCH ST.	N/SIDE CLAY ST.	SPRING	30	С	AC/AC	87	\$7,629	47,917	SLURRY SEAL
TALMAGE ROAD	STATE ST.	W/SIDE PERRY ST.	TALMAG	01A	А	AC/AC	88	\$5,237	50,580	SLURRY SEAL
TALMAGE ROAD	E/SIDE AIRPT PK BL. 50'E	E/SIDE 101 RAMP-E/CITY LIMIT	TALMAG	03	A	AC/AC	87	\$13,138	55,066	SLURRY SEAL
					T	eatment To	tal	\$101,515		
ALICE AVENUE	N/SIDE LUCE AVE.	S/SIDE MENDOCINO AVE.	ALICEA	02	R	AC/AC	89	\$4	6,603,743	SEAL CRACKS
DORA STREET	GROVE AVE.	N/SIDE MILL ST.	DORAST	01	А	AC/AC	89	\$17	15,664,032	SEAL CRACKS
GROVE AVENUE	BUSH ST	W/SIDE PINE ST	GROVEA	04	А	AC/AC	89	\$1	15,664,032	SEAL CRACKS
OAK STREET	S/SIDE GOBBI ST.	S/SIDE FREITAS ST.	OAKST	70	R	AC/AC	88	\$18	1,969,162	SEAL CRACKS
PINE STREET	N/SIDE GROVE AVE.	S/SIDE WALNUT AVE.	PINEST	05	А	AC/AC	89	\$2	15,664,032	SEAL CRACKS
SIDNIE COURT	N/SIDE FORD ST.	END	SIDNCT	01	R	AC/AC	89	\$2	11,672,523	SEAL CRACKS
WAUGH LANE	824 WAUGH LN.	E. GOBBI ST.	WAUGHL	03	R	AC/AC	88	\$35	1,822,289	SEAL CRACKS
					Tı	eatment To	tal	\$79		
					Ye	ar 2013 Tot	al	\$948,816		
Year: 2014										
CALVERT COURT	MCPEAK ST.	MCPEAK ST.	CALVCT	01	R	AC/AC	100	\$109,528	11,960	AC OVERLAY (1.5 ")
DONNER COURT	HOMEWOOD DR.	END OF COURT	DONNRC	01	R	AC	100	\$39,070	11,926	AC OVERLAY (1.5 ")
GARRETT DRIVE	E/SIDE LOCKWOOD DR.	W/SIDE ELM ST.	GARRET	03	R	AC/AC	100	\$56,557	11,802	AC OVERLAY (1.5 ")
JACKSON AVENUE	LIVE OAK AVE.	EAST END	JACKSN	01	R	AC/AC	100	\$23,679	12,169	AC OVERLAY (1.5 ")

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
POMO DRIVE	BTW MAYA AND WIATT	S/SIDE YOSEMITE DR.	POMODR	02	R	AC/AC	100	\$62,030	11,876	AC OVERLAY (1.5 ")
					T	reatment To	tal	\$290,865		
SMITH (EAST)	E/SIDE STATE ST.	W/SIDE MAIN ST.	ESMITH	01	R	AC	100	\$17,590	10,841	AC OVERLAY (2 ") W/FABRIC
GARRETT DRIVE	100' E OF BUSH ST.	W/SIDE LOCKWOOD DR.	GARRET	02	R	AC/AC	100	\$13,192	11,390	AC OVERLAY (2 ") W/FABRIC
N. HIGHLAND AVENUE	W.STANDLEY ST.	S/SIDE PERKINS ST.	HIGHLN	01	С	AC/AC	100	\$38,896	12,545	AC OVERLAY (2 ") W/FABRIC
OAK STREET	LOW GAP RD	RUDDOCK	OAKST	22	С	AC/AC	100	\$212,627	13,294	AC OVERLAY (2 ") W/FABRIC
OAK STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	OAKST	30	С	AC/AC	100	\$83,835	13,033	AC OVERLAY (2 ") W/FABRIC
POMEROY ST.	LONG'S PLAZA LOT	S/SIDE PERKINS ST.	POMROY	01	R	AC/AC	100	\$29,050	11,285	AC OVERLAY (2 ") W/FABRIC
CLAY STREET (WEST)	W/SIDE HIGHLAND DR.	W/SIDE MCPEAK ST.	WCLAY	01	С	AC/AC	100	\$156,800	13,022	AC OVERLAY (2 ") W/FABRIC
					T	reatment To	tal	\$551,990		
CYPRESS AVENUE	LIVE OAK AVE.	HAZEL AVE.	CYPRES	01	R	AC/AC	82	\$7,746	40,858	SLURRY SEAL
PERKINS STREET (EAST)	RR	101 OVRPASS BRIDGE	EPERKN	04	А	AC/AC	88	\$26,553	47,872	SLURRY SEAL
HENRY STREET	DORA ST.	OAK ST.	HENRYS	01	С	AC/AC	81	\$6,174	39,382	SLURRY SEAL
LORRAINE STREET	N P/L 50 LORRAINE ST.	BETTY ST.	LORRAN	04	R	AC/AC	80	\$5,515	40,722	SLURRY SEAL
MARSHALL STREET	E GOBBI ST.	S. MAIN ST.	MARSHL	01	R	AC/AC	85	\$6,483	39,837	SLURRY SEAL
NOKOMIS DRIVE	SOUTH P/L 544 NOKOMIS DR.	W/SIDE MARWEN DR.	NOKOMS	02	R	AC/AC	79	\$2,960	36,929	SLURRY SEAL
REDWOOD AVENUE	E/SIDE HELEN AVE.	END	REDWDA	01	R	AC/AC	87	\$6,078	41,648	SLURRY SEAL
SCHOOL STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	SCHOOL	02	А	AC/AC	91	\$6,367	36,266	SLURRY SEAL
WIATT DRIVE	E/SIDE POMO DR.	W/SIDE WASHO DR.	WIATTD	01	R	AC/AC	85	\$3,917	41,403	SLURRY SEAL
PERKINS STREET (WEST)	HIGHLAND DR.	W/SIDE DORA ST.	WPERKN	01	А	AC/AC	89	\$19,882	44,078	SLURRY SEAL
STANDLEY STREET (WEST)	Gibson Creek	west end	WSTAND	01A	R	AC/AC	86	\$7,910	40,654	SLURRY SEAL
STANDLEY STREET (WEST)	W/SIDE BARNES ST.	W/SIDE DORA ST.	WSTAND	03	А	AC/AC	91	\$9,637	40,678	SLURRY SEAL
STANDLEY STREET (WEST)	E/SIDE DORA ST.	W/SIDE OAK ST.	WSTAND	04	А	AC/AC	91	\$6,946	45,846	SLURRY SEAL
STEPHENSON STREET (WEST)	SPRING ST.	DORA ST. MINUS HORTENSE	WSTEPH	02	R	AC/AC	89	\$3,019	38,308	SLURRY SEAL
					T	reatment To	tal	\$119,186		
GOBBI STREET (EAST)	STATE ST.	RR	EGOBBI	01	А	AC/AC	89	\$5	14,918,126	SEAL CRACKS
GOBBI STREET (EAST)	RR	E/SIDE ORCHARD AVE	EGOBBI	03	А	AC/AC	89	\$5	14,918,126	SEAL CRACKS
MILL STREET (EAST)	STATE ST.	MAIN ST.	EMILL	01	С	AC/AC	87	\$9	1,341,372	SEAL CRACKS
SCHOOL STREET	N/SIDE HENRY ST.	N/SIDE CLAY ST.	SCHOOL	03	А	AC/AC	85	\$136	1,471,927	SEAL CRACKS

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
STATE STREET	S/Side Low Gap Road	N/side Smith St.	STATES	02	А	AC/PCC	81	\$660	1,437,309	SEAL CRACKS
STATE STREET	N/SIDE SMITH ST.	N/SIDE GOBBI ST.	STATES	03	А	AC/PCC	89	\$16	14,918,126	SEAL CRACKS
TALMAGE ROAD	E/SIDE LEWIS LN.	W/SIDE CUNNGHM (S LN. ONLY)	TALMAG	01B	А	AC/AC	86	\$10	1,467,398	SEAL CRACKS
TALMAGE ROAD	HWY 101 OVRPASS APPROACHES	EAST AND WEST	TALMAG	04	А	AC/AC	84	\$103	1,322,473	SEAL CRACKS
MILL STREET (WEST)	E/SIDE MCPEAK ST.	W/SIDE DORA ST.	WMILLS	02	С	AC/AC	87	\$44	1,341,372	SEAL CRACKS
PERKINS STREET (WEST)	E/SIDE SCHOOL ST.	W/SIDE STATE ST	WPERKN	03	А	AC/AC	84	\$22	1,386,086	SEAL CRACKS
SMITH STREET (WEST)	DORA ST	PINE ST	WSMITH	50	С	AC/AC	87	\$14	1,341,372	SEAL CRACKS
					Tı	reatment To	tal	\$1,024		
					Ye	ar 2014 Tot	tal	\$963,065		
Year: 2015										
SMITH STREET (WEST)	E/SIDE SCHOOL ST.	STATE ST.	WSMITH	40	С	AC/AC	100	\$17,017	10,306	AC OVERLAY (2")
					T	reatment To	tal	\$17,017		
STATE STREET	200' N OF WASHINGTON AVE.	BEACON LANE	STATES	05	А	AC	100	\$564,102	14,511	AC OVERLAY (2.5") W/FABRIC
GOBBI STREET (WEST)	DORA ST.	STATE ST.	WGOBBI	01	А	AC/AC	100	\$186,921	14,304	AC OVERLAY (2.5") W/FABRIC
					T	reatment To	tal	\$751.023		
BEACON WAY	N/SIDE BEACON LN.	150' NORTH	BEACWY	01	R	AC/AC	100	\$9,578	9,955	AC OVERLAY (1.5 ")
					T	reatment To	tal	\$9,578		
BETTY STREET	S/SIDE LORRAINE ST	N/SIDE COOPER	BETTYS	03	R	AC/AC	100	\$26,934	10,853	AC OVERLAY (2 ") W/FABRIC
HENRY STREET	E/SIDE OAK ST.	STATE ST. MINUS SCHOOL	HENRYS	02	С	AC/AC	100	\$38,507	11,890	AC OVERLAY (2 ") W/FABRIC
					T	reatment To	tal	\$65,442		
N. HIGHLAND AVENUE	S/SIDE PERKINS ST.	N/SIDE CLAY ST.	HIGHLN	02	С	AC/AC	94	\$8,265	38,561	SLURRY SEAL
ORCHARD AVENUE	PERKINS ST.	GOBBI ST.	ORCHAR	02	С	AC/AC	83	\$38,288	36,825	SLURRY SEAL
PINE STREET	CYPRESS AVE.	GROVE AVE.	PINEST	04	R	AC/AC	92	\$9,319	34,218	SLURRY SEAL
SCOTT STREET	PINE ST.	STATE ST.	SCOTT	01	А	AC/AC	90	\$7,513	39,933	SLURRY SEAL
SPRING STREET	GROVE	N.SIDE WALNUT MINUS +N/S	SPRING	07	С	AC/AC	92	\$3,677	37,113	SLURRY SEAL
					T	reatment To	tal	\$67.062		
DORA STREET	GROVE AVE.	N/SIDE MILL ST.	DORAST	01	A	AC/AC	86	\$285	1,601,030	SEAL CRACKS

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
GOBBI STREET (EAST)	E/S ORCHARD - 101 OVRPASS	& E/SIDE 101 OVRPASS APPROACH	EGOBBI	04	А	AC/AC	89	\$4	14,207,738	SEAL CRACKS
PERKINS STREET (EAST)	STATE ST	RR	EPERKN	01	А	AC/AC	89	\$4	14,207,738	SEAL CRACKS
GROVE AVENUE	BUSH ST	W/SIDE PINE ST	GROVEA	04	А	AC/AC	86	\$23	1,601,030	SEAL CRACKS
MASON STREET	S/SIDE SMITH ST.	PERKINS ST.	MASON	02	С	AC/AC	85	\$30	1,246,784	SEAL CRACKS
MCPEAK STREET	CLAY ST.	MILL ST.	MCPEAK	01	С	AC/AC	81	\$98	1,141,863	SEAL CRACKS
PINE STREET	N/SIDE GROVE AVE.	S/SIDE WALNUT AVE.	PINEST	05	А	AC/AC	86	\$38	1,601,030	SEAL CRACKS
SPRING STREET	S/SIDE CLAY ST.	MILL ST. MINUS JONES	SPRING	40	С	AC/AC	85	\$56	1,572,314	SEAL CRACKS
SPRING STREET	S/SIDE MILL ST.	100' N OF MENDOCINO DR.	SPRING	50	R	AC/AC	88	\$3	1,341,653	SEAL CRACKS
TALMAGE ROAD	STATE ST.	W/SIDE PERRY ST.	TALMAG	01A	А	AC/AC	86	\$32	1,452,853	SEAL CRACKS
TALMAGE ROAD	RR	E/SIDE AIRPORT PARK BLVD.	TALMAG	02	А	AC/AC	89	\$5	14,207,738	SEAL CRACKS
TALMAGE ROAD	E/SIDE AIRPT PK BL. 50'E	E/SIDE 101 RAMP-E/CITY LIMIT	TALMAG	03	A	AC/AC	85	\$104	1,306,195	SEAL CRACKS
PERKINS STREET (WEST)	E/SIDE DORA ST.	W/SIDE SCHOOL ST.	WPERKN	02	А	AC/AC	89	\$3	14,207,738	SEAL CRACKS
					Tı	reatment To	tal	\$684		
					Ye	ar 2015 To	tal	\$910,806		
Year: 2016										
LOUISE COURT	S. OAK ST.	END	LOUISE	01	R	AC/AC	100	\$21,008	10,015	AC OVERLAY (1.5 ")
WABASH AVENUE	E/SIDE DORA	W/SIDE STATE	WABASH	02	R	AC/AC	100	\$117,836	10,485	AC OVERLAY (1.5 ")
					T	reatment To	tal	\$138 844		
PERKINS STREET (EAST)	E/SIDE 101 OVRPASS BRIDGE	EAST CITY LIMIT	EPERKN	06	С	AC/AC	100	\$209,668	11,355	AC OVERLAY (2 ") W/FABRIC
HOMEWOOD DRIVE	CAPPS LN.	EMPIRE DR.	HOMEWD	01	R	AC	100	\$66,846	10,305	AC OVERLAY (2 ") W/FABRIC
HOPE STREET	CLAY ST.	SMITH ST. MINUS INTERSECTIONS	HOPEST	01	R	AC/AC	100	\$129,689	10,271	AC OVERLAY (2 ") W/FABRIC
LESLIE STREET	N/SIDE PEACH ST.	S/SIDE PERKINS ST.	LESLIE	02	R	AC/AC	100	\$97,698	10,367	AC OVERLAY (2 ") W/FABRIC
MAIN STREET	N SIDE PERKINS ST	E CLAY ST	MAINST	32	С	AC/AC	100	\$119,644	11,657	AC OVERLAY (2 ") W/FABRIC
WASHO DRIVE	S/SIDE WIYAT STREET S/SIDE WI	N/SIDE YOSEMITE DR. N/SIDE YO	WASHOD	02	R	AC/AC	100	\$70,805	10,276	AC OVERLAY (2 ") W/FABRIC
					Ті	reatment To	tal	\$694,349		
					Ye	ar 2016 To	tal	\$833,193		

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
AIRPORT PARK BLVD.	east end	RR tracks	APBLVD	04	С	AC	100	\$23,583	14,178	AC OVERLAY (1.5 ")
BAYWOOD CT.	W/SIDE LAUREL	END OF COURT	BAYWDC	01	R	AC/AC	100	\$51,333	9,677	AC OVERLAY (1.5 ")
MAGNOLIA STREET	E/SIDE NO. PINE	W/SIDE STATE ST.	MAGNOL	01	R	AC/AC	100	\$102,511	10,030	AC OVERLAY (1.5 ")
BARNES STREET (SOUTH)	BETTY ST.	CLAY	SBARNE	01	R	AC/AC	100	\$31,680	9,675	AC OVERLAY (1.5 ")
WILLOW AVENUE	DORA ST.	W END MINUS SPRING +N	WILLOW	01	R	AC/AC	100	\$67,114	9,569	AC OVERLAY (1.5 ")
					TI	eatment To	tal	\$276,221		
ARLINGTON DRIVE	50' FR. E/SIDE BUSH ST.	W/SIDE ELM ST.	ARLING	01	R	AC/AC	100	\$118,780	9,813	AC OVERLAY (2 ") W/FABRIC
CHERRY COURT	CHERRY ST.	END OF COURT	CHERYC	01	R	AC/AC	100	\$56,228	9,670	AC OVERLAY (2 ") W/FABRIC
DOOLAN CANYON DRIVE	W/SIDE HELEN	CITY LIMIT	DOOLCN	01	R	AC/AC	100	\$23,139	9,461	AC OVERLAY (2 ") W/FABRIC
HAMILTON STREET	N/SIDE HOSPITAL DR.	S/SIDE CLARA	HAMILT	01	R	AC/AC	100	\$66,332	9,733	AC OVERLAY (2 ") W/FABRIC
HASTINGS AVE	277 ft East of South State	curve (Airport Road)	HASTNG	02	R	AC	100	\$103,412	9,896	AC OVERLAY (2 ") W/FABRIC
MYRON STREET	N/SIDE CLARA AVE.	S/SIDE FORD ST.	MYRONS	01	R	AC/AC	100	\$52,140	9,732	AC OVERLAY (2 ") W/FABRIC
OAK STREET	S/SIDE FREITAS ST.	S. END	OAKST	80	R	AC/AC	100	\$59,390	9,727	AC OVERLAY (2 ") W/FABRIC
PLUM DRIVE	PEACH ST.	ORCHARD AVE.	PLUMDR	01	R	AC/AC	100	\$89,964	9,785	AC OVERLAY (2 ") W/FABRIC
					TI	eatment To	tal	\$569,385		
STATE STREET	S/Side Low Gap Road	N/side Smith St.	STATES	02	А	AC/PCC	85	\$66,707	58,864	SLURRY SEAL
PERKINS STREET (WEST)	E/SIDE SCHOOL ST.	W/SIDE STATE ST	WPERKN	03	А	AC/AC	87	\$2,948	49,118	SLURRY SEAL
STANDLEY STREET (WEST)	E/SIDE OAK ST.	W/SIDE SCHOOL ST.	WSTAND	05	А	AC/AC	94	\$1,720	45,344	SLURRY SEAL
					TI	eatment To	tal	\$71,375		
AIRPORT PARK BLVD.	1913 ft S/Talmage Road	2733 ft S/Talmage Road	APBLVD	02	С	AC	81	\$173	750,768	SEAL CRACKS
COCHRANE AVENUE	E/SIDE BANKER BLVD.	E P/L 452 COCH. MINUS HELEN	COCHRN	01	R	AC/AC	81	\$107	751,114	SEAL CRACKS
CYPRESS AVENUE	LIVE OAK AVE.	HAZEL AVE.	CYPRES	01	R	AC/AC	81	\$99	737,444	SEAL CRACKS
GOBBI STREET (EAST)	E/S ORCHARD - 101 OVRPASS	& E/SIDE 101 OVRPASS APPROACH	EGOBBI	04	А	AC/AC	86	\$73	1,452,182	SEAL CRACKS
GOBBI STREET (EAST)	E/SIDE HWY 101 OVRPASS APPRO.	S/SIDE OAK MANOR DR.	EGOBBI	05	С	AC/AC	86	\$60	845,865	SEAL CRACKS
PERKINS STREET (EAST)	STATE ST	RR	EPERKN	01	А	AC/AC	86	\$64	1,452,182	SEAL CRACKS
PERKINS STREET (EAST)	RR	101 OVRPASS BRIDGE	EPERKN	04	А	AC/AC	84	\$229	1,152,575	SEAL CRACKS
HASTINGS AVE	East side/State Street	277 ft East	HASTNG	01	R	AC	88	\$7	1,216,919	SEAL CRACKS
HENRY STREET	DORA ST.	OAK ST.	HENRYS	01	С	AC/AC	78	\$99	666,477	SEAL CRACKS

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
N. HIGHLAND AVENUE	W.STANDLEY ST.	S/SIDE PERKINS ST.	HIGHLN	01	С	AC/AC	87	\$14	1,158,727	SEAL CRACKS
LORRAINE STREET	N P/L 44 LORRAINE	N P/L 50 LORRAINE	LORRAN	03	R	AC/AC	77	\$36	489,871	SEAL CRACKS
LORRAINE STREET	N P/L 50 LORRAINE ST.	BETTY ST.	LORRAN	04	R	AC/AC	80	\$81	702,167	SEAL CRACKS
LOW GAP ROAD	W/SIDE DESPINA DR.	W/SIDE OF BUSH ST.	LOWGAP	02	С	AC/AC	86	\$188	845,865	SEAL CRACKS
MARSHALL STREET	E GOBBI ST.	S. MAIN ST.	MARSHL	01	R	AC/AC	84	\$62	824,919	SEAL CRACKS
NOKOMIS DRIVE	SOUTH P/L 544 NOKOMIS DR.	W/SIDE MARWEN DR.	NOKOMS	02	R	AC/AC	78	\$48	616,265	SEAL CRACKS
OAK STREET	LOW GAP RD	RUDDOCK	OAKST	22	С	AC/AC	87	\$77	1,158,727	SEAL CRACKS
OAK STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	OAKST	30	С	AC/AC	87	\$31	1,158,727	SEAL CRACKS
OAK STREET	S/SIDE MILL ST.	N/SIDE GOBBI ST.	OAKST	60	С	AC/AC	88	\$24	4,032,206	SEAL CRACKS
REDWOOD AVENUE	E/SIDE HELEN AVE.	END	REDWDA	01	R	AC/AC	86	\$39	1,126,042	SEAL CRACKS
SCHOOL STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	SCHOOL	02	А	AC/AC	86	\$36	1,438,523	SEAL CRACKS
SCOTT STREET	PINE ST.	STATE ST.	SCOTT	01	А	AC/AC	87	\$29	1,691,540	SEAL CRACKS
SEMINARY AVENUE	OAK ST.	STATE ST. (W/BOUND LANE)	SEMINA	02	R	AC/AC	88	\$12	1,216,919	SEAL CRACKS
SPRING STREET	S/SIDE CHURCH ST.	N/SIDE CLAY ST.	SPRING	30	С	AC/AC	83	\$81	937,772	SEAL CRACKS
STATE STREET	200' N OF WASHINGTON AVE.	BEACON LANE	STATES	05	А	AC	89	\$16	12,886,838	SEAL CRACKS
TALMAGE ROAD	STATE ST.	W/SIDE PERRY ST.	TALMAG	01A	А	AC/AC	84	\$52	1,076,337	SEAL CRACKS
TALMAGE ROAD	RR	E/SIDE AIRPORT PARK BLVD.	TALMAG	02	А	AC/AC	86	\$82	1,452,182	SEAL CRACKS
TALMAGE ROAD	E/SIDE AIRPT PK BL. 50'E	E/SIDE 101 RAMP-E/CITY LIMIT	TALMAG	03	A	AC/AC	83	\$150	1,052,139	SEAL CRACKS
CLAY STREET (WEST)	W/SIDE HIGHLAND DR.	W/SIDE MCPEAK ST.	WCLAY	01	С	AC/AC	87	\$57	1,158,727	SEAL CRACKS
GOBBI STREET (WEST)	DORA ST.	STATE ST.	WGOBBI	01	А	AC/AC	89	\$5	12,886,838	SEAL CRACKS
WIATT DRIVE	E/SIDE POMO DR.	W/SIDE WASHO DR.	WIATTD	01	R	AC/AC	84	\$36	891,892	SEAL CRACKS
PERKINS STREET (WEST)	HIGHLAND DR.	W/SIDE DORA ST.	WPERKN	01	А	AC/AC	84	\$185	1,054,264	SEAL CRACKS
PERKINS STREET (WEST)	E/SIDE DORA ST.	W/SIDE SCHOOL ST.	WPERKN	02	А	AC/AC	86	\$46	1,452,182	SEAL CRACKS
STANDLEY STREET (WEST)	Gibson Creek	west end	WSTAND	01A	R	AC/AC	85	\$64	940,078	SEAL CRACKS
STANDLEY STREET (WEST)	W/SIDE BARNES ST.	W/SIDE DORA ST.	WSTAND	03	А	AC/AC	86	\$62	1,301,882	SEAL CRACKS
STANDLEY STREET (WEST)	E/SIDE DORA ST.	W/SIDE OAK ST.	WSTAND	04	А	AC/AC	87	\$31	1,823,628	SEAL CRACKS
STEPHENSON STREET (WEST)	SPRING ST.	DORA ST. MINUS HORTENSE	WSTEPH	02	R	AC/AC	88	\$9	1,854,971	SEAL CRACKS
					Tr	eatment To	tal	\$2,463		

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
					Ye	ear 2017 Tot	al	\$919,444		
Year: 2018										
SPRING STREET	S/SIDE CYPRESS AVE	GROVE	SPRING	03	С	AC/AC	100	\$83,840	9,443	AC OVERLAY (2")
					Tı	reatment Tot	al	\$83,840		
TODD ROAD	BARNES ST.	WALNUT AVE.	TODDRD	01	R	AC/AC	100	\$42,873	9,272	AC OVERLAY (1.5 ")
					T	reatment Tot	al	\$42 873		
CANYON VIEW CT.	W/SIDE LAUREL	END OF COURT	CNYNVW	01	R	AC/AC	100	\$38,266	9,069	AC OVERLAY (2 ") W/FABRIC
GROVE AVENUE	LIVE OAK AVE	BUSH ST	GROVEA	02	С	AC/AC	100	\$376,312	10,383	AC OVERLAY (2 ") W/FABRIC
HELEN AVENUE	S/SIDE LUCE AVE.	855 HELEN AVE.	HELENA	04	R	AC/AC	100	\$88,437	9,239	AC OVERLAY (2 ") W/FABRIC
HELEN AVENUE	855 HELEN AVE.	S/SIDE MENDOCINO	HELENA	05	R	AC/AC	100	\$42,639	9,133	AC OVERLAY (2 ") W/FABRIC
HIGHLAND AVENUE (SOUTH)	HIGHLAND CT.	CLAY ST.	SHLNDA	01	R	AC/AC	100	\$136,665	9,095	AC OVERLAY (2 ") W/FABRIC
					TI	reatment Tot	al	\$682,319		
CHURCH STREET (WEST)	DORA ST.	BUSH ST.	WCHURC	031	С	AC/AC	100	\$29,181	7,551	RECONSTRUCT SURFACE (AC)
					Tı	reatment Tot	al	\$29,181		
MCPEAK STREET	CLAY ST.	MILL ST.	MCPEAK	01	С	AC/AC	86	\$10,221	47,420	SLURRY SEAL
SCHOOL STREET	N/SIDE HENRY ST.	N/SIDE CLAY ST.	SCHOOL	03	А	AC/AC	86	\$25,018	43,414	SLURRY SEAL
SPRING STREET	S/SIDE CLAY ST.	MILL ST. MINUS JONES	SPRING	40	С	AC/AC	89	\$10,178	44,276	SLURRY SEAL
TALMAGE ROAD	E/SIDE LEWIS LN.	W/SIDE CUNNGHM (S I N. ONI Y)	TALMAG	01B	А	AC/AC	87	\$2,150	42,338	SLURRY SEAL
TALMAGE ROAD	HWY 101 OVRPASS APPROACHES	EAST AND WEST	TALMAG	04	А	AC/AC	86	\$16,631	43,818	SLURRY SEAL
					TI	reatment Tot	al	\$64,198		
CALVERT COURT	MCPEAK ST.	MCPEAK ST.	CALVCT	01	R	AC/AC	88	\$41	1,158,970	SEAL CRACKS
DONNER COURT	HOMEWOOD DR.	END OF COURT	DONNRC	01	R	AC	88	\$15	1,158,970	SEAL CRACKS
SMITH (EAST)	E/SIDE STATE ST.	W/SIDE MAIN ST.	ESMITH	01	R	AC	88	\$5	1,158,970	SEAL CRACKS
GARRETT DRIVE	100' E OF BUSH ST.	W/SIDE LOCKWOOD DR.	GARRET	02	R	AC/AC	88	\$4	1,158,970	SEAL CRACKS
GARRETT DRIVE	E/SIDE LOCKWOOD DR.	W/SIDE ELM ST.	GARRET	03	R	AC/AC	88	\$21	1,158,970	SEAL CRACKS
HENRY STREET	E/SIDE OAK ST.	STATE ST. MINUS SCHOOL	HENRYS	02	С	AC/AC	87	\$14	1,103,550	SEAL CRACKS
JACKSON AVENUE	LIVE OAK AVE.	EAST END	JACKSN	01	R	AC/AC	88	\$9	1,158,970	SEAL CRACKS

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
ORCHARD AVENUE	PERKINS ST.	GOBBI ST.	ORCHAR	02	С	AC/AC	80	\$550	625,087	SEAL CRACKS
POMO DRIVE	BTW MAYA AND WIATT	S/SIDE YOSEMITE DR.	POMODR	02	R	AC/AC	88	\$23	1,158,970	SEAL CRACKS
POMEROY ST.	LONG'S PLAZA LOT	S/SIDE PERKINS ST.	POMROY	01	R	AC/AC	88	\$8	1,158,970	SEAL CRACKS
SPRING STREET	GROVE	N.SIDE WALNUT MINUS +N/S	SPRING	07	С	AC/AC	89	\$4	4,935,147	SEAL CRACKS
SMITH STREET (WEST)	E/SIDE SCHOOL ST.	STATE ST.	WSMITH	40	С	AC/AC	87	\$7	1,103,550	SEAL CRACKS
					Tı	reatment To	tal	\$702		
					Ye	ear 2018 Tot	al	\$903,114		
Year: 2019										
AIRPORT PARK BLVD.	2733 ft S/Talmage Road	4278 ft S/Talmage Road	APBLVD	03	С	AC	100	\$95,416	13,199	AC OVERLAY (1.5 ")
					T	reatment To	tal	\$95,416		
BANKER BLVD.	HELEN AVE.	COCHRANE AVE.	BANKER	01	R	AC/AC	100	\$63,777	8,719	AC OVERLAY (2 ") W/FABRIC
BRICARELLI DRIVE	E/SIDE ELM ST.	W/SIDE STATE ST.	BRICAR	01	R	AC/AC	100	\$50,596	8,691	AC OVERLAY (2 ") W/FABRIC
CLEVELAND LANE	E/SIDE MAIN ST.	170 ft E/Main St.	CLEVEL	01	R	AC	100	\$25,298	8,558	AC OVERLAY (2 ") W/FABRIC
HELEN AVENUE	S/END	N/SIDE WASHINGTON AVE.	HELENA	01	R	AC/AC	100	\$189,375	8,570	AC OVERLAY (2 ") W/FABRIC
HELEN AVENUE	MID REDWOOD AVE. INTERSEC.	S/SIDE LUCE AVE.	HELENA	03	R	AC/AC	100	\$144,926	8,672	AC OVERLAY (2 ") W/FABRIC
HIGHLAND CT.	HIGHLAND DR.	HIGHLAND DR.	HLNDCT	01	R	AC/AC	100	\$106,975	8,671	AC OVERLAY (2 ") W/FABRIC
BARNES STREET (NORTH)	PARK BLVD @ TODD RD.	PERKINS ST. MINUS STANDLEY +N	NBARNE	01	R	AC/AC	100	\$73,131	8,601	AC OVERLAY (2 ") W/FABRIC
PARK BLVD.	W/SIDE CLUBHOUSE DR.	PARK WEST ENTRANCE	PARKBL	03	R	AC/AC	100	\$53,573	8,459	AC OVERLAY (2 ") W/FABRIC
					T	reatment To	tal	\$707.651		
BEACON WAY	150' NORTH OF BEACON LN.	NORTH END OF STREET	BEACWY	02	R	AC/AC	100	\$30,357	6,870	RECONSTRUCT SURFACE (AC)
					T	reatment To	tal	\$30,357		
BUSH STREET	S/SIDE LOW GAP ROAD	N/SIDE GROVE AVE.	BUSHST	03	А	AC/AC	94	\$55,608	44,446	SLURRY SEAL
CHURCH STREET (EAST)	STATE ST.	MAIN ST.	ECHURC	01	С	AC/AC	83	\$2,327	30,301	SLURRY SEAL
GROVE AVENUE	BUSH ST	W/SIDE PINE ST	GROVEA	04	А	AC/AC	87	\$5,634	39,725	SLURRY SEAL
PINE STREET	N/SIDE GROVE AVE.	S/SIDE WALNUT AVE.	PINEST	05	А	AC/AC	87	\$9,390	39,725	SLURRY SEAL
TALMAGE ROAD	STATE ST.	W/SIDE PERRY ST.	TALMAG	01A	А	AC/AC	88	\$7,018	38,020	SLURRY SEAL
TALMAGE ROAD	E/SIDE AIRPT PK BL. 50'E	E/SIDE 101 RAMP-E/CITY LIMIT	TALMAG	03	А	AC/AC	87	\$17,606	39,637	SLURRY SEAL

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
					Ti	reatment To	tal	\$97,583		
BEACON WAY	N/SIDE BEACON LN.	150' NORTH	BEACWY	01	R	AC/AC	88	\$4	1,103,781	SEAL CRACKS
BETTY STREET	S/SIDE LORRAINE ST	N/SIDE COOPER	BETTYS	03	R	AC/AC	88	\$8	1,103,781	SEAL CRACKS
PERKINS STREET (EAST)	E/SIDE 101 OVRPASS BRIDGE	EAST CITY LIMIT	EPERKN	06	С	AC/AC	87	\$76	1,051,000	SEAL CRACKS
MAIN STREET	N SIDE PERKINS ST	E CLAY ST	MAINST	32	С	AC/AC	87	\$44	1,051,000	SEAL CRACKS
SCOTT STREET	PINE ST.	STATE ST.	SCOTT	01	А	AC/AC	85	\$62	1,125,344	SEAL CRACKS
STATE STREET	S/Side Low Gap Road	N/side Smith St.	STATES	02	А	AC/PCC	84	\$575	1,365,202	SEAL CRACKS
STATE STREET	200' N OF WASHINGTON AVE.	BEACON LANE	STATES	05	А	AC	86	\$264	1,317,171	SEAL CRACKS
GOBBI STREET (WEST)	DORA ST.	STATE ST.	WGOBBI	01	А	AC/AC	86	\$87	1,317,171	SEAL CRACKS
PERKINS STREET (WEST)	E/SIDE SCHOOL ST.	W/SIDE STATE ST	WPERKN	03	А	AC/AC	85	\$21	1,268,281	SEAL CRACKS
					Tı	reatment To	tal	\$1,140		
					Ye	ear 2019 Tot	tal	\$932,146		
Year: 2020										
EASTLICK	CLAY ST	END	EASTLK	01	R	AC/AC	100	\$53,788	7,672	AC OVERLAY (1.5 ")
OAK STREET	N/SIDE HENRY ST.	S/SIDE CLAY ST. MINUS PERKINS	OAKST	40	С	AC/AC	100	\$177,647	10,573	AC OVERLAY (1.5 ")
					Tı	reatment To	tal	\$231,435		
BETTY STREET	N/SIDE MARLENE ST	S/SIDE LORRAINE ST	BETTYS	02	R	AC/AC	100	\$114,065	8,072	AC OVERLAY (2 ") W/FABRIC
JONES STREET	MCPEAK ST.	OAK ST. MINUS DORA ST. +N	JONESS	01	R	AC/AC	100	\$343,043	8,209	AC OVERLAY (2 ") W/FABRIC
MAPLE AVENUE	W/SIDE FAIRWAY AVE.	30' W OF ST.FRANCIS WAY	MAPLEA	02	R	AC/AC	100	\$134,378	8,089	AC OVERLAY (2 ") W/FABRIC
					T	reatment To	tal	\$591,485		
STANDLEY STREET (EAST)	E/SIDE STATE ST.	W/SIDE MAIN ST.	ESTAND	01	R	AC/AC	100	\$25,407	6,543	RECONSTRUCT SURFACE (AC)
					TI	reatment To	tal	\$25,407		
SCHOOL STREET	S/SIDE SCOTT ST.	N/SIDE HENRY ST.	SCHOOL	02	А	AC/AC	89	\$8,532	35,458	SLURRY SEAL
STANDLEY STREET (WEST)	E/SIDE DORA ST.	W/SIDE OAK ST.	WSTAND	04	A	AC/AC	90	\$9,308	38,615	SLURRY SEAL
					Т	reatment To	tal	\$17,840		
AIRPORT PARK BLVD.	east end	RR tracks	APBLVD	04	С	AC	87	\$14	1,000,952	SEAL CRACKS
HOMEWOOD DRIVE	CAPPS LN.	EMPIRE DR.	HOMEWD	01	R	AC	88	\$19	1,051,220	SEAL CRACKS
** - Treatment from Proje	ect Selection		1	1						MTC StreetSaver

Scenarios Criteria:

SS1026

Street Name	Begin Location	End Location	Street ID	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
HOPE STREET	CLAY ST.	SMITH ST. MINUS INTERSECTIONS	HOPEST	01	R	AC/AC	88	\$37	1,051,220	SEAL CRACKS
LESLIE STREET	N/SIDE PEACH ST.	S/SIDE PERKINS ST.	LESLIE	02	R	AC/AC	88	\$28	1,051,220	SEAL CRACKS
LOUISE COURT	S. OAK ST.	END	LOUISE	01	R	AC/AC	88	\$8	1,051,220	SEAL CRACKS
PINE STREET	CYPRESS AVE.	GROVE AVE.	PINEST	04	R	AC/AC	89	\$10	4,383,441	SEAL CRACKS
SCHOOL STREET	N/SIDE HENRY ST.	N/SIDE CLAY ST.	SCHOOL	03	А	AC/AC	84	\$208	987,255	SEAL CRACKS
TALMAGE ROAD	E/SIDE LEWIS LN.	W/SIDE CUNNGHM (S LN. ONLY)	TALMAG	01B	А	AC/AC	85	\$17	1,038,553	SEAL CRACKS
TALMAGE ROAD	HWY 101 OVRPASS APPROACHES	EAST AND WEST	TALMAG	04	А	AC/AC	84	\$149	932,122	SEAL CRACKS
WABASH AVENUE	E/SIDE DORA	W/SIDE STATE	WABASH	02	R	AC/AC	88	\$44	1,051,220	SEAL CRACKS
WASHO DRIVE	S/SIDE WIYAT STREET S/SIDE WI	N/SIDE YOSEMITE DR. N/SIDE YO	WASHOD	02	R	AC/AC	88	\$20	1,051,220	SEAL CRACKS

\$555	Treatment Total
\$866,723	Year 2020 Total
\$9,077,386	Grand Total

Section 5

# **Current PCI Map of City's Network**
## **Current PCI Condition**

