



# Pavement Management Program Update 2021

## Final Report

NCE Project No. 717.02.55  
Dec 2021



**Richmond, CA**  
501 Canal Blvd., Suite I  
Richmond, CA 94804



**City of Orland**  
815 4<sup>th</sup> St  
Orland, CA 95963

**Final Report**

**Pavement Management Program Update 2021**

**City of Orland**

Dec 2021

**Prepared for:**

**City of Orland**

815 4<sup>th</sup> St  
Orland, CA 95963

**Prepared by:**

A handwritten signature in black ink, appearing to read "Sharlan Montgomery Dunn".

---

Sharlan Montgomery Dunn, PhD  
Project Engineer

A handwritten signature in blue ink, appearing to read "Shahram Misaghi".

---

Shahram Misaghi, PE  
Senior Engineer

**NCE**

501 Canal Blvd Suite I  
Point Richmond, CA 94804  
(510) 215-3620

NCE Project No. 717.02.55

*This Page Intentionally Left Blank*

## Executive Summary

In 2020, the Glenn County Transportation Commission (GCTC) selected Nichols Consulting Engineers, Chtd. (NCE) to implement a pavement management program (PMP) for the City of Orland (City) as well as update a PMP for the City of Willows and implement a PMP for Glenn County. This report summarizes the results of the 2021 update for the City of Orland and its purpose is to help educate policy makers about the current condition of the pavement network and the impact of various funding scenarios on future network condition.

The City's pavement network consists of 37.1 centerline miles of streets, which represents a substantial investment of approximately \$61.3 million. In 2021 NCE collected pavement condition data throughout the network using Metropolitan Transportation Commission (MTC) modified ASTM survey procedures. The survey data were entered into the StreetSaver® database, which the City uses as a PMP decision-support tool.

Overall, the City's pavement network is currently in "Poor" condition with an average pavement condition index (PCI) of 49. Approximately 15.1 percent of the network is in "Good" condition and 59.8 percent is in "Poor" or "Failed" condition.

The budget needs analysis indicated that the City needs to spend \$33.0 million over the next ten years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. Four alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding ten-year budget, and PCI and deferred maintenance at the end of the analysis period.

Scenario	Description	10-Year Budget (\$M)	2031 PCI	2031 Deferred Maintenance (\$M)
1	Do Nothing	0.0	22	51.7
2	Existing Funding	1.65	25	48.6
3	Maintain PCI	18.5	49	27.0
4	Best Management Practices	41.7	85	0.0

NCE recommends that the City pursue Scenario 3, which will maintain the existing network PCI at 49 throughout the next decade. This scenario will increase the portion of the network in "Good" condition and limit the deferred maintenance. This scenario will require \$18.5 million over the next ten years.

**Table of Contents**

**1 Introduction and Background ..... 3**

**2 Network Summary ..... 5**

**3 Pavement Condition ..... 6**

**4 Maintenance and Rehabilitation Strategies ..... 9**

**5 Budget Analyses ..... 10**

5.1 Budget Needs Analysis ..... 11

5.2 Scenario 1: Do Nothing (\$0.0 M/10 Years) ..... 12

5.3 Scenario 2: Existing Funding (\$1.65 M/10 Years) ..... 13

5.4 Scenario 3: Maintain PCI (\$18.5 M/10 Years) ..... 14

5.5 Scenario 4: Best Management Practices (\$41.7 M/10 Years) ..... 15

5.6 Scenario Comparisons ..... 17

**6 Conclusion and Recommendations ..... 20**

**List of Figures**

Figure 1. Pavement Condition Survey Vehicle ..... 3

Figure 2. Examples of Streets with Different PCIs ..... 6

Figure 3. Network Condition Breakdown by Functional Classification ..... 7

Figure 4. Comparison of Network PCI to Statewide Average ..... 8

Figure 5. Costs of Maintaining Pavements Over Time ..... 9

Figure 6. PCI vs Deferred Maintenance for Scenario 1 ..... 12

Figure 7. PCI vs Deferred Maintenance for Scenario 2 ..... 13

Figure 8. PCI vs Deferred Maintenance for Scenario 3 ..... 14

Figure 9. PCI vs Deferred Maintenance for Scenario 4 ..... 15

Figure 10. Comparison of Annual PCI by Scenario ..... 17

Figure 11. Comparison of Annual Deferred Maintenance by Scenario ..... 18

Figure 12. Comparison of Pavement Condition Breakdown by Scenario ..... 19

List of Tables

Table 1. Network Summary Statistics ..... 5

Table 2. Pavement Condition Breakdown by Functional Class..... 8

Table 3. Summary Results for Budget Needs Analysis..... 11

Table 4. Summary Results for Scenario 1 ..... 12

Table 5. Summary Results for Scenario 2 ..... 13

Table 6. Summary Results for Scenario 3 ..... 14

Table 7. Summary Results for Scenario 4 ..... 15

List of Appendices

Appendix A

Section Description Inventory

Appendix B

Maintenance and Rehabilitation Decision Tree

Appendix C

Budget Needs Analysis Results

Appendix D

Budget Scenario Results

Appendix E

Pavement Condition Maps

Appendix F

Sections Selected For Treatment – Scenario 2

## 1 Introduction and Background

In 2020, the Glenn County Transportation Commission (GCTC) selected Nichols Consulting Engineers, Chtd. (NCE) to update the pavement management program (PMP) for the City of Orland (City) as well as update the PMP for the City of Willows and implement a PMP for Glenn County.

In general, PMPs are “designed to provide objective information and useful data for analysis so that... managers can make more consistent, cost effective, and defensible decisions related to the preservation of a pavement network.”<sup>1</sup>

To update the City’s PMP, NCE performed semi-automated condition surveys using Metropolitan Transportation Commission (MTC) modified<sup>2</sup> ASTM D6433<sup>3</sup> survey procedures and a customized vehicle equipped with a computer and a laser bar shown in Figure 1. This allowed condition data, including distress type, extent, and severity, to be collected quickly and safely. Surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.



**Figure 1. Pavement Condition Survey Vehicle**

---

<sup>1</sup> AASHTO “Guidelines for Pavement Management Systems”. American Association of State Highway and Transportation Officials, Washington, DC, July 1990.

<sup>2</sup> PCI Distress Identification Manuals (AC 4th Edition, PCC 3rd Edition), Metropolitan Transportation Commission, San Francisco, CA March 2016.

<sup>3</sup> ASTM D6433-18 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2018, [www.astm.org](http://www.astm.org).

After inspection, all survey data were entered into the City's StreetSaver® database and pavement condition index (PCI) calculations were performed. NCE then reviewed and updated the maintenance and rehabilitation (M&R) strategies and treatments. NCE also updated the treatment unit costs based on recent bid tabs from the County and other neighboring jurisdictions.

A budget needs analysis was performed for ten-year analysis period with an annual inflation rate of 3 percent. This analysis identified M&R recommendations for each pavement section and determined the total M&R budget needs for the analysis period. Finally, four budget scenarios were analyzed for the street network.

This report answers the following questions for the City of Orland:

- What does the City's pavement network include?
- What is the current condition of the pavement network?
- What are the City's current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next 10 years?
- What effect will the City's existing funding have on the network condition and deferred maintenance?
- What effect will other funding levels have on the network condition and deferred maintenance?



## 2 Network Summary

The City is responsible for maintaining approximately 37.1 centerline miles of streets (192 pavement sections). The network is entirely composed of asphalt concrete (AC). Table 1 summarizes the street network by functional classification. The "Other" functional classification identifies potentially private streets or driveways.

*Table 1. Network Summary Statistics*

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterials	11	3.2	7.4	11.3
Collectors	25	6.7	13.9	19.9
Residential	149	26.8	53.5	68.6
Other	7	0.4	0.9	0.2
<b>Total</b>	<b>192</b>	<b>37.1</b>	<b>75.7</b>	<b>100.0</b>

The street network replacement cost is estimated to be approximately \$61.3 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

### 3 Pavement Condition

Pavement condition is typically quantified using the pavement condition index (PCI), which ranges from 100 (best) to 0 (worst). Pavement condition is affected by the environment, traffic loads and volumes, construction materials, and age. Figure 2 shows photos of streets with varying PCIs.

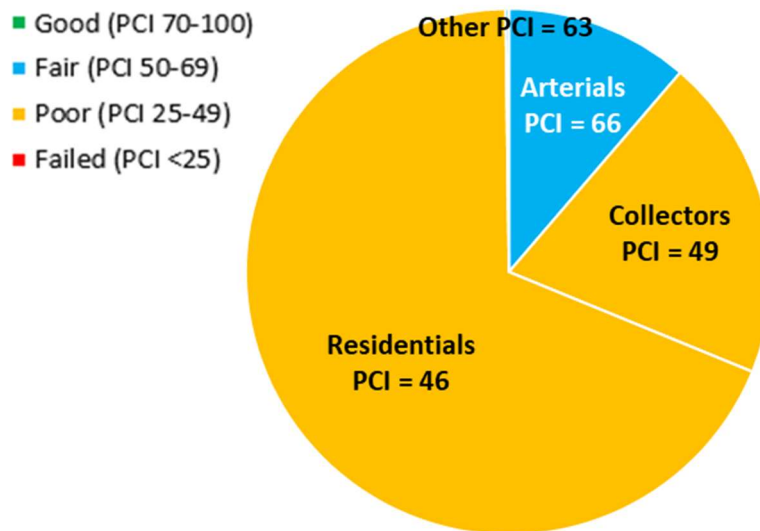
The PCI scale is divided into four general condition categories. Pavements in "Good" condition have a PCI above 70, pavements in "Fair" condition have a PCI between 50 and 69, pavements in "Poor" condition have a PCI between 25 and 49, and finally pavements in "Failed" condition have a PCI below 25.



**Figure 2. Examples of Streets with Different PCIs**

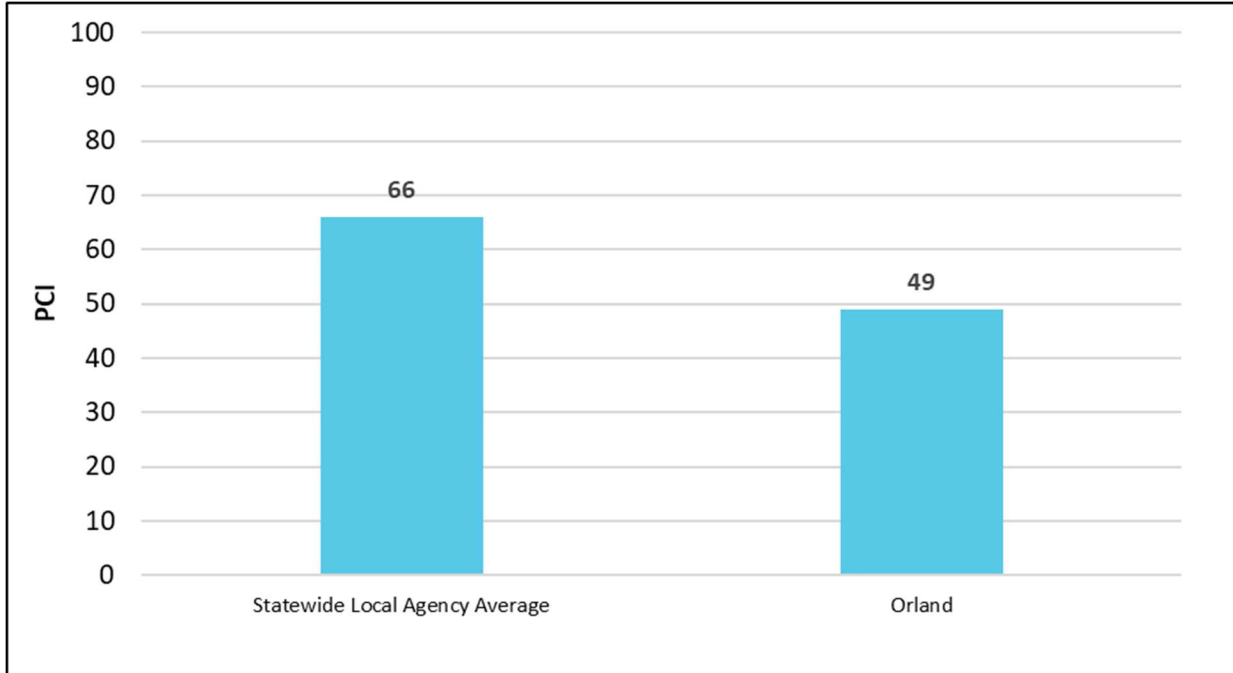
A list of all sections in the network along with their attributes, including the PCI at the time of last inspection, is provided in Appendix A. For convenience, two versions are provided – one sorted alphabetically by street name and the other sorted by descending PCI.

**The current average PCI for the City’s network is 49.** This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2021. Figure 3 breaks down the current network PCI by functional classification. As shown, the arterials have the highest condition with a PCI of 66 while residential have the lowest condition with a PCI of 46. The average PCI for the arterials and others is in “Fair” condition while the average PCI for the collectors and residential are in the “Poor” condition category.



**Figure 3. Network Condition Breakdown by Functional Classification**

Figure 4 shows the City’s network PCI compared to the statewide average PCI from the 2020 California Statewide Local Streets and Roads Needs Assessment. As illustrated, the City’s average network PCI is 17 points below the statewide average.



**Figure 4. Comparison of Network PCI to Statewide Average**

Table 2 summarizes the pavement network by condition category and functional classification. Approximately 15.1 percent of the streets are in “Good” condition, with approximately a quarter are in “Fair” condition. The remaining 59.8 percent are in “Poor” or “Failed” condition.

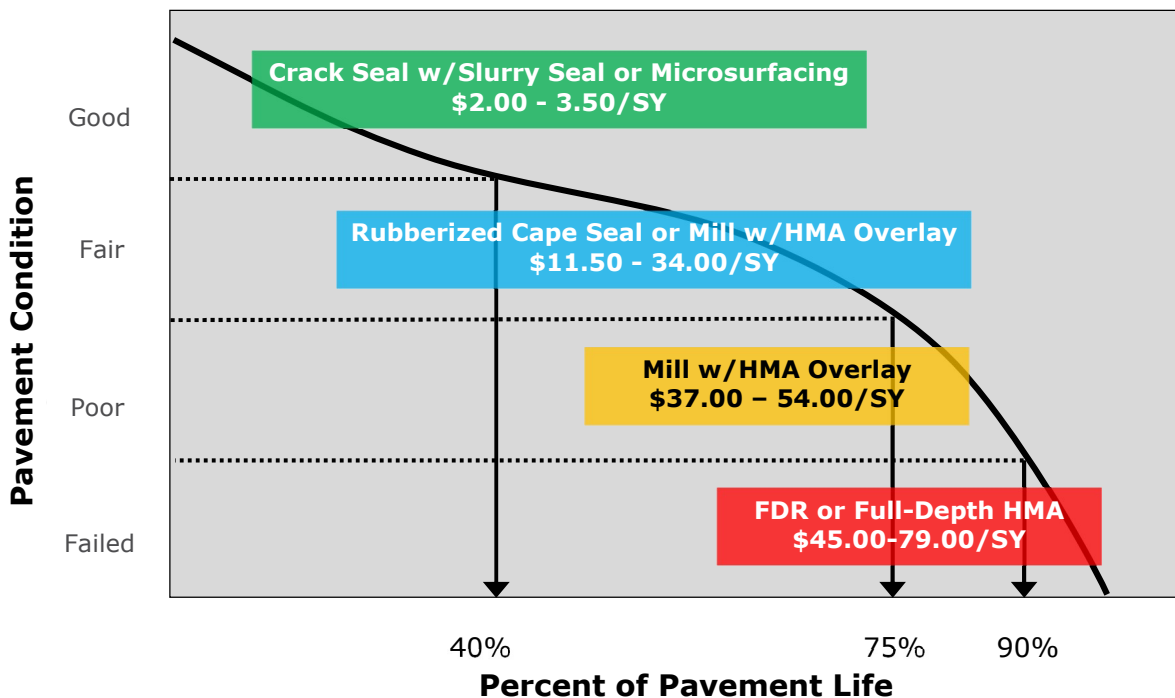
**Table 2. Pavement Condition Breakdown by Functional Class**

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Other (%)	Entire Network (%)
<b>Good</b>	70-100	1.7	3.2	10.1	0.1	15.1
<b>Fair</b>	50-69	7.8	1.9	15.4	0.0	25.1
<b>Poor</b>	25-49	1.8	14.0	34.5	0.1	50.4
<b>Failed</b>	<25	0.0	0.8	8.6	0.0	9.4
<b>Total</b>	-	<b>11.3</b>	<b>19.9</b>	<b>68.6</b>	<b>0.2</b>	<b>100.0</b>

## 4 Maintenance and Rehabilitation Strategies

The City's current M&R strategies include preventive, cost-effective treatments. In general, crack seal with slurry seal or microsurfacing will be applied to pavements in "Good" condition; a rubberized cape seal or hot mix asphalt (HMA) overlays will be performed on pavements in "Fair" and "Poor" condition, depending on functional class; and a full depth reclamation (FDR) or full-depth HMA will be performed when pavements are in "Failed" condition. The City's M&R strategies are formalized into a decision tree<sup>4</sup> (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. As shown in Figure 5, by allowing pavements to deteriorate, streets that once cost \$3.50/square yard (SY) to seal may soon cost \$54.00/SY to overlay, or \$79.00/SY to reclaim. In other words, delaying repairs can significantly increase M&R costs. Note that microsurfacing can be placed on approximately 22 times as many lane miles as those requiring FDR.



**Figure 5. Costs of Maintaining Pavements Over Time**

<sup>4</sup> Note: The StreetSaver® "Maintenance and Rehabilitation Decision Tree" divides the "Fair" condition category to separate pavements with primarily non-load-related distresses (e.g., longitudinal cracking) from those with load-related distresses (e.g., fatigue cracking).

## 5 Budget Analyses

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that eliminate the deferred maintenance<sup>5</sup> and then maintain the network with on-going preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

The first step in developing such a cost-effective strategy is to determine the total maintenance budget needs of the network. The next step is to conduct alternative budget scenario analyses. In consultation with the City, four funding scenarios were selected for analysis and performed using StreetSaver®:

- **Scenario 1: Do Nothing** – This scenario assumes the City will have no funding for pavement M&R over the next 10 years.
- **Scenario 2: Existing Budget** – This scenario assumes the City will spend approximately \$165,000 per year on pavement M&R for the next 10 years. This value represents funding from the Road Maintenance and Rehabilitation Account (RMRA) only.
- **Scenario 3: Maintain PCI** – This scenario aims to maintain the existing network PCI of 46 over the next 10 years.
- **Scenario 4: Best Management Practices** – This scenario aims to eliminate the deferred maintenance over the 10-year analysis period, which will bring the network to an optimal PCI that can be maintained over time with preventive maintenance.

The budget needs analysis and budget scenarios are presented in the following sections. The detailed results of the budget needs analysis are provided in Appendix C. The detailed results of the budget scenarios are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2031 pavement condition for each scenario are provided in Appendix E.

---

<sup>5</sup> Deferred maintenance is M&R not performed due to insufficient funding.

## 5.1 BUDGET NEEDS ANALYSIS

The total budget needs for the network represents the cost associated with performing M&R treatments at the optimal time – optimal meaning the PCI is maximized and the cost is minimized – over the analysis period. This was done by performing a budget needs analysis in StreetSaver® with an inflation rate of 3 percent for an analysis period of ten years.

The results of the budget needs analysis are presented in Table 3. The total budget needs for the City for the next ten years is estimated to be \$33.0 million. Of the total budget needs, approximately \$2.1 million (6.4 percent) is devoted to preventive maintenance, while the rest is allocated for more costly rehabilitation and reconstruction treatments.

*Table 3. Summary Results for Budget Needs Analysis*

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget Needs (\$M)	27.7	0.1	0.3	0.0	0.0	0.0	0.9	3.4	0.2	0.4	33.0
Treated PCI	92	87	85	83	81	80	79	84	83	81	NA
Untreated PCI	48	45	42	39	36	33	30	27	25	22	NA

If the City follows this ideal, cost-effective strategy, the average network PCI will immediately increase as a large amount of deferred maintenance is addressed in the first year, and then stabilize in the low-80s. This type of budget, that addresses all the deferred maintenance in the first year, is known as front-loaded.

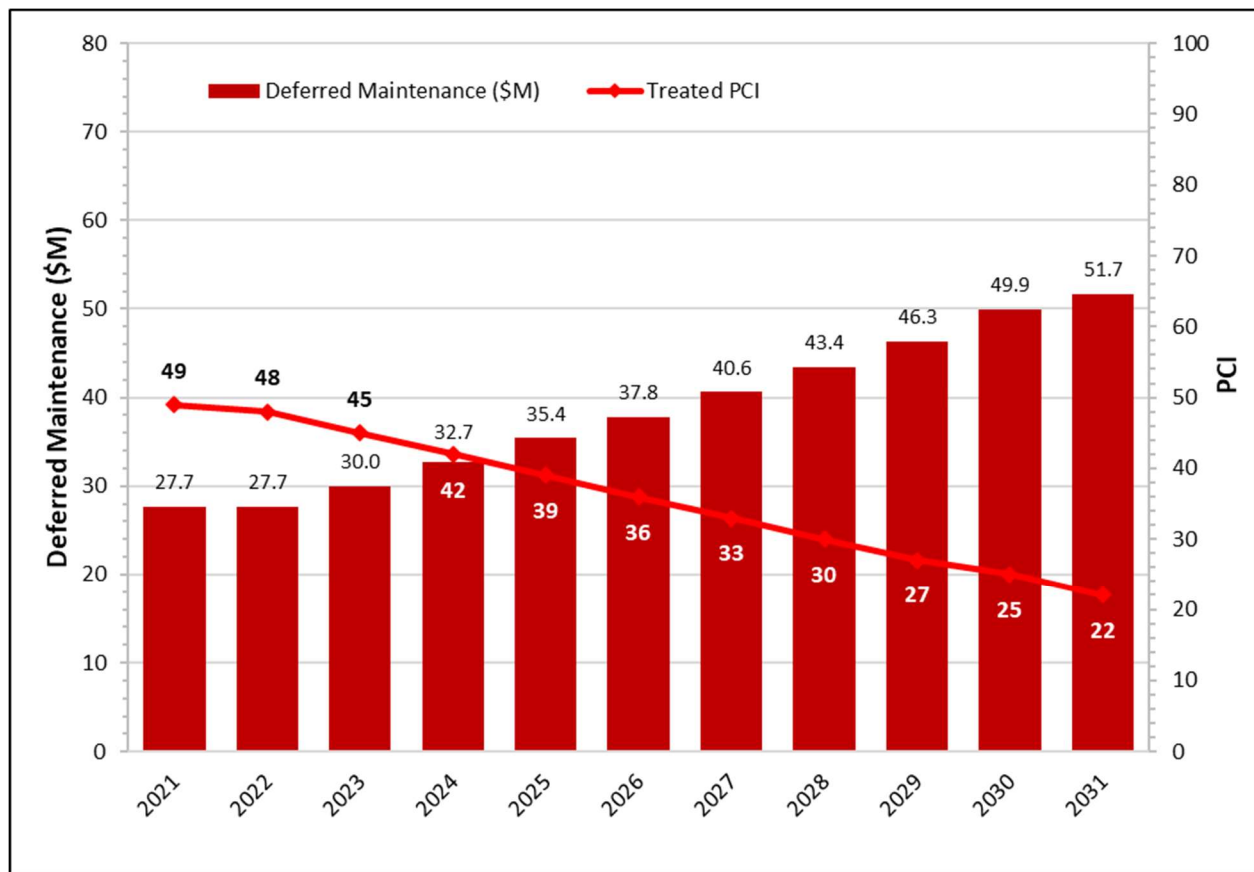
Alternatively, if no maintenance is performed over the next ten years, the PCI will drop to 22. The detailed results of the budget needs analysis are provided in Appendix C.

**5.2 SCENARIO 1: DO NOTHING (\$0.0 M/10 YEARS)**

This scenario assumes the City will have no funding available for pavement M&R for the next ten years. As shown in Table 4 and Figure 6 the network PCI will decrease to 22 by the end of the analysis period. The deferred maintenance will increase to \$51.7 million by 2031. Additionally, by 2031, 58.9 percent of the network will be in “Failed” condition with only 2.0 percent in “Good” condition.

**Table 4. Summary Results for Scenario 1**

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Deferred Maintenance (\$M)	27.7	30.0	32.7	35.4	37.8	40.6	43.4	46.3	49.9	51.7	NA
Treated PCI	48	45	42	39	36	33	30	27	25	22	NA



**Figure 6. PCI vs Deferred Maintenance for Scenario 1**

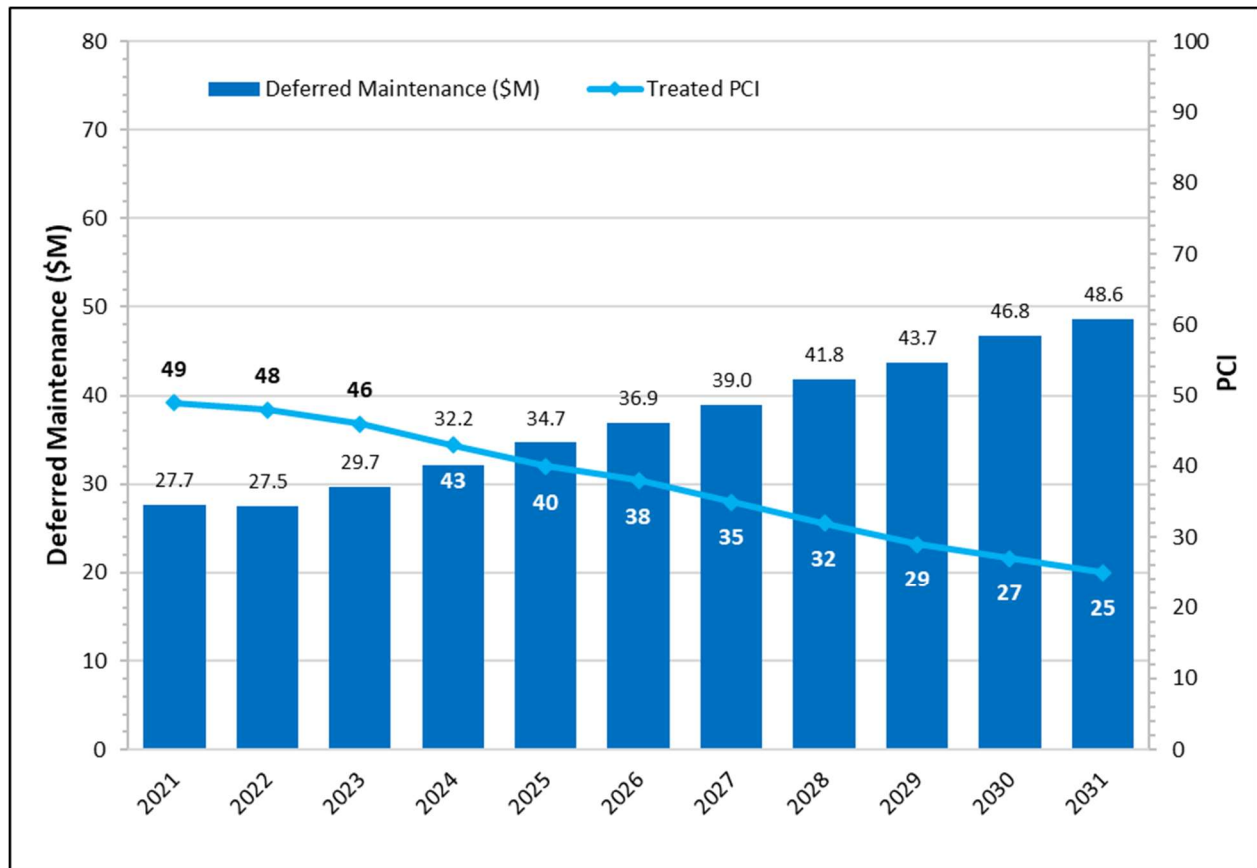


**5.3 SCENARIO 2: EXISTING FUNDING (\$1.65 M/10 YEARS)**

This scenario assumes the City will have \$165,000 from RMRA to dedicate to pavement M&R each year for the next ten years. As shown in Table 5 and Figure 7, the network PCI will decrease to 25 by the end of the analysis period. Additionally, by 2031, 58.0 percent of the network will be in “Failed” condition with only 9.4 percent in “Good” condition. The deferred maintenance will increase to \$48.6 million by 2031. A list of sections selected for treatment are provided in Appendix F.

*Table 5. Summary Results for Scenario 2*

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M)	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	1.65
Deferred Maintenance (\$M)	27.5	29.7	32.2	34.7	36.9	39.0	41.8	43.7	46.8	48.6	NA
Treated PCI	48	46	43	40	38	35	32	29	27	25	NA



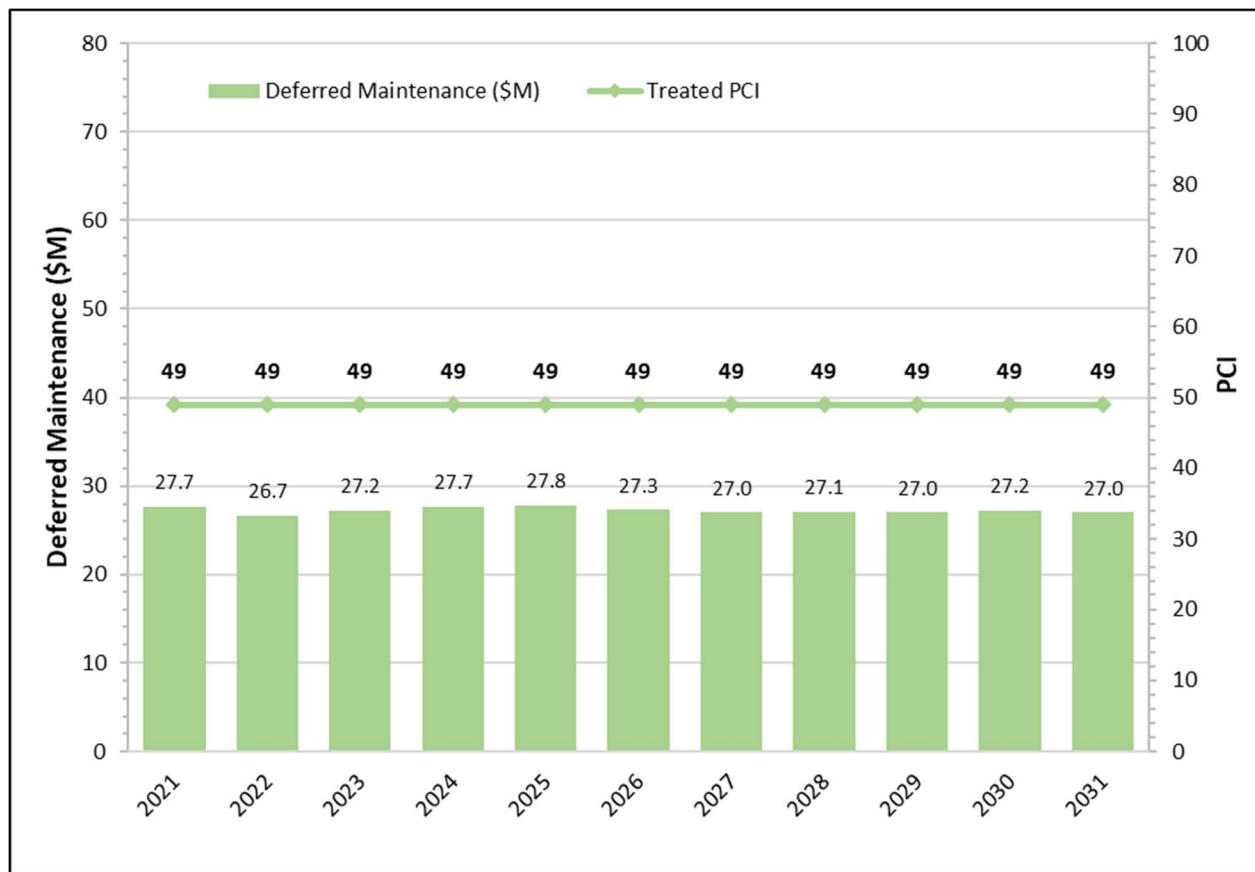
*Figure 7. PCI vs Deferred Maintenance for Scenario 2*

**5.4 SCENARIO 3: MAINTAIN PCI (\$18.5 M/10 YEARS)**

This scenario aims to maintain the existing network PCI at 49. As shown in Table 6 and Figure 8, the financial commitment required to accomplish this goal is \$18.5 million over ten years. This will result in 51.8 percent of the network being “Good” condition with 42.0 percent, in “Failed” condition. The deferred maintenance will be stable near \$27 million throughout the analysis period.

**Table 6. Summary Results for Scenario 3**

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M)	1.0	1.8	2.1	2.2	2.3	2.2	1.9	1.7	1.7	1.6	18.5
Deferred Maintenance (\$M)	26.7	27.2	27.7	27.8	27.3	27.0	27.1	27.0	27.2	27.0	NA
Treated PCI	49	49	49	49	49	49	49	49	49	49	NA



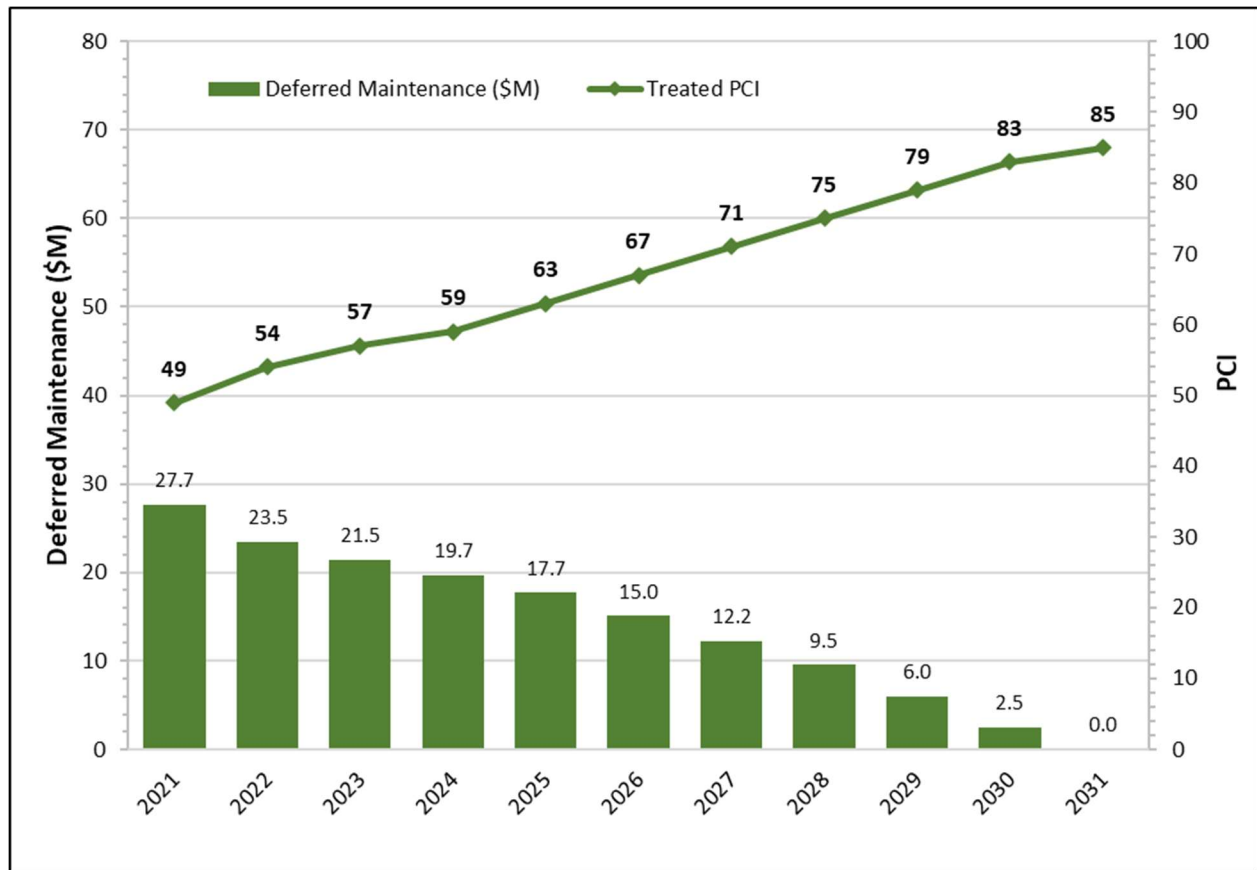
**Figure 8. PCI vs Deferred Maintenance for Scenario 3**

**5.5 SCENARIO 4: BEST MANAGEMENT PRACTICES (\$41.7 M/10 YEARS)**

This scenario aims to eliminate the deferred maintenance over 10 years. This will bring the network to an optimal condition that can be maintained with preventive maintenance. As shown in Table 7 and Figure 9 this will require a total of \$41.7 million and bring the network PCI to 85. This will result in 94.0 percent of the network being “Good” condition.

*Table 7. Summary Results for Scenario 4*

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M)	4.2	4.2	4.2	4.2	4.2	4.3	4.3	4.2	4.2	3.7	41.7
Deferred Maintenance (\$M)	23.5	21.5	19.7	17.7	15.0	12.2	9.5	6.0	2.5	0.0	NA
Treated PCI	54	57	59	63	67	71	75	79	83	85	NA



*Figure 9. PCI vs Deferred Maintenance for Scenario 4*

Although Scenario 4's objective is similar to the budget needs analysis, the budget is not front-loaded resulting in a gradual increase in PCI and gradual decrease in deferred maintenance. Since it is always more cost-effective in the long run to address deferred maintenance sooner rather than later, the total budget for Scenario 4 is higher than for the budget needs analysis.

5.6 SCENARIO COMPARISONS

Figure 10 graphically compares the annual changes in PCI for each of the scenarios. As previously noted, the PCI will decrease to 22 in Scenario 1, decrease to 25 in Scenario 2, and be maintained at 49 in Scenario 3 and increase to 85 in Scenario 4.

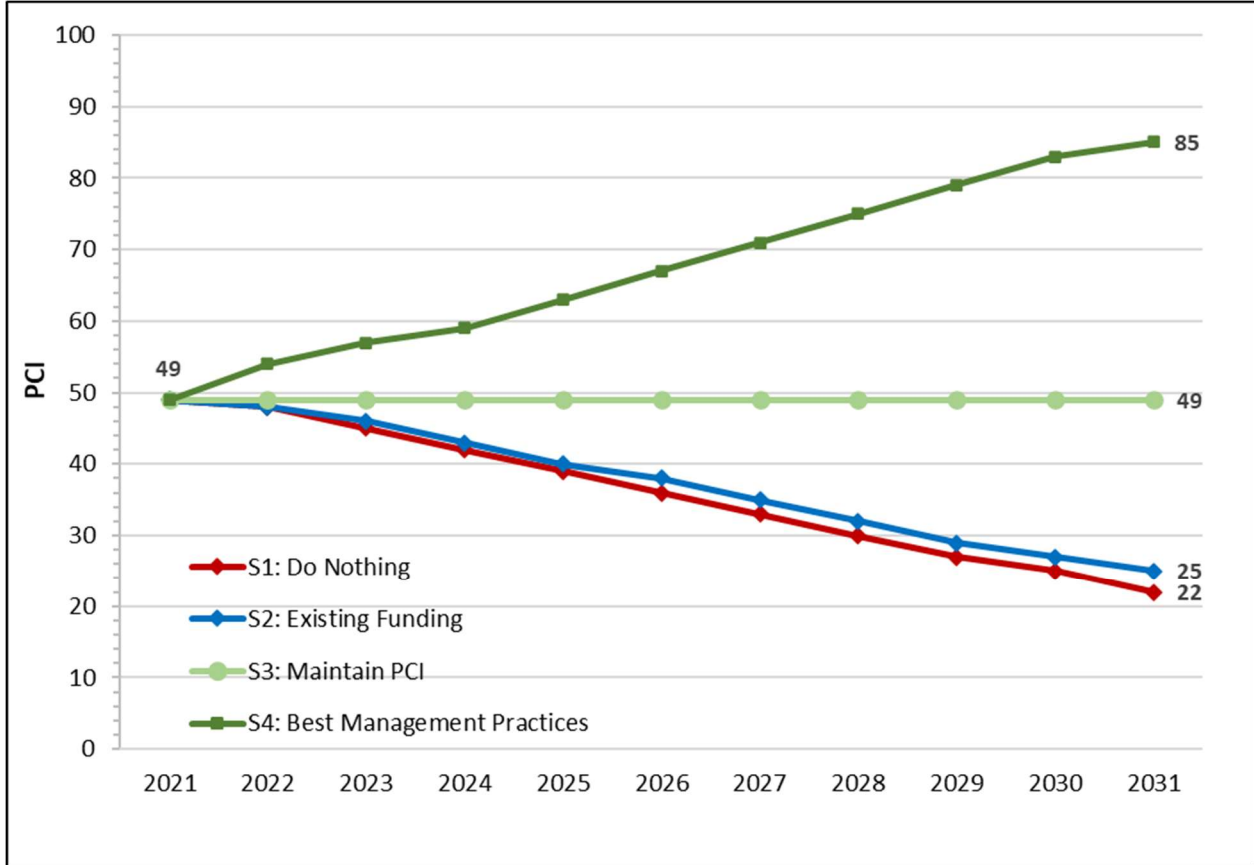


Figure 10. Comparison of Annual PCI by Scenario

Figure 11 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will nearly double. In Scenario 2 it will increase to \$48.6 million. In Scenario 3 it will be stable and maintained near \$27 million, and in Scenario 4 it will be eliminated.

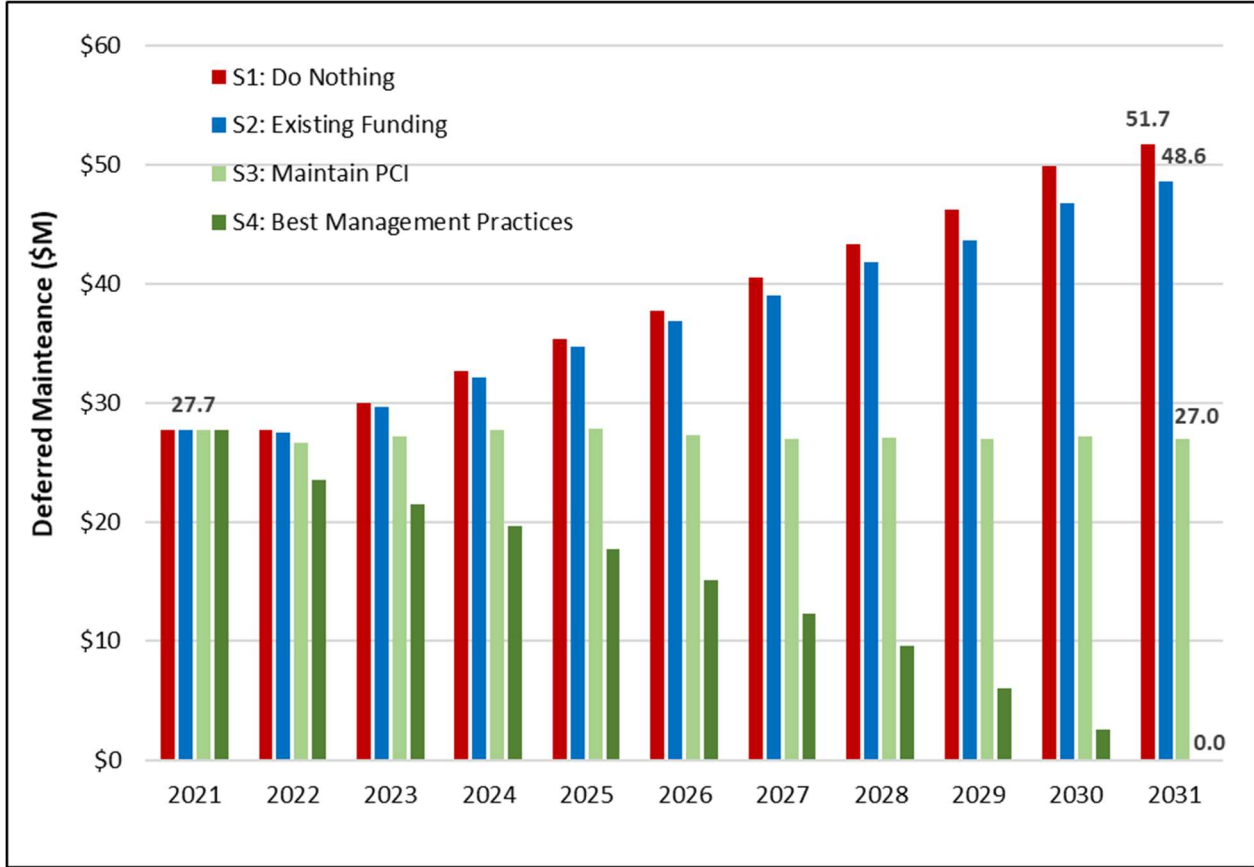


Figure 11. Comparison of Annual Deferred Maintenance by Scenario

Figure 12 illustrates the percent change in pavement condition for each scenario. As noted earlier, currently, 15.1 percent of the network is in “Good” condition, with 59.8 percent in “Poor” or “Failed” condition. For Scenario 1 the portion of the network in “Good” condition will significantly decrease and the portion in “Failed” condition will dominate the network. The portion of the network in “Failed” condition will be very similar for Scenario 2 and 9.4 percent will be in “Good” condition. For Scenario 3, the portion in “Good” condition will increase to just over half the network, but a significant portion, 42.0 percent, will still be in “Failed” condition. In Scenario 4 the portion in “Good” condition will be 94 percent.

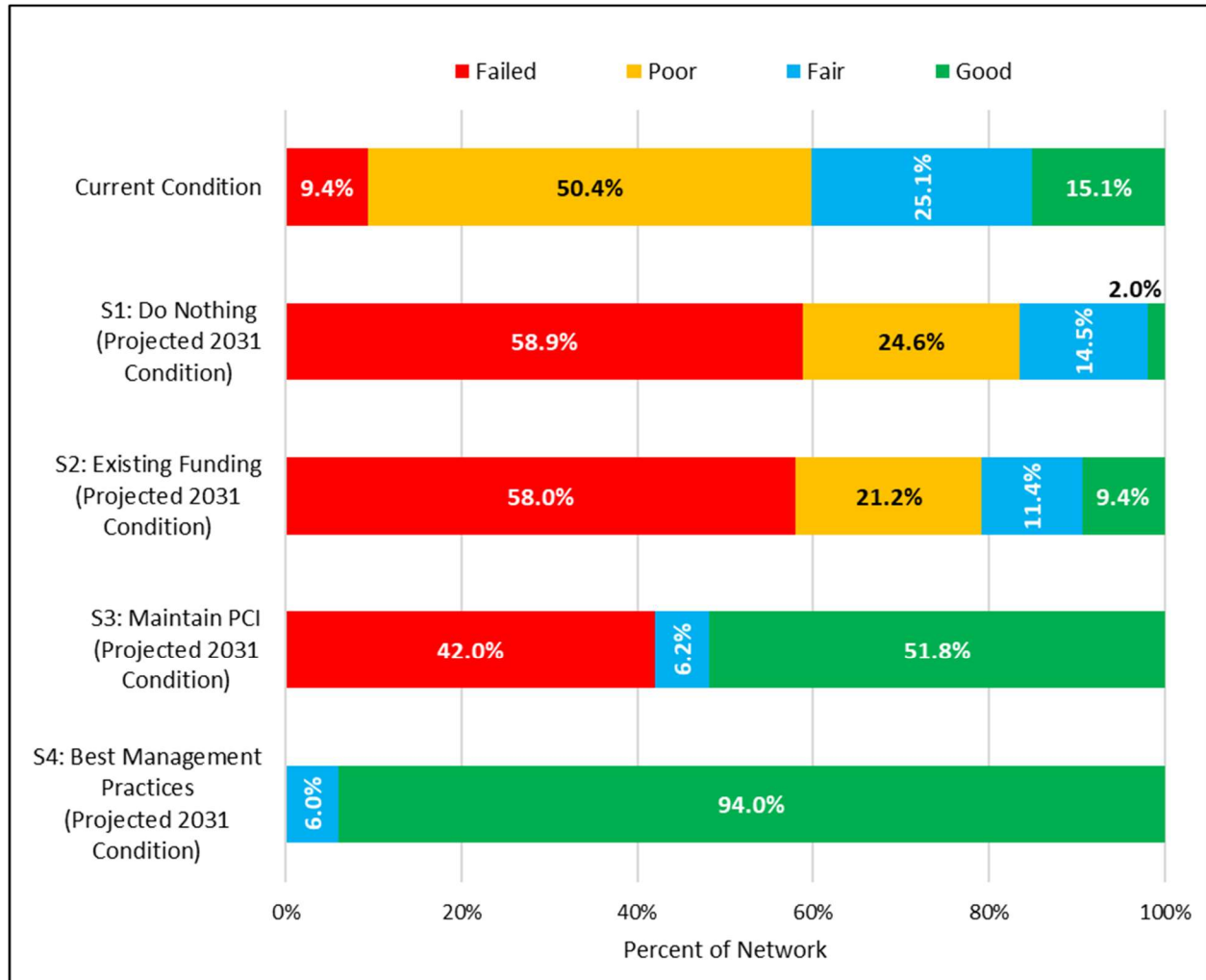


Figure 12. Comparison of Pavement Condition Breakdown by Scenario

## 6 Conclusion and Recommendations

In summary, the City of Orland has a substantial investment of \$61.3 million in the pavement network. Overall, the City's streets are in "Poor" condition with a 2021 PCI of 49. Approximately 15.1 percent of the street network is in "Good" condition and 9.4 percent is in "Failed" condition.

The analyses indicate that the City needs to spend approximately \$33.0 million on maintenance and rehabilitation over the next ten years to optimally repair all pavement sections, thus bringing the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the City money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

Based on the data collected and the scenarios analyzed and presented in this report, NCE offers the following recommendations.

1. **Funding** - The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, the recommended scenario for the City is Scenario 3, which requires \$18.5 million over the next ten years. This budget allocation will maintain the overall network PCI at 49, increase the portion of the network in "Good" condition, and limit the deferred maintenance.

To address the gap between the City's existing funding and the recommended scenario, NCE recommends the City pursue additional funding sources. Potential sources include:

### Federal Funding Sources

- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Community Development Block Grants (CDBG)
- Highway Safety Improvement Program (HSIP)
- Federal Emergency Management Agency (FEMA)

### State Funding Sources

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- State Transportation Improvement Program (STIP)
- AB 2766 (vehicle surcharge)
- Vehicle License Fees (VLF)
- CalRecycle grants
- State Water Resource Control Board



- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)

#### Local/Regional Funding Sources

- Sales tax measure
  - Development impact fees
  - General funds
  - Various assessment districts (lighting, maintenance, flood control, community facilities)
  - Traffic impact fees
  - Utilities (e.g., stormwater, water, wastewater enterprise funds)
  - Parcel/property taxes
  - Vehicle registration fees
  - Vehicle code fines
2. **Pavement Management Strategies** – Since a portion of the City’s streets are currently in “Good” condition, it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, chip, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the City balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in “Good” condition, improve pavements in “Poor” condition, and avoid increasing the deferred maintenance.
  3. **Reinspection Strategies** – In order to make appropriate management decisions based on current data, NCE recommends that the City perform condition inspections on arterials and collectors every 2 years and on residential at least every 4 to 5 years. Additionally, since StreetSaver® and other prediction models do not yet take into account the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of city pavements may not be fully modeled in the analysis. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance.
  4. **M&R Decision Tree** – NCE recommends that the City annually review and update the M&R treatment strategies and associated unit costs to reflect current construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

## Appendix A

---

### SECTION DESCRIPTION INVENTORY

## Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class, surface type, number of lanes, length, width, area, Inspected PCI, and PCI date.

All of the City's pavement sections are included in the report. Two versions of the report are provided. The first is sorted alphabetically by Street Name and Section ID and the second report is sorted by descending PCI. The field descriptions in this report are listed below:

<b>COLUMN</b>	<b>DESCRIPTION</b>
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Begin Location	Beginning limit of the section.
End Location	Ending limit of the section.
No. of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification: A = Arterial, C = Collector, L = Local, O = Other
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of section in square feet.
Surface Type (ST)	Surface Type: AC = Asphalt Concrete Pavement, GRAVEL = Gravel
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is based on the last inspection.

## **Section Description Inventory – Sorted by Street Name**

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
1STST	010	1ST ST	YOLO ST	MILL ST	2	L	485	53	25,705	AC	4/15/2021	29
1STST	020	1ST ST	COLUSA ST	WALKER ST	2	L	411	60	24,660	AC	4/15/2021	17
1STST	030	1ST ST	WALKER ST	SHASTA ST	2	L	1,323	53	70,119	AC	4/15/2021	38
2NDST	010	2ND ST	YOLO ST	WALKER ST	2	L	1,285	54	69,390	AC	4/15/2021	39
2NDST	020	2ND ST	WALKER ST	SHASTA ST	2	L	1,318	53	69,854	AC	4/15/2021	35
3RDST	010	3RD ST	YOLO ST	WALKER ST	2	L	1,288	76	97,888	AC	4/15/2021	25
3RDST	020	3RD ST	WALKER ST	SHASTA ST	2	L	1,314	75	98,550	AC	4/15/2021	54
3RDST	030	3RD ST	SHASTA ST	ROOSEVELT AV	2	L	1,216	72	87,552	AC	4/15/2021	30
4THST	010	4TH ST	YOLO ST	WALKER ST	2	L	1,288	73	94,024	AC	4/15/2021	53
4THST	020	4TH ST	WALKER ST	SHASTA ST	2	L	1,318	72	94,896	AC	4/15/2021	36
4THST	030	4TH ST	SHASTA ST	ROOSEVELT AV	2	L	1,270	72	91,440	AC	4/15/2021	27
5THST	010	5TH ST	YOLO ST	WALKER ST	2	C	1,287	52	66,924	AC	4/15/2021	52
5THST	020	5TH ST	WALKER ST	SHASTA ST	2	L	1,320	51	67,320	AC	4/15/2021	37
5THST	030	5TH ST	SHASTA ST	ROOSEVELT AV	2	L	1,269	55	69,795	AC	4/15/2021	40
6THST	010	6TH ST	SOUTH ST	WALKER ST	2	A	2,612	60	156,720	AC	4/15/2021	71
6THST	020	6TH ST	WALKER ST	TRINITY ST	2	A	1,595	58	92,510	AC	4/15/2021	67
6THST	030	6TH ST	TRINITY ST	DATE ST	2	A	1,881	48	90,288	AC	4/15/2021	66
7THST	010	7TH ST	SOUTH END	SACRAMENTO ST	2	O	210	37	7,770	AC	Blocked - Unable to Test	-
7THST	020	7TH ST	SACRAMENTO ST	WALKER ST	2	L	1,603	53	84,959	AC	4/15/2021	31
7THST	030	7TH ST	WALKER ST	TEHAMA ST	2	L	789	43	33,927	AC	4/15/2021	46
7THST	040	7TH ST	TEHAMA ST	TRINITY ST	2	L	796	45	35,820	AC	4/15/2021	28
7THST	050	7TH ST	TRINITY ST	MONTEREY ST	2	L	440	40	17,600	AC	4/15/2021	32
8THST	010	8TH ST	SOUTH ST	NEWPORT DR	2	C	1,262	56	70,672	AC	4/15/2021	40
8THST	020	8TH ST	NEWPORT DR	NEWVILLE RD	2	C	1,491	53	79,023	AC	4/15/2021	44
8THST	030	8TH ST	NEWVILLE RD	TRINITY ST	2	L	1,409	46	64,814	AC	4/15/2021	72
8THSTN	010	8TH ST N	TRINITY ST	ALMOND WY	2	L	1,052	42	44,184	AC	4/15/2021	38
8THSTN	020	8TH ST N	ALMOND WY	DATE ST	2	L	824	36	29,664	AC	4/15/2021	38
9THST	010	9TH ST	WALKER ST	FRANCES LN	2	L	448	36	16,128	AC	4/15/2021	69
9THST	020	9TH ST	FRANCES LN	NEWVILLE RD	2	L	261	54	14,094	AC	4/15/2021	55
AST	010	A ST	YOLO ST	WALKER ST	2	L	1,300	54	70,200	AC	4/15/2021	62
AST	020	A ST	WALKER ST	SHASTA ST	2	L	1,321	52	68,692	AC	4/15/2021	53
ALDRBRKLN	010	ALDERBROOK LN	PENBROOK WY	SOUTH ST	2	L	519	32	16,608	GRAVEL	NA	-
ALXNDRPK	010	ALEXANDRA PARK	JACQUELYN DR	CUL DE SAC	2	L	316	38	12,008	AC	4/15/2021	72
ALMNDWY	010	ALMOND WY	RENNAT WY	6TH ST	2	L	1,236	35	43,260	AC	4/15/2021	51
ALMDWDDR	005	ALMONDWOOD DR	OAKWOOD DR	PAIGEWOOD DR	2	L	330	37	12,210	GRAVEL	NA	-
ALMDWDDR	010	ALMONDWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	2	L	395	37	14,615	AC	4/15/2021	83
APRICTCR	010	APRICOT CR	8TH ST	CUL DE SAC	2	L	333	37	12,321	AC	4/15/2021	55
BELLWY	010	BELL WY	PAPST AV	CUL DE SAC	2	L	534	37	19,758	AC	4/15/2021	28
BENSNDR	010	BENSON DR	TRINITY ST (W)	TRINITY ST (E)	2	L	957	37	35,409	AC	4/15/2021	31
BLAKERD	010	BLAKE RD	HAMBRIGHT AV	EAST END	2	L	652	37	24,124	AC	4/15/2021	72

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
BONNILN	010	BONNIE LN	EAST ST	WOODWARD AV	2	L	1,492	12	17,904	AC	4/15/2021	26
BRKSIDDR	010	BROOKSIDE DR	SOUTH ST	PINE ST	2	L	767	38	29,146	AC	4/15/2021	39
BRYNTST	010	BRYANT ST	WOODWARD AV	PAPST AV	2	L	1,136	37	42,032	AC	4/15/2021	34
BRYNTST	020	BRYANT ST	PAPST AV	COUNTY RD M 1/2	2	L	1,318	36	47,448	AC	4/15/2021	61
BUTTEST	010	BUTTE ST	SHASTA ST	CUL DE SAC	2	L	630	35	22,050	AC	4/15/2021	19
BYRONWY	010	BYRON WY	BRYANT ST (W)	BRYANT ST (E)	2	L	1,475	37	54,575	AC	4/15/2021	51
CARJNWY	010	CARJON WY	8TH ST	CUL DE SAC	2	L	449	38	17,062	AC	4/15/2021	25
CAROLNCT	010	CAROLYN CT	BLAKE RD	CUL DE SAC	2	L	411	37	15,207	AC	4/15/2021	80
CASTLWY	010	CASTLE WY	MORAGA ST	ELLIS ST	2	L	508	39	19,812	GRAVEL	NA	-
CENTRLST	010	CENTRAL ST	RAILROAD AV	EAST ST	2	L	2,041	31	63,271	AC	4/15/2021	40
CENTRLSTE	010	CENTRAL ST E	EAST ST	WALNUT AV	2	L	828	31	25,668	AC	4/15/2021	69
CHAPMNCT	010	CHAPMAN CT	CHAPMAN ST	CUL DE SAC	2	O	244	18	4,392	AC	4/15/2021	31
CHAPMNST	010	CHAPMAN ST	RAILROAD AV	EAST ST	2	L	2,098	36	75,528	AC	4/15/2021	63
CHAPMNSTE	010	CHAPMAN ST E	EAST ST	WALNUT AV	2	L	828	32	26,496	AC	4/15/2021	73
CHAPMNSTE	020	CHAPMAN ST E	WALNUT AV	EAST END	2	L	464	36	16,704	AC	4/15/2021	28
CHERYCR	010	CHERRY CR	CUL DE SAC	8TH ST	2	L	268	38	10,184	AC	4/15/2021	35
CIRCL6ST	010	CIRCLE 6 ST	CUL DE SAC	COUNTRY DR	2	L	172	37	6,364	AC	4/15/2021	22
COBYLN	010	COBY LN	HAMBRIGHT AV	JACOB ST	2	L	506	37	18,722	AC	4/15/2021	80
COLUSST	010	COLUSA ST	8TH ST	6TH ST	2	L	526	53	27,878	AC	4/15/2021	67
COLUSST	020	COLUSA ST	6TH ST	5TH ST	2	L	595	53	31,535	AC	4/15/2021	44
COLUSST	030	COLUSA ST	5TH ST	3RD ST	2	L	739	53	39,167	AC	4/15/2021	55
COLUSST	040	COLUSA ST	3RD ST	EAST ST	2	L	1,498	53	79,394	AC	4/15/2021	33
COLUSSTE	010	COLUSA ST E	EAST ST	WOODWARD AV	2	L	1,474	32	47,168	AC	4/15/2021	41
COLUSSTE	020	COLUSA ST E	WOODWARD AV	PAPST AV	2	L	1,144	36	41,184	AC	4/15/2021	73
CORTNACT	010	CORTINA CT	CUL DE SAC	CORTINA DR	2	L	471	35	16,485	AC	4/15/2021	55
CORTNADR	010	CORTINA DR	NEWPORT DR	SOUTH ST	2	L	1,409	36	50,724	AC	4/15/2021	36
CORTNADR	020	CORTINA DR	NEWPORT DR	CORTINA CT	2	L	796	37	29,452	AC	4/15/2021	67
CNTYRDR	010	COUNTRY DR	EAST ST	WALTERS ST	2	L	517	36	18,612	AC	4/15/2021	29
CNTYRD15	010	COUNTY ROAD 15	PAPST AV	COUNTY RD N	2	L	5,224	22	114,928	AC	4/15/2021	29
CNTYRDM1/2	010	COUNTY ROAD M 1/2	WALKER ST	BRYANT ST	2	L	1,329	24	31,896	AC	4/15/2021	32
DATEST	010	DATE ST	EVA DR	6TH ST	2	L	2,243	38	85,234	AC	4/15/2021	51
DAVISST	010	DAVIS ST	HAMBRIGHT AV	ELLIS ST	2	L	660	32	21,120	GRAVEL	NA	-
EASTST	010	EAST ST	COUNTRY RD	SOUTH ST	2	L	529	30	15,870	AC	4/15/2021	33
EASTST	020	EAST ST	SOUTH ST	YOLO ST	2	C	1,349	41	55,309	AC	4/15/2021	40
EASTST	030	EAST ST	YOLO ST	WALKER ST	2	C	1,321	69	91,149	AC	4/15/2021	41
EASTST	040	EAST ST	WALKER ST	SHASTA ST	2	C	1,313	62	81,406	AC	4/15/2021	48
EASTST	050	EAST ST	SHASTA ST	ROOSEVELT AV	2	L	719	40	28,760	AC	4/15/2021	46
EDITHCR	010	EDITH CR	KATE CT (W)	KATE CT (E)	2	L	1,413	28	39,564	AC	4/15/2021	73
ELLISST	010	ELLIS ST	OAKWOOD DR	WALKER ST	2	L	1,170	32	37,440	GRAVEL	NA	-
EVADR	010	EVA DR	HARRYMAN ST (E)	NORTH END	2	L	1,648	38	62,624	AC	4/15/2021	76

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
FAIRCT	010	FAIR CT	CUL DE SAC	YOLO ST	2	O	279	18	5,022	AC	4/15/2021	84
FRVIEWST	010	FAIRVIEW ST	FORBES DR	SOUTH ST	2	L	1,291	36	46,476	AC	4/15/2021	56
FAYDNWY	010	FAYDON WY	MONTEREY ST	CUL DE SAC	2	L	309	38	11,742	AC	4/15/2021	51
FORBSDR	010	FORBES DR	WEST END	EAST OF PINE ST	2	L	1,292	36	46,512	AC	4/15/2021	46
FRNCESLN	010	FRANCES LN	CUL DE SAC	9TH ST	2	L	432	36	15,552	AC	4/15/2021	53
GABLEDR	010	GABLE DR	SALOMON DR	JACQUELYN DR	2	L	564	36	20,304	AC	4/15/2021	81
GABLEDR	020	GABLE DR	JACQUELYN DR	JAFFE LN	2	L	1,790	37	66,230	AC	4/15/2021	78
GLNORDDR	010	GLEN ORD DR	SOUTH ST	CHAPMAN ST	2	L	534	39	20,826	AC	4/15/2021	40
GRCLYNST	010	GRACELYN ST	HAMBRIGHT AV	JACOB ST	2	L	510	38	19,380	AC	4/15/2021	78
GUILFRDCR	010	GUILFORD CR	MARIN ST	CUL DE SAC	2	L	505	38	19,190	AC	4/15/2021	50
HMBRHTAV	010	HAMBRIGHT AV	COUNTY ROAD 200	NORTH END	2	L	1,262	36	45,432	AC	4/15/2021	80
HMBRHTAV	020	HAMBRIGHT AV	SOUTH END	OAKWOOD DR	2	L	141	32	4,512	GRAVEL	NA	-
HMBRHTAV	030	HAMBRIGHT AV	OAKWOOD DR	PAIGEWOOD DR	2	L	331	32	10,592	GRAVEL	NA	-
HMBRHTAV	040	HAMBRIGHT AV	PAIGEWOOD DR	EOP	2	L	160	36	13,680	AC	4/15/2021	88
HMBRHTAV	050	HAMBRIGHT AV	EOP	DAVIS ST	2	L	220	32	7,040	GRAVEL	NA	-
HMBRHTAV	060	HAMBRIGHT AV	DAVIS ST	WALKER ST	2	L	452	32	14,464	GRAVEL	NA	-
HRRYMNST	010	HARRYMAN ST	EVA DR	RENNAT WY	2	L	967	38	36,746	AC	4/15/2021	60
HRITAGCT	010	HERITAGE CT	CUL DE SAC	TRINITY ST	2	L	384	26	9,984	AC	4/15/2021	28
HOFFWY	010	HOFF WY	COMMERCE LN	CUL DE SAC	2	L	492	40	19,680	AC	4/15/2021	51
HOLLYST	010	HOLLY ST	FORBES DR	PINE ST	2	L	778	38	29,564	AC	4/15/2021	35
JCKSONST	010	JACKSON ST	MORAGA ST	ELLIS ST	2	L	494	32	15,808	GRAVEL	NA	-
JACOBST	010	JACOB ST	COBY LN	GRACELYN ST	2	L	254	36	9,144	AC	4/15/2021	75
JCQLYNDR	010	JACQUELYN DR	CUL DE SAC	COUNTY ROAD 99W	2	L	1,895	36	68,220	AC	4/15/2021	74
JAFFELN	010	JAFFE LN	JACQUELYN DR	GABLE DR	2	L	642	37	23,754	AC	4/15/2021	77
JAMESDR	010	JAMES DR	BRYANT ST	STONY CREEK DR	2	L	699	38	26,562	AC	4/15/2021	69
KALYNCT	010	KAELYN CT	CUL DE SAC	BLAKE RD	2	L	413	38	15,694	AC	4/15/2021	83
KINDRCIR	010	KINDER CIR	TRINITY ST	CUL DE SAC	2	L	585	37	21,645	AC	4/15/2021	33
KYLECT	010	KYLE CT	CUL DE SAC	SALOMON DR	2	L	235	37	8,695	AC	4/15/2021	80
LASENST	010	LASSEN ST	RAILROAD AV	EAST END	2	L	815	50	40,750	AC	4/15/2021	49
LNWOODDR	010	LINWOOD DR	PAIGEWOOD DR	WALKER ST	2	L	830	36	29,880	AC	4/15/2021	75
LYNNDR	010	LYNN DR	JACQUELYN DR	SALOMON DR	2	L	1,213	37	44,881	AC	4/15/2021	66
MPLWDDR	010	MAPLEWOOD DR	ALMONDWOOD DR	OLIVEWOOD DR	2	L	525	37	19,425	AC	4/15/2021	72
MARINST	010	MARIN ST	SOUTH ST	YOLO ST	2	L	1,362	39	53,118	AC	4/15/2021	46
MDWOODDR	010	MEADOWOOD DR	BRYANT ST	WOODHAVEN DR	2	L	953	37	35,261	AC	4/15/2021	38
MELLNECR	010	MELLANE CR	SHASTA ST	CUL DE SAC	2	L	509	37	18,833	AC	4/15/2021	46
MELLOWY	010	MELLO WY	PAPST AV	CUL DE SAC	2	O	223	26	5,798	AC	4/15/2021	72
MILLST	010	MILL ST	8TH ST	6TH ST	2	L	522	45	23,490	AC	4/15/2021	63
MILLST	020	MILL ST	4TH ST	2ND ST	2	L	1,311	51	66,861	AC	4/15/2021	21
MILLST	030	MILL ST	1ST ST	EAST ST	2	L	779	55	42,845	AC	4/15/2021	41
MILLSTE	010	MILL ST E	EAST ST	WOODWARD AV	2	L	1,475	48	70,800	AC	4/15/2021	42

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
MILLSTE	020	MILL ST E	WOODWARD AV	PAPST AV	2	L	1,133	38	43,054	AC	4/15/2021	67
MILLSTE	030	MILL ST E	PAPST AV	EAST END	2	L	557	26	14,482	AC	4/15/2021	10
MODOCST	010	MODOC ST	SHASTA ST	CHANNEL	2	L	876	32	28,032	AC	4/15/2021	36
MODOCST	020	MODOC ST	CHANNEL	CUL DE SAC	2	L	416	34	14,144	AC	4/15/2021	49
MNTRYST	010	MONTEREY ST	6TH ST	3RD ST	2	L	1,199	53	63,547	AC	4/15/2021	25
MNTRYSTW	010	MONTEREY ST W	RENNAT WY	MONTEREY ST	2	L	1,109	36	39,924	AC	4/15/2021	49
MNTRYSTW	020	MONTEREY ST W	MONTEREY ST	8TH ST	2	L	1,217	38	46,246	AC	4/15/2021	37
MNTRYSTW	030	MONTEREY ST W	8TH ST	6TH ST	2	L	673	36	24,228	AC	4/15/2021	44
MORAGAST	010	MORAGA ST	OAKWOOD DR	JACKSON ST	2	L	569	42	23,898	GRAVEL	NA	-
NEWPRST	010	NEWPORT ST	WATTS AV	8TH ST	2	L	1,481	38	56,278	AC	4/15/2021	59
NEWVILRD	010	NEWVILLE RD	I-5 OFF RAMP NB	8TH ST	4	A	1,392	65	90,480	AC	4/15/2021	70
NONAME	010	NO NAME	PAIGEWOOD DR	WALKER ST	2	L	778	27	21,006	AC	4/15/2021	81
OAKWDDR	010	OAKWOOD DR	ALMONDWOOD DR	HAMBRIGHT AV	2	L	887	32	28,384	GRAVEL	NA	-
OAKWDDR	020	OAKWOOD DR	HAMBRIGHT AV	ELLIS ST	2	L	717	32	22,944	GRAVEL	NA	-
OBRIENDR	010	O'BRIEN DR	ELLIS ST	EAST END	2	L	119	32	3,808	GRAVEL	NA	-
OLVWDDR	030	OLIVEWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	2	L	394	36	14,184	AC	4/15/2021	82
PAIGWDDR	010	PAIGEWOOD DR	WEST END	HAMBRIGHT AV	2	L	1,566	36	56,376	AC	4/15/2021	75
PAPSTAV	010	PAPST AV	PENBROOK WY	YOLO ST	2	C	1,866	42	78,372	AC	4/15/2021	42
PAPSTAV	020	PAPST AV	YOLO ST	WALKER ST	2	C	1,320	38	50,160	AC	4/15/2021	59
PAPSTAV	030	PAPST AV	WALKER ST	BRYANT ST	2	C	1,330	38	50,540	AC	4/15/2021	90
PAPSTAV	040	PAPST AV	BRYANT ST	NORTH END	2	L	1,115	40	44,600	AC	4/15/2021	57
PEACHCR	010	PEACH CR	8TH ST	CUL DE SAC	2	L	412	37	15,244	AC	4/15/2021	41
PECANCR	020	PECAN CR	CUL DE SAC	8TH ST	2	L	301	36	10,836	AC	4/15/2021	29
PENBRKWY	010	PENBROOK WY	WEST END	ALDERBROOK LN	2	L	121	32	3,872	GRAVEL	NA	-
PENBRKWY	020	PENBROOK WY	ALDERBROOK LN	PAPST AV	2	L	267	32	8,544	GRAVEL	NA	-
PINEST	010	PINE ST	FORBES DR	SOUTH ST	2	L	1,275	37	47,175	AC	4/15/2021	43
PLUMSST	010	PLUMAS ST	SHASTA ST	NORTH END	2	L	914	33	30,162	AC	4/15/2021	22
PORTERLN	010	PORTER LN	CORTINA CT	WALKER ST	2	L	500	37	18,500	AC	4/15/2021	30
RAILRDAV	010	RAILROAD AV	SOUTH ST	YOLO ST	2	C	1,362	60	81,720	AC	4/15/2021	40
RAILRDAVS	010	RAILROAD AV S	YUBA ST	SOUTH ST	2	C	1,736	46	79,856	AC	4/15/2021	32
RENNATWY	010	RENNAT WY	MONTEREY ST	ALMOND WY	2	L	656	36	23,616	AC	4/15/2021	56
RENNATWY	020	RENNAT WY	ALMOND WY	DATE ST	2	L	825	38	31,350	AC	4/15/2021	60
RENNATWY	030	RENNAT WY	DATE ST	CO RD 11	2	L	472	43	20,296	AC	4/15/2021	35
ROBBSNST	010	ROBBINS ST	WOODWARD AV	PAPST AV	2	L	1,138	32	36,416	GRAVEL	NA	-
ROSVLTAV	010	ROOSEVELT AV	6TH ST	5TH ST	2	L	447	32	14,304	GRAVEL	NA	-
ROSVLTAV	020	ROOSEVELT AV	5TH ST	4TH ST	2	L	377	32	12,064	GRAVEL	NA	-
ROSVLTAV	030	ROOSEVELT AV	4TH ST	3RD ST	2	L	389	32	12,448	GRAVEL	NA	-
ROSVLTAV	040	ROOSEVELT AV	3RD ST	EAST ST	2	L	1,602	32	51,264	AC	4/15/2021	47
SACRAMST	010	SACRAMENTO ST	8TH ST	6TH ST	2	L	534	54	28,836	AC	4/15/2021	26
SALOMNDR	010	SALOMON DR	JACQUELYN DR	COUNTY ROAD 99W	2	L	1,122	36	40,392	AC	4/15/2021	71



**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
SHSTAST	010	SHASTA ST	8TH ST	6TH ST	2	L	661	54	35,694	AC	4/15/2021	39
SHSTAST	020	SHASTA ST	WEST END	3RD ST	2	L	926	54	50,004	AC	4/15/2021	26
SHSTAST	030	SHASTA ST	3RD ST	EAST ST	2	L	1,497	54	80,838	AC	4/15/2021	27
SHSTASTE	010	SHASTA ST E	EAST ST	WOODWARD AV	2	L	1,536	37	56,832	AC	4/15/2021	41
SHSTASTE	020	SHASTA ST E	WOODWARD AV	PAPST AV	2	L	1,140	34	38,760	AC	4/15/2021	55
SOUTHST	010	SOUTH ST	CORTINA DR	6TH ST	4	C	1,191	60	71,460	AC	4/15/2021	59
SOUTHST	020	SOUTH ST	6TH ST	EAST ST	2	C	2,772	34	94,248	AC	4/15/2021	46
SOUTHSTE	010	SOUTH ST E	EAST ST	PAPST AV	2	C	2,628	36	94,608	AC	4/15/2021	40
STANTNWY	010	STANTON WY	BRYANT ST	STONY CREEK DR	2	L	549	38	20,862	AC	4/15/2021	76
STNYCRDR	010	STONY CREEK DR	PAPST AV	STANTON WY	2	L	730	40	29,200	AC	4/15/2021	64
STNYCRDR	020	STONY CREEK DR	WEST END	PAPST AV	2	L	1,466	48	70,368	AC	4/15/2021	42
SUISUNST	010	SUISUN ST	WEST END	4TH ST	2	L	693	36	24,948	AC	4/15/2021	19
SUISUNST	020	SUISUN ST	4TH ST	3RD ST	2	L	377	54	20,358	AC	4/15/2021	65
SWIFTST	005	SWIFT ST	WEST END	5TH ST	2	O	222	36	7,992	AC	Blocked - Unable to Test	-
SWIFTST	010	SWIFT ST	8TH ST	6TH ST	2	L	539	62	33,418	AC	4/15/2021	28
SWIFTST	020	SWIFT ST	5TH ST	3RD ST	2	L	741	36	26,676	AC	4/15/2021	46
SWIFTST	040	SWIFT ST	3RD ST	EAST ST	2	L	1,492	54	80,568	AC	4/15/2021	31
SWIFTSTE	010	SWIFT ST E	EAST ST	WOODWARD AV	2	L	1,474	32	47,168	AC	4/15/2021	33
SWIFTSTE	020	SWIFT ST E	WOODWARD AV	PAPST AV	2	L	1,154	38	43,852	AC	4/15/2021	67
TEHMAST	010	TEHAMA ST	NEVILLE RD	8TH ST	2	C	821	38	31,198	AC	4/15/2021	52
TEHMAST	020	TEHAMA ST	8TH ST	6TH ST	2	C	569	53	30,157	AC	4/15/2021	37
TEHMAST	030	TEHAMA ST	6TH ST	3RD ST	2	C	1,305	52	67,860	AC	4/15/2021	89
TEHMAST	040	TEHAMA ST	3RD ST	EAST ST	2	C	1,498	48	71,904	AC	4/15/2021	96
TEHMASTE	010	TEHAMA ST E	EAST ST	WOODWARD AV	2	C	1,491	52	77,532	AC	4/15/2021	97
TEHMASTE	020	TEHAMA ST E	WOODWARD AV	PAPST AV	2	L	1,152	37	42,624	AC	4/15/2021	38
TRINTYST	010	TRINITY ST	CUL DE SAC	8TH ST	2	L	1,511	36	54,396	AC	4/15/2021	53
TRINTYST	020	TRINITY ST	8TH ST	6TH ST	2	L	680	46	31,280	AC	4/15/2021	49
TUVECR	010	TUVE CR	CUL DE SAC	TRINITY ST	2	L	463	38	17,594	AC	4/15/2021	25
WALKRST	010	WALKER ST	WEST END	8TH ST	2	L	1,384	26	35,984	AC	4/15/2021	60
WALKRST	030	WALKER ST	8TH ST	6TH ST	2	A	595	50	29,750	AC	4/15/2021	68
WALKRST	040	WALKER ST	6TH ST	5TH ST	2	A	595	54	32,130	AC	4/15/2021	52
WALKRST	050	WALKER ST	5TH ST	3RD ST	2	A	742	53	39,326	AC	4/15/2021	51
WALKRST	060	WALKER ST	3RD ST	EAST ST	2	A	1,495	54	80,730	AC	4/15/2021	49
WALKRST	070	WALKER ST	EAST ST	PAPST AV	3	A	2,628	54	141,912	AC	4/15/2021	62
WALKRST	080	WALKER ST	PAPST AV	CO RD M 1/2	2	A	1,359	45	61,155	AC	4/15/2021	64
WALKRST	090	WALKER ST	CO RD M 1/2	ELLIS ST	2	A	1,969	72	141,768	AC	4/15/2021	87
WALNUTAV	010	WALNUT AV	SOUTH ST	YOLO ST	2	L	1,327	36	47,772	AC	4/15/2021	23
WALTRSST	010	WALTERS ST	COUNTRY DR	SOUTH ST	2	L	579	37	21,423	AC	4/15/2021	36
WALTRSST	020	WALTERS ST	SOUTH ST	CHAPMAN ST	2	L	531	39	20,709	AC	4/15/2021	20
WATTS AV	010	WATTS AV	NEWPORT ST (W)	NEWPORT ST (E)	2	L	1,240	38	47,120	AC	4/15/2021	73

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Street Name

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
WNTRPNDR	010	WINTERPINE DR	EVA DR	RENNAT WY	2	L	970	38	36,860	AC	4/15/2021	76
WODHVNDR	010	WOODHAVEN DR	BRYANT ST	CUL DE SAC	2	L	1,392	35	48,720	AC	4/15/2021	45
WODWRDAV	010	WOODWARD AV	YOLO ST	WALKER ST	2	C	1,336	51	68,136	AC	4/15/2021	39
WODWRDAV	020	WOODWARD AV	WALKER ST	BRYANT ST	2	C	1,282	52	66,664	AC	4/15/2021	26
WODWRDAV	030	WOODWARD AV	BRYANT ST	STONY CREEK DR	2	O	968	32	30,976	AC	Blocked - Unable to Test	-
WODWRDAV	040	WOODWARD AV	STONY CREEK DR	NORTH END	2	O	170	32	5,440	AC	Blocked - Unable to Test	-
YOLOST	010	YOLO ST	8TH ST	6TH ST	2	L	530	52	27,560	AC	4/15/2021	31
YOLOST	020	YOLO ST	WEST END	5TH ST	2	L	331	48	15,888	AC	4/15/2021	32
YOLOST	030	YOLO ST	5TH ST	2ND ST	2	C	1,111	51	56,661	AC	4/15/2021	30
YOLOST	040	YOLO ST	2ND ST	EAST ST	2	C	1,143	52	59,436	AC	4/15/2021	32
YOLOSTE	010	YOLO ST E	EAST ST	WOODWARD AV	2	C	1,464	44	64,416	AC	4/15/2021	40
YOLOSTE	020	YOLO ST E	WOODWARD AV	PAPST AV	2	C	1,154	36	41,544	AC	4/15/2021	59

## **Section Description Inventory – Sorted by Descending PCI**

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
TEHMASTE	010	TEHAMA ST E	EAST ST	WOODWARD AV	2	C	1,491	52	77,532	AC	4/15/2021	97
TEHMAST	040	TEHAMA ST	3RD ST	EAST ST	2	C	1,498	48	71,904	AC	4/15/2021	96
PAPSTAV	030	PAPST AV	WALKER ST	BRYANT ST	2	C	1,330	38	50,540	AC	4/15/2021	90
TEHMAST	030	TEHAMA ST	6TH ST	3RD ST	2	C	1,305	52	67,860	AC	4/15/2021	89
HMBRHTAV	040	HAMBRIGHT AV	PAIGEWOOD DR	EOP	2	L	160	36	13,680	AC	4/15/2021	88
WALKRST	090	WALKER ST	CO RD M 1/2	ELLIS ST	2	A	1,969	72	141,768	AC	4/15/2021	87
FAIRCT	010	FAIR CT	CUL DE SAC	YOLO ST	2	O	279	18	5,022	AC	4/15/2021	84
ALMDWDDR	010	ALMONDWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	2	L	395	37	14,615	AC	4/15/2021	83
KALYNCT	010	KAELYN CT	CUL DE SAC	BLAKE RD	2	L	413	38	15,694	AC	4/15/2021	83
OLVWDDR	030	OLIVEWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	2	L	394	36	14,184	AC	4/15/2021	82
GABLEDR	010	GABLE DR	SALOMON DR	JACQUELYN DR	2	L	564	36	20,304	AC	4/15/2021	81
NONAME	010	NO NAME	PAIGEWOOD DR	WALKER ST	2	L	778	27	21,006	AC	4/15/2021	81
CAROLNCT	010	CAROLYN CT	BLAKE RD	CUL DE SAC	2	L	411	37	15,207	AC	4/15/2021	80
COBYLN	010	COBY LN	HAMBRIGHT AV	JACOB ST	2	L	506	37	18,722	AC	4/15/2021	80
HMBRHTAV	010	HAMBRIGHT AV	COUNTY ROAD 200	NORTH END	2	L	1,262	36	45,432	AC	4/15/2021	80
KYLECT	010	KYLE CT	CUL DE SAC	SALOMON DR	2	L	235	37	8,695	AC	4/15/2021	80
GABLEDR	020	GABLE DR	JACQUELYN DR	JAFFE LN	2	L	1,790	37	66,230	AC	4/15/2021	78
GRCLYNST	010	GRACELYN ST	HAMBRIGHT AV	JACOB ST	2	L	510	38	19,380	AC	4/15/2021	78
JAFFELN	010	JAFFE LN	JACQUELYN DR	GABLE DR	2	L	642	37	23,754	AC	4/15/2021	77
EVADR	010	EVA DR	HARRYMAN ST (E)	NORTH END	2	L	1,648	38	62,624	AC	4/15/2021	76
STANTNWX	010	STANTON WY	BRYANT ST	STONY CREEK DR	2	L	549	38	20,862	AC	4/15/2021	76
WNRPNDR	010	WINTERPINE DR	EVA DR	RENNAT WY	2	L	970	38	36,860	AC	4/15/2021	76
JACOBST	010	JACOB ST	COBY LN	GRACELYN ST	2	L	254	36	9,144	AC	4/15/2021	75
LNWOODDR	010	LINWOOD DR	PAIGEWOOD DR	WALKER ST	2	L	830	36	29,880	AC	4/15/2021	75
PAIGWDDR	010	PAIGEWOOD DR	WEST END	HAMBRIGHT AV	2	L	1,566	36	56,376	AC	4/15/2021	75
JCQLYNDR	010	JACQUELYN DR	CUL DE SAC	COUNTY ROAD 99W	2	L	1,895	36	68,220	AC	4/15/2021	74
CHAPMNSTE	010	CHAPMAN ST E	EAST ST	WALNUT AV	2	L	828	32	26,496	AC	4/15/2021	73
COLUSSTE	020	COLUSA ST E	WOODWARD AV	PAPST AV	2	L	1,144	36	41,184	AC	4/15/2021	73
EDITHCR	010	EDITH CR	KATE CT (W)	KATE CT (E)	2	L	1,413	28	39,564	AC	4/15/2021	73
WATTS AV	010	WATTS AV	NEWPORT ST (W)	NEWPORT ST (E)	2	L	1,240	38	47,120	AC	4/15/2021	73
8THST	030	8TH ST	NEWVILLE RD	TRINITY ST	2	L	1,409	46	64,814	AC	4/15/2021	72
ALXNDRPK	010	ALEXANDRA PARK	JACQUELYN DR	CUL DE SAC	2	L	316	38	12,008	AC	4/15/2021	72
BLAKERD	010	BLAKE RD	HAMBRIGHT AV	EAST END	2	L	652	37	24,124	AC	4/15/2021	72
MELLOWY	010	MELLO WY	PAPST AV	CUL DE SAC	2	O	223	26	5,798	AC	4/15/2021	72
MPLWDDR	010	MAPLEWOOD DR	ALMONDWOOD DR	OLIVEWOOD DR	2	L	525	37	19,425	AC	4/15/2021	72
6THST	010	6TH ST	SOUTH ST	WALKER ST	2	A	2,612	60	156,720	AC	4/15/2021	71
SALOMNDR	010	SALOMON DR	JACQUELYN DR	COUNTY ROAD 99W	2	L	1,122	36	40,392	AC	4/15/2021	71
NEWVILRD	010	NEWVILLE RD	I-5 OFF RAMP NB	8TH ST	4	A	1,392	65	90,480	AC	4/15/2021	70
9THST	010	9TH ST	WALKER ST	FRANCES LN	2	L	448	36	16,128	AC	4/15/2021	69
CENTRLSTE	010	CENTRAL ST E	EAST ST	WALNUT AV	2	L	828	31	25,668	AC	4/15/2021	69

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
JAMESDR	010	JAMES DR	BRYANT ST	STONY CREEK DR	2	L	699	38	26,562	AC	4/15/2021	69
WALKRST	030	WALKER ST	8TH ST	6TH ST	2	A	595	50	29,750	AC	4/15/2021	68
6THST	020	6TH ST	WALKER ST	TRINITY ST	2	A	1,595	58	92,510	AC	4/15/2021	67
COLUSST	010	COLUSA ST	8TH ST	6TH ST	2	L	526	53	27,878	AC	4/15/2021	67
CORTNADR	020	CORTINA DR	NEWPORT DR	CORTINA CT	2	L	796	37	29,452	AC	4/15/2021	67
MILLSTE	020	MILL ST E	WOODWARD AV	PAPST AV	2	L	1,133	38	43,054	AC	4/15/2021	67
SWIFTSTE	020	SWIFT ST E	WOODWARD AV	PAPST AV	2	L	1,154	38	43,852	AC	4/15/2021	67
6THST	030	6TH ST	TRINITY ST	DATE ST	2	A	1,881	48	90,288	AC	4/15/2021	66
LYNNDR	010	LYNN DR	JACQUELYN DR	SALOMON DR	2	L	1,213	37	44,881	AC	4/15/2021	66
SUISUNST	020	SUISUN ST	4TH ST	3RD ST	2	L	377	54	20,358	AC	4/15/2021	65
STNYCRDR	010	STONY CREEK DR	PAPST AV	STANTON WY	2	L	730	40	29,200	AC	4/15/2021	64
WALKRST	080	WALKER ST	PAPST AV	CO RD M 1/2	2	A	1,359	45	61,155	AC	4/15/2021	64
CHAPMNST	010	CHAPMAN ST	RAILROAD AV	EAST ST	2	L	2,098	36	75,528	AC	4/15/2021	63
MILLST	010	MILL ST	8TH ST	6TH ST	2	L	522	45	23,490	AC	4/15/2021	63
AST	010	A ST	YOLO ST	WALKER ST	2	L	1,300	54	70,200	AC	4/15/2021	62
WALKRST	070	WALKER ST	EAST ST	PAPST AV	3	A	2,628	54	141,912	AC	4/15/2021	62
BRYNTST	020	BRYANT ST	PAPST AV	COUNTY RD M 1/2	2	L	1,318	36	47,448	AC	4/15/2021	61
HRRYMNST	010	HARRYMAN ST	EVA DR	RENNAT WY	2	L	967	38	36,746	AC	4/15/2021	60
RENNATWY	020	RENNAT WY	ALMOND WY	DATE ST	2	L	825	38	31,350	AC	4/15/2021	60
WALKRST	010	WALKER ST	WEST END	8TH ST	2	L	1,384	26	35,984	AC	4/15/2021	60
NEWPRST	010	NEWPORT ST	WATTS AV	8TH ST	2	L	1,481	38	56,278	AC	4/15/2021	59
PAPSTAV	020	PAPST AV	YOLO ST	WALKER ST	2	C	1,320	38	50,160	AC	4/15/2021	59
SOUTHST	010	SOUTH ST	CORTINA DR	6TH ST	4	C	1,191	60	71,460	AC	4/15/2021	59
YOLOSTE	020	YOLO ST E	WOODWARD AV	PAPST AV	2	C	1,154	36	41,544	AC	4/15/2021	59
PAPSTAV	040	PAPST AV	BRYANT ST	NORTH END	2	L	1,115	40	44,600	AC	4/15/2021	57
FRVIEWST	010	FAIRVIEW ST	FORBES DR	SOUTH ST	2	L	1,291	36	46,476	AC	4/15/2021	56
RENNATWY	010	RENNAT WY	MONTEREY ST	ALMOND WY	2	L	656	36	23,616	AC	4/15/2021	56
9THST	020	9TH ST	FRANCES LN	NEWVILLE RD	2	L	261	54	14,094	AC	4/15/2021	55
APRICTCR	010	APRICOT CR	8TH ST	CUL DE SAC	2	L	333	37	12,321	AC	4/15/2021	55
COLUSST	030	COLUSA ST	5TH ST	3RD ST	2	L	739	53	39,167	AC	4/15/2021	55
CORTNACT	010	CORTINA CT	CUL DE SAC	CORTINA DR	2	L	471	35	16,485	AC	4/15/2021	55
SHSTASTE	020	SHASTA ST E	WOODWARD AV	PAPST AV	2	L	1,140	34	38,760	AC	4/15/2021	55
3RDST	020	3RD ST	WALKER ST	SHASTA ST	2	L	1,314	75	98,550	AC	4/15/2021	54
4THST	010	4TH ST	YOLO ST	WALKER ST	2	L	1,288	73	94,024	AC	4/15/2021	53
AST	020	A ST	WALKER ST	SHASTA ST	2	L	1,321	52	68,692	AC	4/15/2021	53
FRNCESLN	010	FRANCES LN	CUL DE SAC	9TH ST	2	L	432	36	15,552	AC	4/15/2021	53
TRINTYST	010	TRINITY ST	CUL DE SAC	8TH ST	2	L	1,511	36	54,396	AC	4/15/2021	53
5THST	010	5TH ST	YOLO ST	WALKER ST	2	C	1,287	52	66,924	AC	4/15/2021	52
TEHMAST	010	TEHAMA ST	NEWVILLE RD	8TH ST	2	C	821	38	31,198	AC	4/15/2021	52
WALKRST	040	WALKER ST	6TH ST	5TH ST	2	A	595	54	32,130	AC	4/15/2021	52

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
ALMNDWY	010	ALMOND WY	RENNAT WY	6TH ST	2	L	1,236	35	43,260	AC	4/15/2021	51
BYRONWY	010	BYRON WY	BRYANT ST (W)	BRYANT ST (E)	2	L	1,475	37	54,575	AC	4/15/2021	51
DATEST	010	DATE ST	EVA DR	6TH ST	2	L	2,243	38	85,234	AC	4/15/2021	51
FAYDNWY	010	FAYDON WY	MONTEREY ST	CUL DE SAC	2	L	309	38	11,742	AC	4/15/2021	51
HOFFWY	010	HOFF WY	COMMERCE LN	CUL DE SAC	2	L	492	40	19,680	AC	4/15/2021	51
WALKRST	050	WALKER ST	5TH ST	3RD ST	2	A	742	53	39,326	AC	4/15/2021	51
GUILFRDCR	010	GUILFORD CR	MARIN ST	CUL DE SAC	2	L	505	38	19,190	AC	4/15/2021	50
LASENST	010	LASSEN ST	RAILROAD AV	EAST END	2	L	815	50	40,750	AC	4/15/2021	49
MNTRYSTW	010	MONTEREY ST W	RENNAT WY	MONTEREY ST	2	L	1,109	36	39,924	AC	4/15/2021	49
MODOCST	020	MODOC ST	CHANNEL	CUL DE SAC	2	L	416	34	14,144	AC	4/15/2021	49
TRINTYST	020	TRINITY ST	8TH ST	6TH ST	2	L	680	46	31,280	AC	4/15/2021	49
WALKRST	060	WALKER ST	3RD ST	EAST ST	2	A	1,495	54	80,730	AC	4/15/2021	49
EASTST	040	EAST ST	WALKER ST	SHASTA ST	2	C	1,313	62	81,406	AC	4/15/2021	48
ROSVLTAV	040	ROOSEVELT AV	3RD ST	EAST ST	2	L	1,602	32	51,264	AC	4/15/2021	47
7THST	030	7TH ST	WALKER ST	TEHAMA ST	2	L	789	43	33,927	AC	4/15/2021	46
EASTST	050	EAST ST	SHASTA ST	ROOSEVELT AV	2	L	719	40	28,760	AC	4/15/2021	46
FORBSDR	010	FORBES DR	WEST END	EAST OF PINE ST	2	L	1,292	36	46,512	AC	4/15/2021	46
MARINST	010	MARIN ST	SOUTH ST	YOLO ST	2	L	1,362	39	53,118	AC	4/15/2021	46
MELLNECR	010	MELLANE CR	SHASTA ST	CUL DE SAC	2	L	509	37	18,833	AC	4/15/2021	46
SOUTHST	020	SOUTH ST	6TH ST	EAST ST	2	C	2,772	34	94,248	AC	4/15/2021	46
SWIFTST	020	SWIFT ST	5TH ST	3RD ST	2	L	741	36	26,676	AC	4/15/2021	46
WODHVNDR	010	WOODHAVEN DR	BRYANT ST	CUL DE SAC	2	L	1,392	35	48,720	AC	4/15/2021	45
8THST	020	8TH ST	NEWPORT DR	NEWVILLE RD	2	C	1,491	53	79,023	AC	4/15/2021	44
COLUSST	020	COLUSA ST	6TH ST	5TH ST	2	L	595	53	31,535	AC	4/15/2021	44
MNTRYSTW	030	MONTEREY ST W	8TH ST	6TH ST	2	L	673	36	24,228	AC	4/15/2021	44
PINEST	010	PINE ST	FORBES DR	SOUTH ST	2	L	1,275	37	47,175	AC	4/15/2021	43
MILLSTE	010	MILL ST E	EAST ST	WOODWARD AV	2	L	1,475	48	70,800	AC	4/15/2021	42
PAPSTAV	010	PAPST AV	PENBROOK WY	YOLO ST	2	C	1,866	42	78,372	AC	4/15/2021	42
STNYCRDR	020	STONY CREEK DR	WEST END	PAPST AV	2	L	1,466	48	70,368	AC	4/15/2021	42
COLUSSTE	010	COLUSA ST E	EAST ST	WOODWARD AV	2	L	1,474	32	47,168	AC	4/15/2021	41
EASTST	030	EAST ST	YOLO ST	WALKER ST	2	C	1,321	69	91,149	AC	4/15/2021	41
MILLST	030	MILL ST	1ST ST	EAST ST	2	L	779	55	42,845	AC	4/15/2021	41
PEACHCR	010	PEACH CR	8TH ST	CUL DE SAC	2	L	412	37	15,244	AC	4/15/2021	41
SHSTASTE	010	SHASTA ST E	EAST ST	WOODWARD AV	2	L	1,536	37	56,832	AC	4/15/2021	41
5THST	030	5TH ST	SHASTA ST	ROOSEVELT AV	2	L	1,269	55	69,795	AC	4/15/2021	40
8THST	010	8TH ST	SOUTH ST	NEWPORT DR	2	C	1,262	56	70,672	AC	4/15/2021	40
CENTRLST	010	CENTRAL ST	RAILROAD AV	EAST ST	2	L	2,041	31	63,271	AC	4/15/2021	40
EASTST	020	EAST ST	SOUTH ST	YOLO ST	2	C	1,349	41	55,309	AC	4/15/2021	40
GLNORDDR	010	GLEN ORD DR	SOUTH ST	CHAPMAN ST	2	L	534	39	20,826	AC	4/15/2021	40
RAILRDAV	010	RAILROAD AV	SOUTH ST	YOLO ST	2	C	1,362	60	81,720	AC	4/15/2021	40

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
SOUTHSTE	010	SOUTH ST E	EAST ST	PAPST AV	2	C	2,628	36	94,608	AC	4/15/2021	40
YOLOSTE	010	YOLO ST E	EAST ST	WOODWARD AV	2	C	1,464	44	64,416	AC	4/15/2021	40
2NDST	010	2ND ST	YOLO ST	WALKER ST	2	L	1,285	54	69,390	AC	4/15/2021	39
BRKSIDDR	010	BROOKSIDE DR	SOUTH ST	PINE ST	2	L	767	38	29,146	AC	4/15/2021	39
SHSTAST	010	SHASTA ST	8TH ST	6TH ST	2	L	661	54	35,694	AC	4/15/2021	39
WODWRDAV	010	WOODWARD AV	YOLO ST	WALKER ST	2	C	1,336	51	68,136	AC	4/15/2021	39
1STST	030	1ST ST	WALKER ST	SHASTA ST	2	L	1,323	53	70,119	AC	4/15/2021	38
8THSTN	010	8TH ST N	TRINITY ST	ALMOND WY	2	L	1,052	42	44,184	AC	4/15/2021	38
8THSTN	020	8TH ST N	ALMOND WY	DATE ST	2	L	824	36	29,664	AC	4/15/2021	38
MDWOODDR	010	MEADOWOOD DR	BRYANT ST	WOODHAVEN DR	2	L	953	37	35,261	AC	4/15/2021	38
TEHMASTE	020	TEHAMA ST E	WOODWARD AV	PAPST AV	2	L	1,152	37	42,624	AC	4/15/2021	38
5THST	020	5TH ST	WALKER ST	SHASTA ST	2	L	1,320	51	67,320	AC	4/15/2021	37
MNTRYSTW	020	MONTEREY ST W	MONTEREY ST	8TH ST	2	L	1,217	38	46,246	AC	4/15/2021	37
TEHMAST	020	TEHAMA ST	8TH ST	6TH ST	2	C	569	53	30,157	AC	4/15/2021	37
4THST	020	4TH ST	WALKER ST	SHASTA ST	2	L	1,318	72	94,896	AC	4/15/2021	36
CORTNADR	010	CORTINA DR	NEWPORT DR	SOUTH ST	2	L	1,409	36	50,724	AC	4/15/2021	36
MODOCST	010	MODOC ST	SHASTA ST	CHANNEL	2	L	876	32	28,032	AC	4/15/2021	36
WALTRSST	010	WALTERS ST	COUNTRY DR	SOUTH ST	2	L	579	37	21,423	AC	4/15/2021	36
2NDST	020	2ND ST	WALKER ST	SHASTA ST	2	L	1,318	53	69,854	AC	4/15/2021	35
CHERYCR	010	CHERRY CR	CUL DE SAC	8TH ST	2	L	268	38	10,184	AC	4/15/2021	35
HOLLYST	010	HOLLY ST	FORBES DR	PINE ST	2	L	778	38	29,564	AC	4/15/2021	35
RENNATWY	030	RENNAT WY	DATE ST	CO RD 11	2	L	472	43	20,296	AC	4/15/2021	35
BRYNTST	010	BRYANT ST	WOODWARD AV	PAPST AV	2	L	1,136	37	42,032	AC	4/15/2021	34
COLUSST	040	COLUSA ST	3RD ST	EAST ST	2	L	1,498	53	79,394	AC	4/15/2021	33
EASTST	010	EAST ST	COUNTRY RD	SOUTH ST	2	L	529	30	15,870	AC	4/15/2021	33
KINDRCIR	010	KINDER CIR	TRINITY ST	CUL DE SAC	2	L	585	37	21,645	AC	4/15/2021	33
SWIFTSTE	010	SWIFT ST E	EAST ST	WOODWARD AV	2	L	1,474	32	47,168	AC	4/15/2021	33
7THST	050	7TH ST	TRINITY ST	MONTEREY ST	2	L	440	40	17,600	AC	4/15/2021	32
CNTYRDM1/2	010	COUNTY ROAD M 1/2	WALKER ST	BRYANT ST	2	L	1,329	24	31,896	AC	4/15/2021	32
RAILRDAVS	010	RAILROAD AV S	YUBA ST	SOUTH ST	2	C	1,736	46	79,856	AC	4/15/2021	32
YOLOST	020	YOLO ST	WEST END	5TH ST	2	L	331	48	15,888	AC	4/15/2021	32
YOLOST	040	YOLO ST	2ND ST	EAST ST	2	C	1,143	52	59,436	AC	4/15/2021	32
7THST	020	7TH ST	SACRAMENTO ST	WALKER ST	2	L	1,603	53	84,959	AC	4/15/2021	31
BENSNDR	010	BENSON DR	TRINITY ST (W)	TRINITY ST (E)	2	L	957	37	35,409	AC	4/15/2021	31
CHAPMNCT	010	CHAPMAN CT	CHAPMAN ST	CUL DE SAC	2	O	244	18	4,392	AC	4/15/2021	31
SWIFTST	040	SWIFT ST	3RD ST	EAST ST	2	L	1,492	54	80,568	AC	4/15/2021	31
YOLOST	010	YOLO ST	8TH ST	6TH ST	2	L	530	52	27,560	AC	4/15/2021	31
3RDST	030	3RD ST	SHASTA ST	ROOSEVELT AV	2	L	1,216	72	87,552	AC	4/15/2021	30
PORTERLN	010	PORTER LN	CORTINA CT	WALKER ST	2	L	500	37	18,500	AC	4/15/2021	30
YOLOST	030	YOLO ST	5TH ST	2ND ST	2	C	1,111	51	56,661	AC	4/15/2021	30

**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
1STST	010	1ST ST	YOLO ST	MILL ST	2	L	485	53	25,705	AC	4/15/2021	29
CNTRYDR	010	COUNTRY DR	EAST ST	WALTERS ST	2	L	517	36	18,612	AC	4/15/2021	29
CNTYRD15	010	COUNTY ROAD 15	PAPST AV	COUNTY RD N	2	L	5,224	22	114,928	AC	4/15/2021	29
PECANCR	020	PECAN CR	CUL DE SAC	8TH ST	2	L	301	36	10,836	AC	4/15/2021	29
7THST	040	7TH ST	TEHAMA ST	TRINITY ST	2	L	796	45	35,820	AC	4/15/2021	28
BELLWY	010	BELL WY	PAPST AV	CUL DE SAC	2	L	534	37	19,758	AC	4/15/2021	28
CHAPMNSTE	020	CHAPMAN ST E	WALNUT AV	EAST END	2	L	464	36	16,704	AC	4/15/2021	28
HRITAGCT	010	HERITAGE CT	CUL DE SAC	TRINITY ST	2	L	384	26	9,984	AC	4/15/2021	28
SWIFTST	010	SWIFT ST	8TH ST	6TH ST	2	L	539	62	33,418	AC	4/15/2021	28
4THST	030	4TH ST	SHASTA ST	ROOSEVELT AV	2	L	1,270	72	91,440	AC	4/15/2021	27
SHSTAST	030	SHASTA ST	3RD ST	EAST ST	2	L	1,497	54	80,838	AC	4/15/2021	27
BONNILN	010	BONNIE LN	EAST ST	WOODWARD AV	2	L	1,492	12	17,904	AC	4/15/2021	26
SACRAMST	010	SACRAMENTO ST	8TH ST	6TH ST	2	L	534	54	28,836	AC	4/15/2021	26
SHSTAST	020	SHASTA ST	WEST END	3RD ST	2	L	926	54	50,004	AC	4/15/2021	26
WODWRDAV	020	WOODWARD AV	WALKER ST	BRYANT ST	2	C	1,282	52	66,664	AC	4/15/2021	26
3RDST	010	3RD ST	YOLO ST	WALKER ST	2	L	1,288	76	97,888	AC	4/15/2021	25
CARJNWY	010	CARJON WY	8TH ST	CUL DE SAC	2	L	449	38	17,062	AC	4/15/2021	25
MNTRYST	010	MONTEREY ST	6TH ST	3RD ST	2	L	1,199	53	63,547	AC	4/15/2021	25
TUVECR	010	TUVE CR	CUL DE SAC	TRINITY ST	2	L	463	38	17,594	AC	4/15/2021	25
WALNUTAV	010	WALNUT AV	SOUTH ST	YOLO ST	2	L	1,327	36	47,772	AC	4/15/2021	23
CIRCL6ST	010	CIRCLE 6 ST	CUL DE SAC	COUNTRY DR	2	L	172	37	6,364	AC	4/15/2021	22
PLUMSST	010	PLUMAS ST	SHASTA ST	NORTH END	2	L	914	33	30,162	AC	4/15/2021	22
MILLST	020	MILL ST	4TH ST	2ND ST	2	L	1,311	51	66,861	AC	4/15/2021	21
WALTRSST	020	WALTERS ST	SOUTH ST	CHAPMAN ST	2	L	531	39	20,709	AC	4/15/2021	20
BUTTEST	010	BUTTE ST	SHASTA ST	CUL DE SAC	2	L	630	35	22,050	AC	4/15/2021	19
SUISUNST	010	SUISUN ST	WEST END	4TH ST	2	L	693	36	24,948	AC	4/15/2021	19
1STST	020	1ST ST	COLUSA ST	WALKER ST	2	L	411	60	24,660	AC	4/15/2021	17
MILLSTE	030	MILL ST E	PAPST AV	EAST END	2	L	557	26	14,482	AC	4/15/2021	10
7THST	010	7TH ST	SOUTH END	SACRAMENTO ST	2	O	210	37	7,770	AC	Blocked - Unable to Test	-
SWIFTST	005	SWIFT ST	WEST END	5TH ST	2	O	222	36	7,992	AC	Blocked - Unable to Test	-
WODWRDAV	030	WOODWARD AV	BRYANT ST	STONY CREEK DR	2	O	968	32	30,976	AC	Blocked - Unable to Test	-
WODWRDAV	040	WOODWARD AV	STONY CREEK DR	NORTH END	2	O	170	32	5,440	AC	Blocked - Unable to Test	-
ALDRBRKLN	010	ALDERBROOK LN	PENBROOK WY	SOUTH ST	2	L	519	32	16,608	GRAVEL	NA	-
ALMDWDDR	005	ALMONDWOOD DR	OAKWOOD DR	PAIGEWOOD DR	2	L	330	37	12,210	GRAVEL	NA	-
CASTLWY	010	CASTLE WY	MORAGA ST	ELLIS ST	2	L	508	39	19,812	GRAVEL	NA	-
DAVISST	010	DAVIS ST	HAMBRIGHT AV	ELLIS ST	2	L	660	32	21,120	GRAVEL	NA	-
ELLISST	010	ELLIS ST	OAKWOOD DR	WALKER ST	2	L	1,170	32	37,440	GRAVEL	NA	-
HMBRHTAV	020	HAMBRIGHT AV	SOUTH END	OAKWOOD DR	2	L	141	32	4,512	GRAVEL	NA	-
HMBRHTAV	030	HAMBRIGHT AV	OAKWOOD DR	PAIGEWOOD DR	2	L	331	32	10,592	GRAVEL	NA	-
HMBRHTAV	050	HAMBRIGHT AV	EOP	DAVIS ST	2	L	220	32	7,040	GRAVEL	NA	-



**City of Orland - PMP Update 2021**  
Section Description Inventory - Sorted by Descending PCI

StreetID	SectionID	Street Name	Begin Location	End Location	No. of Lanes	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI
HMBRHTAV	060	HAMBRIGHT AV	DAVIS ST	WALKER ST	2	L	452	32	14,464	GRAVEL	NA	-
JCKSONST	010	JACKSON ST	MORAGA ST	ELLIS ST	2	L	494	32	15,808	GRAVEL	NA	-
MORAGAST	010	MORAGA ST	OAKWOOD DR	JACKSON ST	2	L	569	42	23,898	GRAVEL	NA	-
OAKWDDR	010	OAKWOOD DR	ALMONDWOOD DR	HAMBRIGHT AV	2	L	887	32	28,384	GRAVEL	NA	-
OAKWDDR	020	OAKWOOD DR	HAMBRIGHT AV	ELLIS ST	2	L	717	32	22,944	GRAVEL	NA	-
OBRIENDR	010	O'BRIEN DR	ELLIS ST	EAST END	2	L	119	32	3,808	GRAVEL	NA	-
PENBRKWY	010	PENBROOK WY	WEST END	ALDERBROOK LN	2	L	121	32	3,872	GRAVEL	NA	-
PENBRKWY	020	PENBROOK WY	ALDERBROOK LN	PAPST AV	2	L	267	32	8,544	GRAVEL	NA	-
ROBBNSST	010	ROBBINS ST	WOODWARD AV	PAPST AV	2	L	1,138	32	36,416	GRAVEL	NA	-
ROSVLTAV	010	ROOSEVELT AV	6TH ST	5TH ST	2	L	447	32	14,304	GRAVEL	NA	-
ROSVLTAV	020	ROOSEVELT AV	5TH ST	4TH ST	2	L	377	32	12,064	GRAVEL	NA	-
ROSVLTAV	030	ROOSEVELT AV	4TH ST	3RD ST	2	L	389	32	12,448	GRAVEL	NA	-

## Appendix B

---

### MAINTENANCE AND REHABILITATION DECISION TREE

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

This report presents the current maintenance and rehabilitation decision tree that exists in the database. The decision tree forms the basis for all of the budgetary computations included in this report. ***Changes to the decision tree will make the results in the budget reports invalid.*** All pavement treatment unit costs relevant to the road types in the database were updated.

The decision tree lists the treatments and costs selected for preventive maintenance and rehabilitation activities. Each line represents a specific combination of functional classification and surface type.

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the  $PCI \geq 70$ . Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category ( $PCI \geq 70$ ), a time sequence is used to identify the appropriate treatment and cost. Each preventive maintenance treatment description consists of three parts: 1) a CRACK treatment, 2) a SURFACE treatment, and 3) a RESTORATION treatment. These three parts allow the user to specify one of three different preventive maintenance treatments depending on the prior maintenance history of the section.

1. The CRACK treatment part can be used to specify the most frequent type of preventive maintenance activity planned (typically crack seals).
2. The SURFACE treatment part can be used to specify more extensive and less frequent preventive maintenance activities, such as chip seals or slurry seals. For example, a crack seal can be specified on a 3-year cycle with a slurry seal specified after 5 years.
3. The RESTORATION part can be used to specify a surface restoration treatment (such as an overlay) to be performed after a specified number of surface treatments. For example, after a certain number of successive slurry seals, an overlay can be specified instead of another slurry seal.

Rehabilitation treatments are assigned to sections in Condition Categories II through V ( $PCI$  less than 70). Each line is defined by a specific combination of functional classification, surface type, and condition category.

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g. crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g. slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).



<b>COLUMN</b>	<b>DESCRIPTION</b>
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e. SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e. SURFACE treatment) will be performed prior to performing the treatment application in the third row.

Note that the treatments assigned to each section should not be blindly followed in preparing a road maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective for the section.

# Decision Tree

Printed: 8/23/2021

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	\$1.30	6		
			Surface Treatment	CRACK SEAL & MICROSURFACING	\$3.50		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		CRACK SEAL & MICROSURFACING	\$6.50		6	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$34.00			
		IV - Poor		MILL AND THICK OVERLAY	\$54.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$79.00			
AC/AC	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.30	6		
			Surface Treatment	CRACK SEAL & MICROSURFACING	\$3.50		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		CRACK SEAL & MICROSURFACING	\$6.50		6	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$34.00			
		IV - Poor		MILL AND THICK OVERLAY	\$54.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$79.00			
AC/PCC	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	6		
			Surface Treatment	DO NOTHING	\$0.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
PCC	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021

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	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021

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	\$1.30	7		
			Surface Treatment	CRACK SEAL & TYPE II SLURRY	\$2.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		RUBBERIZED CAPE SEAL	\$11.00		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$32.00			
		IV - Poor		MILL AND THICK OVERLAY	\$50.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$63.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.30	7		
			Surface Treatment	CRACK SEAL & TYPE II SLURRY	\$2.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		RUBBERIZED CAPE SEAL	\$11.00		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$32.00			
		IV - Poor		MILL AND THICK OVERLAY	\$50.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$63.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021

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	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			



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



# Decision Tree

Printed: 8/23/2021

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	\$1.30	7		
			Surface Treatment	CRACK SEAL & TYPE II SLURRY	\$2.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		RUBBERIZED CAPE SEAL	\$10.00		7	
		III - Good, Load Related		RUBBERIZED CAPE SEAL	\$11.50		7	
		IV - Poor		MILL AND THICK OVERLAY	\$37.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$45.00			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.30	7		
			Surface Treatment	CRACK SEAL & TYPE II SLURRY	\$2.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		RUBBERIZED CAPE SEAL	\$10.00		7	
		III - Good, Load Related		RUBBERIZED CAPE SEAL	\$11.50		7	
		IV - Poor		MILL AND THICK OVERLAY	\$37.00			
		V - Very Poor		FDR or FULL DEPTH HMA	\$45.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021

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	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
AC/AC	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
AC/PCC	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			
PCC	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

# Decision Tree

Printed: 8/23/2021

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	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	DO NOTHING	\$0.00		1	
			Restoration Treatment	DO NOTHING	\$0.00			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

## Appendix C

---

### BUDGET NEEDS ANALYSIS RESULTS

## Budget Needs Reports

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

A budget needs analysis has been performed. The summary results from the analysis are provided. An interest rate of 3% and an inflation factor of 3% were used to project the costs for the analysis period. This report shows the total ten-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

- Projected PCI/Cost Summary
- Preventive Maintenance Treatment/Cost Summary
- Rehabilitation Treatment/Cost Summary

## Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the ten-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

<b>COLUMN</b>	<b>DESCRIPTION</b>
Year	Year in the analysis period.
PCI Treated	Projected network average PCI with all needed treatments applied.
PCI Untreated	Projected network average PCI without any treatments applied.
PM Cost	Total preventive maintenance treatment cost.
Rehab Cost	Total rehabilitation treatment cost.
Cost	The budget required for each year in the analysis period to meet the City's standard as shown on the M&R decision tree.
Total Cost	Total budget required over a ten-year period.

# Needs - Projected PCI/Cost Summary

Inflation Rate = **3.00** %      Printed: 8/23/2021

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2022	92	48	\$195,371	\$27,517,892	\$27,713,263
2023	87	45	\$0	\$137,760	\$137,760
2024	85	42	\$0	\$301,735	\$301,735
2025	83	39	\$36,288	\$0	\$36,288
2026	81	36	\$0	\$0	\$0
2027	80	33	\$0	\$0	\$0
2028	79	30	\$360,057	\$489,166	\$849,223
2029	84	27	\$1,539,116	\$1,913,217	\$3,452,333
2030	83	25	\$0	\$169,428	\$169,428
2031	81	22	\$0	\$371,097	\$371,097
		<b>% PM</b>	<b>PM Total Cost</b>	<b>Rehab Total Cost</b>	<b>Total Cost</b>
		<b>6.45%</b>	<b>\$2,130,832</b>	<b>\$30,900,295</b>	<b>\$33,031,127</b>



## Needs - Preventive Maintenance Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of preventive maintenance treatments needed.
Year	Year in the analysis period (i.e. 2022, 2023, 2024, etc.).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

## Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 8/23/2021

Treatment	Year	Area Treated	Cost
<b>CRACK SEAL &amp; MICROSURFACING</b>	2022	15,752 sq. yd.	\$55,132
	2028	86,153.78 sq. yd.	\$360,057
<b>Total</b>		101,905.78	\$415,189
<b>CRACK SEAL &amp; TYPE II SLURRY</b>	2022	70,116.56 sq. yd.	\$140,239
	2025	16,604 sq. yd.	\$36,288
	2029	625,692.44 sq. yd.	\$1,539,116
<b>Total</b>		712,413	\$1,715,643
<b>Total Quantity</b>		814,318.78	\$2,130,832

## Needs - Rehabilitation Treatment/Cost Summary

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

<b>COLUMN</b>	<b>DESCRIPTION</b>
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e. 2022, 2023, 2024, etc.).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

# Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 8/23/2021

Treatment	Year	Area Treated	Cost
<b>FDR or FULL DEPTH HMA</b>	2022	87,753.89 sq.yd.	\$4,082,253
	<b>Total</b>	<b>87,753.89</b> sq.yd.	<b>\$4,082,253</b>
<b>RUBBERIZED CAPE SEAL</b>	2022	149,038 sq.yd.	\$1,616,924
	2023	13,374.56 sq.yd.	\$137,760
	2024	24,731.56 sq.yd.	\$301,735
	2029	143,464.67 sq.yd.	\$1,913,217
	2030	13,374.56 sq.yd.	\$169,428
	2031	24,731.56 sq.yd.	\$371,097
	<b>Total</b>	<b>368,714.89</b> sq.yd.	<b>\$4,510,161</b>
<b>CRACK SEAL &amp; MICROSURFACING</b>	2022	20,153.89 sq.yd.	\$131,002
	2028	20,153.89 sq.yd.	\$156,423
	<b>Total</b>	<b>40,307.78</b> sq.yd.	<b>\$287,425</b>
<b>MILL AND THIN OVERLAY</b>	2022	66,048.22 sq.yd.	\$2,220,529
	<b>Total</b>	<b>66,048.22</b> sq.yd.	<b>\$2,220,529</b>
<b>MILL AND THICK OVERLAY</b>	2022	472,175.56 sq.yd.	\$19,467,184
	2028	5,573.33 sq.yd.	\$332,743
	<b>Total</b>	<b>477,748.89</b> sq.yd.	<b>\$19,799,927</b>
<b>Total Cost</b>			<b>\$30,900,295</b>

## Appendix D

---

### BUDGET SCENARIO RESULTS

## **Scenario 1: Do Nothing**

Cost Summary Report  
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S1: Do Nothing

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap					
<b>2022</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$27,713,217	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2023</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$30,011,627	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2024</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$32,696,293	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2025</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$35,439,081	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2026</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$37,835,611	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2027</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$40,559,719	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2028</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$43,423,286	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								
<b>2029</b>	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$46,319,876	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			Total	\$0								
			Project	\$0								

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap					
2030	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$49,947,018	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			<b>Total Project</b>	<b>\$0</b>								
2031	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$51,657,620	Funded	\$0		
			III	\$0								
			IV	\$0							Project	\$0
			V	\$0								
			<b>Total Project</b>	<b>\$0</b>								
								Unmet	\$8,338			
								Unmet	\$1,400			

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$0	\$0	\$32,400
Collector	\$0	\$0	\$0	\$159,080
Other	\$0	\$0	\$0	\$0
Residential/Local	\$0	\$0	\$0	\$483,807
<b>Grand Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$675,288</b>



# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 8/23/2021

Scenario: 2021 S1: Do Nothing

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$0	0%	2026	\$0	0%	2030	\$0	0%
2023	\$0	0%	2027	\$0	0%	2031	\$0	0%
2024	\$0	0%	2028	\$0	0%			
2025	\$0	0%	2029	\$0	0%			

### Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	48	48	0	0
2023	45	45	0	0
2024	42	42	0	0
2025	39	39	0	0
2026	36	36	0	0
2027	33	33	0	0
2028	30	30	0	0
2029	27	27	0	0
2030	25	25	0	0
2031	22	22	0	0

### Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	10.1%	0.1%	15.1%
II / III	7.8%	1.9%	15.4%	0.0%	25.1%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	10.1%	0.1%	15.1%
II / III	7.8%	1.9%	15.4%	0.0%	25.1%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	0.0%	1.8%	0.2%	0.0%	2.0%
II / III	1.7%	1.4%	11.3%	0.1%	14.5%
IV	7.8%	0.0%	16.8%	0.0%	24.6%
V	1.8%	16.7%	40.3%	0.1%	58.9%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Scenarios Criteria:

Criteria:

## **Scenario 2: Existing Budget**

Cost Summary Report  
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
<b>2022</b>	5%	\$165,000	II	\$153,622	Non-Project	\$10,605	\$0	\$27,548,993	Funded	\$0
			III	\$0					Unmet	\$190,550
			IV	\$0						
			V	\$0						
			<b>Total Project</b>	<b>\$153,622</b>						
<b>2023</b>	5%	\$165,000	II	\$0	Non-Project	\$20,309	\$0	\$29,678,507	Funded	\$0
			III	\$0					Unmet	\$1,791
			IV	\$143,662						
			V	\$0						
			<b>Total Project</b>	<b>\$143,662</b>						
<b>2024</b>	5%	\$165,000	II	\$0	Non-Project	\$16,485	\$0	\$32,191,309	Funded	\$0
			III	\$0					Unmet	\$3,411
			IV	\$145,386						
			V	\$0						
			<b>Total Project</b>	<b>\$145,386</b>						
<b>2025</b>	5%	\$165,000	II	\$14,580	Non-Project	\$8,240	\$10	\$34,697,441	Funded	\$0
			III	\$0					Unmet	\$2,460
			IV	\$140,520						
			V	\$0						
			<b>Total Project</b>	<b>\$155,100</b>						
<b>2026</b>	5%	\$165,000	II	\$0	Non-Project	\$17,985	\$0	\$36,908,345	Funded	\$0
			III	\$0					Unmet	\$386
			IV	\$145,394						
			V	\$0						
			<b>Total Project</b>	<b>\$145,394</b>						
<b>2027</b>	0%	\$165,000	II	\$0	Non-Project	\$23,629	\$0	\$39,045,577	Funded	\$0
			III	\$0					Unmet	\$446,191
			IV	\$141,291						
			V	\$0						
			<b>Total Project</b>	<b>\$141,291</b>						
<b>2028</b>	0%	\$165,000	II	\$103,684	Non-Project	\$0	\$0	\$41,810,736	Funded	\$0
			III	\$0					Unmet	\$3,707
			IV	\$60,483						
			V	\$0						
			<b>Total Project</b>	<b>\$164,167</b>						
<b>2029</b>	0%	\$165,000	II	\$0	Non-Project	\$4,877	\$0	\$43,665,392	Funded	\$0
			III	\$0					Unmet	\$5,050
			IV	\$158,511						
			V	\$0						
			<b>Total Project</b>	<b>\$158,511</b>						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	0%	\$165,000	II	\$150,274	Non-Project	\$9,724	\$0	\$46,796,329	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$0						
			<b>Total Project</b>	<b>\$150,274</b>						
2031	0%	\$165,000	II	\$22,753	Non-Project	\$14,655	\$0	\$48,581,446	Funded	\$0
			III	\$0						
			IV	\$126,002						
			V	\$0						
			<b>Total Project</b>	<b>\$148,755</b>						
								Unmet	\$3,686	
								Unmet	\$448	

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$364,389	\$0	\$0	\$24,652
Collector	\$0	\$80,063	\$0	\$156,886
Other	\$0	\$0	\$0	\$0
Residential/Local	\$1,141,773	\$46,446	\$0	\$476,142
<b>Grand Total:</b>	<b>\$1,506,162</b>	<b>\$126,509</b>	<b>\$0</b>	<b>\$657,680</b>

# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$165,000	5%	2026	\$165,000	5%	2030	\$165,000	0%
2023	\$165,000	5%	2027	\$165,000	0%	2031	\$165,000	0%
2024	\$165,000	5%	2028	\$165,000	0%			
2025	\$165,000	5%	2029	\$165,000	0%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	48	48	0.95	2.44
2023	45	46	0.50	1.00
2024	42	43	0.52	1.05
2025	39	40	0.36	0.72
2026	36	38	0.44	0.87
2027	33	35	0.49	0.98
2028	30	32	0.44	1.41
2029	27	29	0.25	0.50
2030	25	27	0.58	1.16
2031	22	25	0.43	0.86

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	10.1%	0.1%	15.1%
II / III	7.8%	1.9%	15.4%	0.0%	25.1%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.8%	3.2%	10.4%	0.1%	17.5%
II / III	5.7%	1.9%	15.1%	0.0%	22.7%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	4.5%	0.0%	9.4%
II / III	1.4%	0.0%	9.9%	0.1%	11.4%
IV	6.4%	0.0%	14.8%	0.0%	21.2%
V	1.8%	16.7%	39.4%	0.1%	58.0%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

## **Scenario 3: Maintain PCI at 49**

Cost Summary Report  
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S3: Maintain PCI

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
<b>2022</b>	5%	\$1,000,000	II	\$175,882	Non-Project	\$51,325	\$0	\$26,713,946	Funded	\$0
			III	\$536,112					Unmet	\$187,337
			IV	\$235,956						
			V	\$0						
			<b>Total Project</b>	<b>\$947,950</b>						
<b>2023</b>	5%	\$1,750,000	II	\$0	Non-Project	\$84,862	\$0	\$27,234,196	Funded	\$0
			III	\$1,321,103					Unmet	\$1,791
			IV	\$342,226						
			V	\$0						
			<b>Total Project</b>	<b>\$1,663,329</b>						
<b>2024</b>	0%	\$2,150,000	II	\$14,155	Non-Project	\$6,926	\$0	\$27,696,533	Funded	\$0
			III	\$0					Unmet	\$3,411
			IV	\$2,117,931						
			V	\$0						
			<b>Total Project</b>	<b>\$2,132,086</b>						
<b>2025</b>	2%	\$2,250,000	II	\$52,875	Non-Project	\$36,288	\$0	\$27,823,291	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$2,157,055						
			V	\$0						
			<b>Total Project</b>	<b>\$2,209,930</b>						
<b>2026</b>	0%	\$2,350,000	II	\$146,373	Non-Project	\$0	\$0	\$27,264,245	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$1,621,002						
			V	\$581,030						
			<b>Total Project</b>	<b>\$2,348,405</b>						
<b>2027</b>	0%	\$2,250,000	II	\$0	Non-Project	\$0	\$0	\$26,968,006	Funded	\$0
			III	\$0					Unmet	\$367,055
			IV	\$990,386						
			V	\$1,250,436						
			<b>Total Project</b>	<b>\$2,240,822</b>						
<b>2028</b>	1%	\$1,950,000	II	\$103,684	Non-Project	\$18,262	\$0	\$27,146,945	Funded	\$0
			III	\$0					Unmet	\$1,055
			IV	\$830,673						
			V	\$986,336						
			<b>Total Project</b>	<b>\$1,920,693</b>						
<b>2029</b>	5%	\$1,650,000	II	\$55,197	Non-Project	\$107,372	\$0	\$26,956,781	Funded	\$0
			III	\$0					Unmet	\$3,954
			IV	\$250,574						
			V	\$1,230,170						
			<b>Total Project</b>	<b>\$1,535,941</b>						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	5%	\$1,650,000	II	\$129,703	Non-Project	\$90,344	\$0	\$27,240,323	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$984,892	Project	\$0				
			V	\$442,072						
			<b>Total Project</b>	<b>\$1,556,667</b>						
2031	5%	\$1,650,000	II	\$17,409	Non-Project	\$138,239	\$0	\$26,963,129	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$478,761	Project	\$0				
			V	\$1,013,693						
			<b>Total Project</b>	<b>\$1,509,863</b>						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$3,648,764	\$196,635	\$0	\$8,467
Collector	\$1,020,237	\$96,721	\$0	\$152,683
Other	\$0	\$0	\$0	\$0
Residential/Local	\$13,396,685	\$240,262	\$0	\$403,453
<b>Grand Total:</b>	<b>\$18,065,686</b>	<b>\$533,618</b>	<b>\$0</b>	<b>\$564,603</b>



# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 8/23/2021

Scenario: 2021 S3: Maintain PCI

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$1,000,000	5%	2026	\$2,350,000	0%	2030	\$1,650,000	5%
2023	\$1,750,000	4.5%	2027	\$2,250,000	0%	2031	\$1,650,000	5%
2024	\$2,150,000	0.25%	2028	\$1,950,000	0.8%			
2025	\$2,250,000	1.6%	2029	\$1,650,000	4.7%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	48	49	2.66	6.35
2023	45	49	3.25	6.51
2024	42	49	2.28	4.56
2025	39	49	2.60	5.19
2026	36	49	2.33	5.11
2027	33	49	1.91	3.82
2028	30	49	1.75	4.03
2029	27	49	2.47	4.93
2030	25	49	3.07	6.14
2031	22	49	1.90	4.30

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	10.1%	0.1%	15.1%
II / III	7.8%	1.9%	15.4%	0.0%	25.1%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.0%	3.2%	10.6%	0.1%	19.9%
II / III	4.0%	1.9%	14.9%	0.0%	20.8%
IV	1.3%	14.0%	34.5%	0.1%	50.0%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.9%	5.1%	36.8%	0.0%	51.8%
II / III	1.4%	0.0%	4.7%	0.1%	6.2%
V	0.0%	14.8%	27.1%	0.1%	42.0%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

## **Scenario 4: Best Management Practices**

Cost Summary Report  
Network Condition Summary Report

# Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S4: Best Management Practices

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
<b>2022</b>	5%	\$4,200,000	II	\$131,002	Non-Project	\$195,371	\$2,029	\$23,533,218	Funded	\$0
			III	\$1,818,737						
			IV	\$2,034,900						
			V	\$0						
			<b>Total</b>	<b>\$3,984,639</b>						
<b>Project</b>	<b>\$0</b>									
<b>2023</b>	0%	\$4,200,000	II	\$41,352	Non-Project	\$0	\$0	\$21,508,765	Funded	\$0
			III	\$0						
			IV	\$4,156,122						
			V	\$0						
			<b>Total</b>	<b>\$4,197,474</b>						
<b>Project</b>	<b>\$0</b>									
<b>2024</b>	0%	\$4,200,000	II	\$396,693	Non-Project	\$0	\$0	\$19,738,408	Funded	\$0
			III	\$21,864						
			IV	\$2,496,803						
			V	\$1,284,587						
			<b>Total</b>	<b>\$4,199,947</b>						
<b>Project</b>	<b>\$0</b>									
<b>2025</b>	0%	\$4,200,000	II	\$0	Non-Project	\$36,288	\$0	\$17,688,022	Funded	\$0
			III	\$0						
			IV	\$314,877						
			V	\$3,833,457						
			<b>Total</b>	<b>\$4,148,334</b>						
<b>Project</b>	<b>\$0</b>									
<b>2026</b>	0%	\$4,200,000	II	\$0	Non-Project	\$0	\$0	\$15,016,691	Funded	\$0
			III	\$38,106						
			IV	\$206,369						
			V	\$3,912,159						
			<b>Total</b>	<b>\$4,156,634</b>						
<b>Project</b>	<b>\$0</b>									
<b>2027</b>	0%	\$4,300,000	II	\$0	Non-Project	\$0	\$0	\$12,164,731	Funded	\$0
			III	\$0						
			IV	\$990,386						
			V	\$3,302,420						
			<b>Total</b>	<b>\$4,292,806</b>						
<b>Project</b>	<b>\$0</b>									
<b>2028</b>	5%	\$4,300,000	II	\$103,684	Non-Project	\$190,840	\$2,660	\$9,521,813	Funded	\$0
			III	\$62,836						
			IV	\$830,673						
			V	\$3,085,516						
			<b>Total</b>	<b>\$4,082,709</b>						
<b>Project</b>	<b>\$0</b>									
<b>2029</b>	5%	\$4,200,000	II	\$0	Non-Project	\$353,547	\$0	\$6,036,111	Funded	\$0
			III	\$107,209						
			IV	\$250,574						
			V	\$3,483,958						
			<b>Total</b>	<b>\$3,841,741</b>						
<b>Project</b>	<b>\$0</b>									

Scenarios Criteria:

Criteria:

1

MTC StreetSaver

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	5%	\$4,200,000	II	\$50,858	Non-Project	\$268,257	\$0	\$2,457,916	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$153,382						
			V	\$3,711,609						
			Total	\$3,915,849						
			Project	\$0						
2031	5%	\$4,200,000	II	\$256,407	Non-Project	\$657,521	\$0	\$0	Funded	\$0
			III	\$26,889					Unmet	\$3,009
			IV	\$478,761						
			V	\$2,257,571						
			Total	\$3,019,628						
			Project	\$0						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$3,445,300	\$424,394	\$0	\$1,055
Collector	\$11,458,955	\$193,638	\$0	\$141,976
Other	\$0	\$0	\$0	\$0
Residential/Local	\$24,935,506	\$707,798	\$0	\$193,200
<b>Grand Total:</b>	<b>\$39,839,761</b>	<b>\$1,701,824</b>	<b>\$0</b>	<b>\$336,231</b>

# Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 8/23/2021

Scenario: 2021 S4: Best Management Practices

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$4,200,000	4.7%	2026	\$4,200,000	0%	2030	\$4,200,000	5%
2023	\$4,200,000	0%	2027	\$4,300,000	0%	2031	\$4,200,000	5%
2024	\$4,200,000	0%	2028	\$4,300,000	4.5%			
2025	\$4,200,000	0.4%	2029	\$4,200,000	5%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	48	54	7.50	16.02
2023	45	57	4.51	9.02
2024	42	59	4.29	9.03
2025	39	63	4.75	9.49
2026	36	67	3.18	6.37
2027	33	71	3.59	7.18
2028	30	75	5.13	10.79
2029	27	79	7.14	14.78
2030	25	83	6.52	13.04
2031	22	85	5.11	10.66

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.7%	3.2%	10.1%	0.1%	15.1%
II / III	7.8%	1.9%	15.4%	0.0%	25.1%
IV	1.8%	14.0%	34.5%	0.1%	50.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.3%	3.2%	13.4%	0.1%	28.0%
II / III	0.0%	1.9%	15.3%	0.0%	17.2%
IV	0.0%	14.0%	31.3%	0.1%	45.4%
V	0.0%	0.8%	8.6%	0.0%	9.4%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.9%	19.9%	64.1%	0.1%	94.0%
II / III	1.4%	0.0%	4.5%	0.1%	6.0%
V	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>11.3%</b>	<b>19.9%</b>	<b>68.6%</b>	<b>0.2%</b>	<b>100.0%</b>

## Appendix E

---

### PAVEMENT CONDITION MAPS

## **Current Network Condition – 2021**

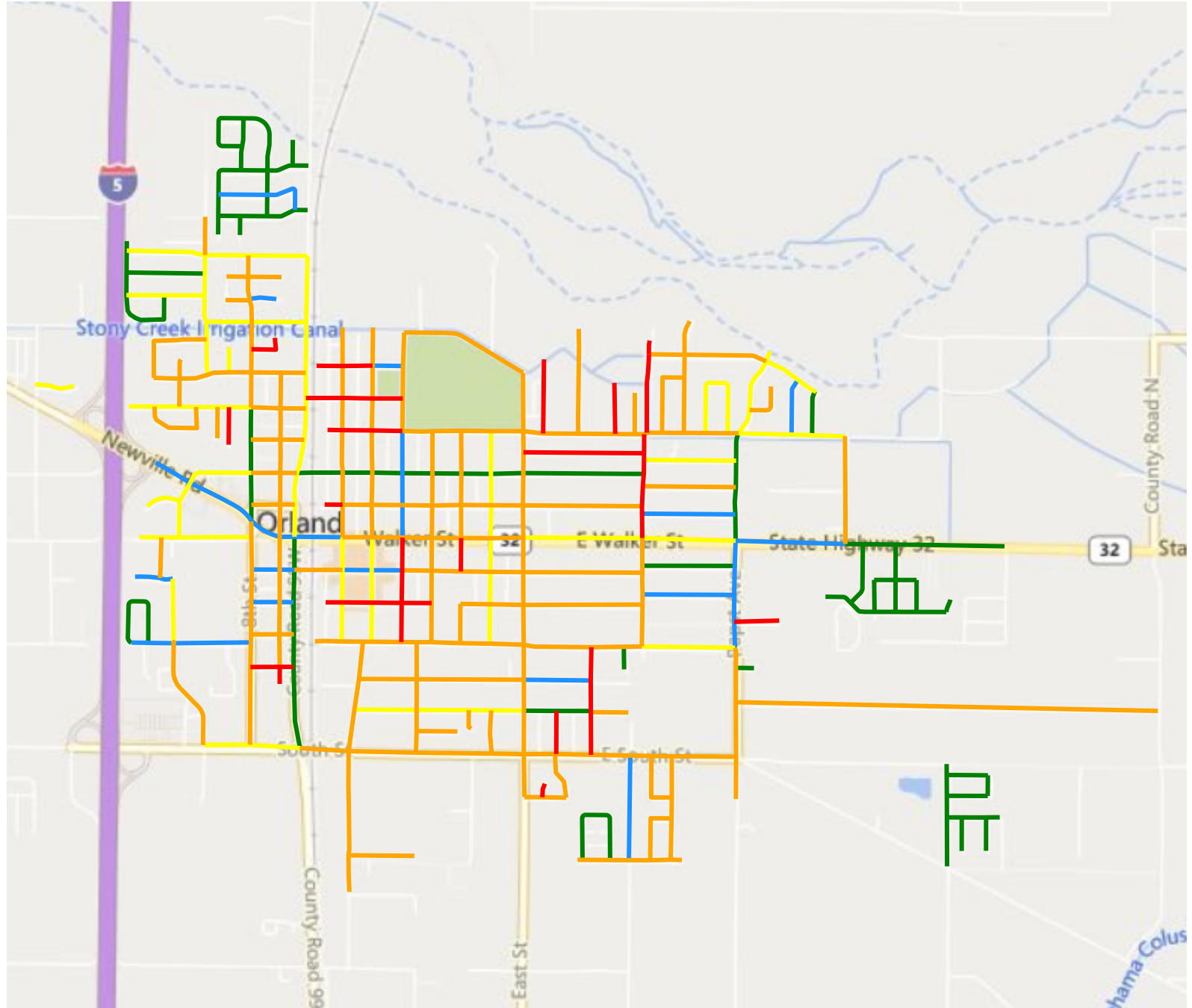


# Current PCI Condition

Printed: 8/23/2021

## Feature Legend

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





**Scenario 1: Do Nothing**  
Projected Street Network Condition – 2031



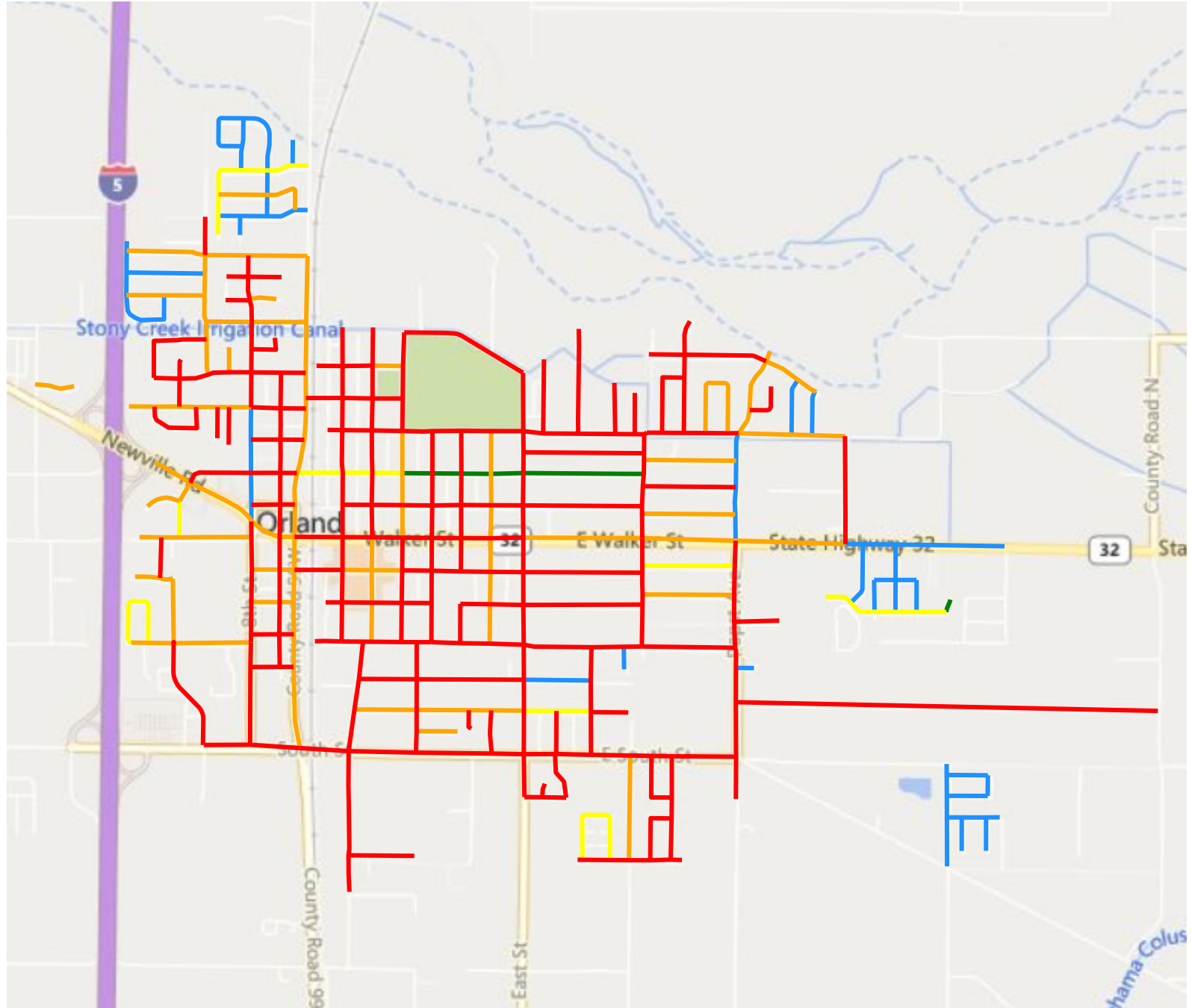
City of Orland

# Scenario PCI Condition

2021 S1: Do Nothing - 2031 Project Period

## Feature Legend

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



**Scenario 2: Existing Budget**  
Projected Street Network Condition – 2031



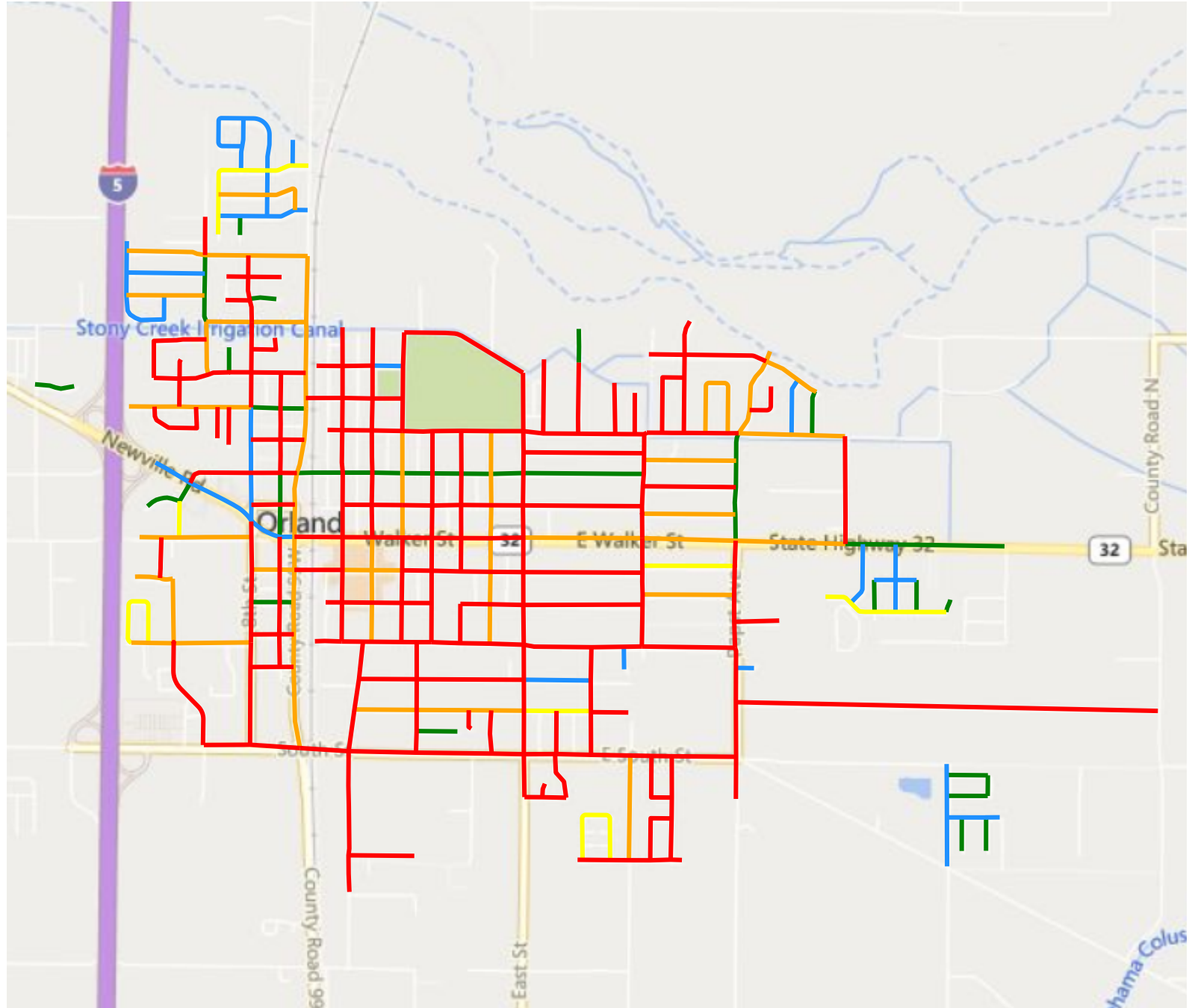
City of Orland

# Scenario PCI Condition

2021 S2: Existing Funding - 2031 Project Period

## Feature Legend

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



**Scenario 3: Maintain PCI at 49**  
Projected Street Network Condition – 2031



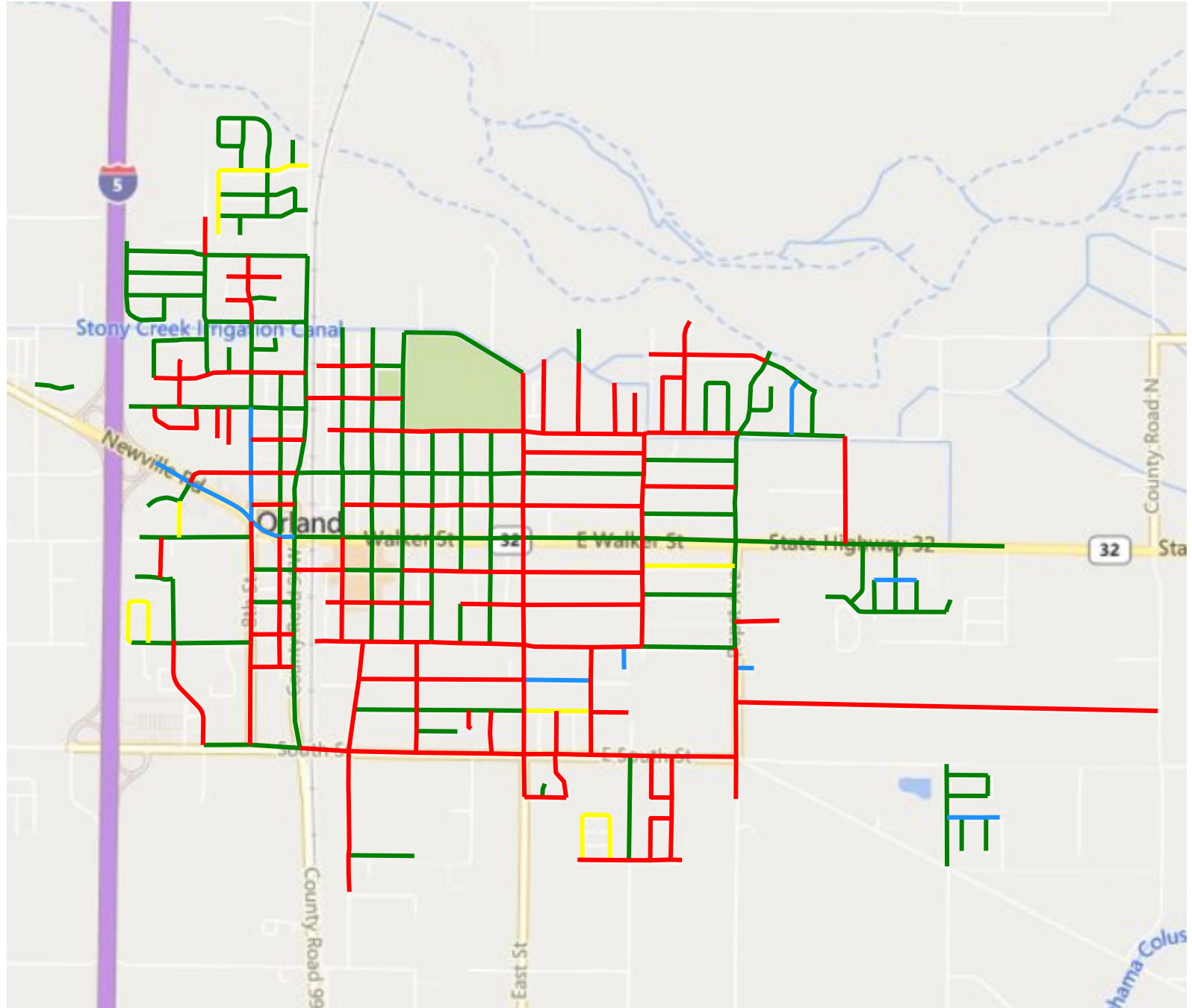
City of Orland

# Scenario PCI Condition

2021 S3: Maintain PCI - 2031 Project Period

## Feature Legend

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



**Scenario 4: Best Management Practices**  
Projected Street Network Condition – 2031



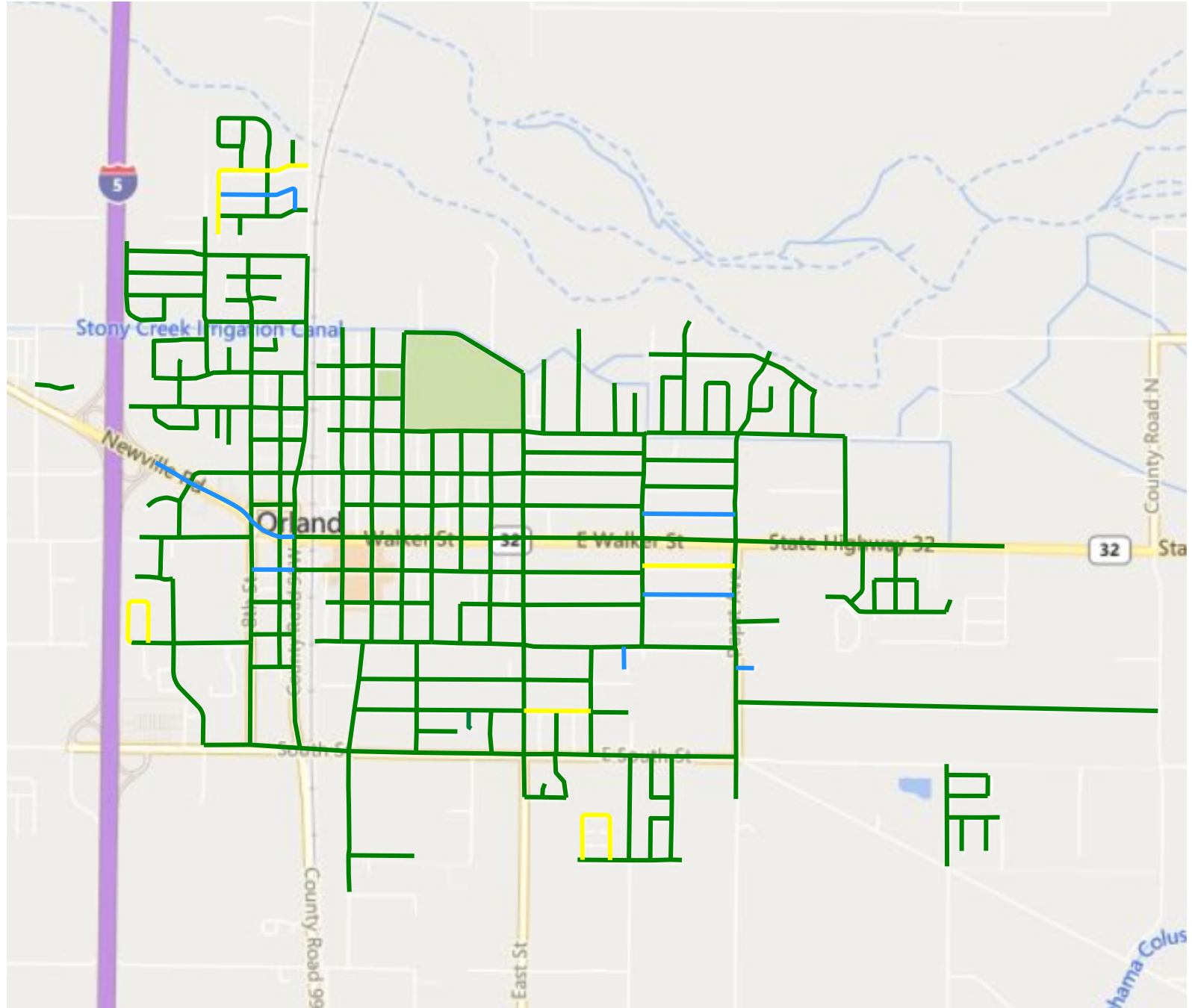
City of Orland

# Scenario PCI Condition

2021 S4: Best Management Practices - 2031 Project Period -

## Feature Legend

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





## Appendix F

---

### SECTIONS SELECTED FOR TREATMENT – SCENARIO 2

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$165,000	5%	2026	\$165,000	5%	2030	\$165,000	0%
2023	\$165,000	5%	2027	\$165,000	0%	2031	\$165,000	0%
2024	\$165,000	5%	2028	\$165,000	0%			
2025	\$165,000	5%	2029	\$165,000	0%			

## Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
JACOB ST	COBY LN	GRACELYN ST	JACOBST	010	254	36	9,144	L	AC		74	73	82	\$2,032	53,320	CRACK SEAL & TYPE II SLURRY		
KYLE CT	CUL DE SAC	SALOMON DR	KYLECT	010	235	37	8,695	L	AC		79	78	86	\$1,933	50,801	CRACK SEAL & TYPE II SLURRY		
LINWOOD DR	PAIGEWOOD DR	WALKER ST	LNWOODDR	010	830	36	29,880	L	AC		74	73	82	\$6,640	53,320	CRACK SEAL & TYPE II SLURRY		
											Treatment Total			\$10,605				
SUISUN ST	4TH ST	3RD ST	SUISUNST	020	377	54	20,358	L	AC		64	63	73	\$22,620	10,154	RUBBERIZED CAPE SEAL		
											Treatment Total			\$22,620				
NEWVILLE RD	I-5 OFF RAMP NB	8TH ST	NEWVILRD	010	1,392	65	90,480	A	AC		69	68	77	\$65,347	23,500	CRACK SEAL & MICROSURFACING		
WALKER ST	8TH ST	6TH ST	WALKRST	030	595	50	29,750	A	AC		67	66	75	\$21,487	23,100	CRACK SEAL & MICROSURFACING		
WALKER ST	PAPST AV	CO RD M 1/2	WALKRST	080	1,359	45	61,155	A	AC		63	62	72	\$44,168	22,206	CRACK SEAL & MICROSURFACING		
											Treatment Total			\$131,002				
<b>Year 2022 Area Total</b>									<b>249,462</b>		<b>Year 2022 Total</b>			<b>\$164,227</b>				

## Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
STANTON WY	BRYANT ST	STONY CREEK DR	STANTNWX	010	549	38	20,862	L	AC		75	73	81	\$4,776	51,828	CRACK SEAL & TYPE II SLURRY		
TEHAMA ST	6TH ST	3RD ST	TEHMAST	030	1,305	52	67,860	C	AC		88	85	92	\$15,533	54,772	CRACK SEAL & TYPE II SLURRY		
											Treatment Total			\$20,309				
7TH ST	WALKER ST	TEHAMA ST	7THST	030	789	43	33,927	L	AC		45	42	100	\$143,662	11,920	MILL AND THICK OVERLAY		
											Treatment Total			\$143,662				

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

<b>Year 2023 Area Total</b>	<b>122,649</b>	<b>Year 2023 Total</b>	<b>\$163,971</b>
-----------------------------	----------------	------------------------	------------------

## Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
GRACELYN ST	HAMBRIGHT AV	JACOB ST	GRCLYNST	010	510	38	19,380	L	AC		77	73	82	\$4,569	50,298	CRACK SEAL & TYPE II SLURRY
PAPST AV	WALKER ST	BRYANT ST	PAPSTAV	030	1,330	38	50,540	C	AC		89	84	91	\$11,916	54,641	CRACK SEAL & TYPE II SLURRY
												<b>Treatment Total</b>	<b>\$16,485</b>			
GUILFORD CR	MARIN ST	CUL DE SAC	GUILFRDCR	010	505	38	19,190	L	AC		49	44	100	\$83,697	11,439	MILL AND THICK OVERLAY
MODOC ST	CHANNEL	CUL DE SAC	MODOCST	020	416	34	14,144	L	AC		48	43	100	\$61,689	11,514	MILL AND THICK OVERLAY
												<b>Treatment Total</b>	<b>\$145,386</b>			

<b>Year 2024 Area Total</b>	<b>103,254</b>	<b>Year 2024 Total</b>	<b>\$161,871</b>
-----------------------------	----------------	------------------------	------------------

## Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
CAROLYN CT	BLAKE RD	CUL DE SAC	CAROLNCT	010	411	37	15,207	L	AC		79	74	82	\$3,693	48,733	CRACK SEAL & TYPE II SLURRY
COBY LN	HAMBRIGHT AV	JACOB ST	COBYLN	010	506	37	18,722	L	AC		79	74	82	\$4,547	48,733	CRACK SEAL & TYPE II SLURRY
												<b>Treatment Total</b>	<b>\$8,240</b>			
ALEXANDRA PARK	JACQUELYN DR	CUL DE SAC	ALXNDRPK	010	316	38	12,008	L	AC		71	65	75	\$14,580	9,429	RUBBERIZED CAPE SEAL
												<b>Treatment Total</b>	<b>\$14,580</b>			
TRINITY ST	8TH ST	6TH ST	TRINTYST	020	680	46	31,280	L	AC		48	40	100	\$140,520	11,314	MILL AND THICK OVERLAY
												<b>Treatment Total</b>	<b>\$140,520</b>			

<b>Year 2025 Area Total</b>	<b>77,217</b>	<b>Year 2025 Total</b>	<b>\$163,340</b>
-----------------------------	---------------	------------------------	------------------

## Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
TEHAMA ST	3RD ST	EAST ST	TEHMAST	040	1,498	48	71,904	C	AC		95	86	92	\$17,985	48,921	CRACK SEAL & TYPE II SLURRY
												<b>Treatment Total</b>	<b>\$17,985</b>			

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

## Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
FAYDON WY	MONTEREY ST	CUL DE SAC	FAYDNWY	010	309	38	11,742	L	AC		50	40	100	\$54,332	10,986	MILL AND THICK OVERLAY
HOFF WY	COMMERCE LN	CUL DE SAC	HOFFWY	010	492	40	19,680	L	AC		50	40	100	\$91,062	10,986	MILL AND THICK OVERLAY
													Treatment Total		\$145,394	
<b>Year 2026 Area Total</b>									<b>103,326</b>		<b>Year 2026 Total</b>			<b>\$163,379</b>		

## Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
OLIVEWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	OLVWDDR	030	394	36	14,184	L	AC		81	72	81	\$3,655	46,006	CRACK SEAL & TYPE II SLURRY
TEHAMA ST E	EAST ST	WOODWARD AV	TEHMASTE	010	1,491	52	77,532	C	AC		95	85	91	\$19,974	49,385	CRACK SEAL & TYPE II SLURRY
													Treatment Total		\$23,629	
9TH ST	FRANCES LN	NEWVILLE RD	9THST	020	261	54	14,094	L	AC		54	43	100	\$67,171	10,527	MILL AND THICK OVERLAY
FRANCES LN	CUL DE SAC	9TH ST	FRNCESLN	010	432	36	15,552	L	AC		52	40	100	\$74,120	10,663	MILL AND THICK OVERLAY
													Treatment Total		\$141,291	
<b>Year 2027 Area Total</b>									<b>121,362</b>		<b>Year 2027 Total</b>			<b>\$164,920</b>		

## Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
NEWVILLE RD	I-5 OFF RAMP NB	8TH ST	NEWVILRD	010	1,392	65	90,480	A	AC		69	63	73	\$78,028	18,936	CRACK SEAL & MICROSURFACING
WALKER ST	8TH ST	6TH ST	WALKRST	030	595	50	29,750	A	AC		67	61	72	\$25,656	18,558	CRACK SEAL & MICROSURFACING
													Treatment Total		\$103,684	
APRICOT CR	8TH ST	CUL DE SAC	APRICTCR	010	333	37	12,321	L	AC		54	40	100	\$60,483	10,346	MILL AND THICK OVERLAY
													Treatment Total		\$60,483	
<b>Year 2028 Area Total</b>									<b>132,551</b>		<b>Year 2028 Total</b>			<b>\$164,167</b>		

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

## Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
JACOB ST	COBY LN	GRACELYN ST	JACOBST	010	254	36	9,144	L	AC		74	71	80	\$2,500	43,257	CRACK SEAL & TYPE II SLURRY	
KYLE CT	CUL DE SAC	SALOMON DR	KYLECT	010	235	37	8,695	L	AC		79	75	83	\$2,377	43,045	CRACK SEAL & TYPE II SLURRY	
											Treatment Total			\$4,877			
RENNAT WY	ALMOND WY	DATE ST	RENNATWY	020	825	38	31,350	L	AC		59	43	100	\$158,511	9,938	MILL AND THICK OVERLAY	
											Treatment Total			\$158,511			
<b>Year 2029 Area Total</b>									<b>49,189</b>		<b>Year 2029 Total</b>			<b>\$163,388</b>			

## Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
HAMBRIGHT AV	PAIGEWOOD DR	EOP	HMBRHTAV	040	160	36	13,680	L	AC		87	74	82	\$3,851	42,058	CRACK SEAL & TYPE II SLURRY	
STANTON WY	BRYANT ST	STONY CREEK DR	STANTNWX	010	549	38	20,862	L	AC		75	70	79	\$5,873	41,894	CRACK SEAL & TYPE II SLURRY	
											Treatment Total			\$9,724			
ALMONDWOOD DR	PAIGEWOOD DR	MAPLEWOOD DR	ALMDWDDR	010	395	37	14,615	L	AC		82	68	78	\$20,571	8,311	RUBBERIZED CAPE SEAL	
											Treatment Total			\$20,571			
WALKER ST	CO RD M 1/2	ELLIS ST	WALKRST	090	1,969	72	141,768	A	AC		86	67	77	\$129,703	18,440	CRACK SEAL & MICROSURFACING	
											Treatment Total			\$129,703			
<b>Year 2030 Area Total</b>									<b>190,925</b>		<b>Year 2030 Total</b>			<b>\$159,998</b>			

## Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
PAPST AV	WALKER ST	BRYANT ST	PAPSTAV	030	1,330	38	50,540	C	AC		89	77	85	\$14,655	44,714	CRACK SEAL & TYPE II SLURRY	
											Treatment Total			\$14,655			
KAELYN CT	CUL DE SAC	BLAKE RD	KALYNCT	010	413	38	15,694	L	AC		82	67	76	\$22,753	7,985	RUBBERIZED CAPE SEAL	
											Treatment Total			\$22,753			

\*\* - Treatment from Project Selection

# Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 8/23/2021

Scenario: 2021 S2: Existing Funding

**Year: 2031**

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment		
												PCI Before	PCI After					
MILL ST	8TH ST	6TH ST	MILLST	010	522	45	23,490	L	AC		62	42	100	\$126,002	9,417	MILL AND THICK OVERLAY		
												Treatment Total	\$126,002					
<b>Year 2031 Area Total</b>										<b>89,724</b>	<b>Year 2031 Total</b>		<b>\$163,410</b>					
<b>Grand Total Section Area:</b>								<b>1,239,659</b>	<b>Grand Total</b>		<b>\$1,632,671</b>							