



**Final Report**  
**2022 Pavement Management Program Update**  
**City of Lakeport**

**December 2022**



**Richmond, CA**

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



**City of Lakeport**

225 Park Street  
Lakeport, CA 95453

**Lake Area Planning Council**

525 S Main St G  
Ukiah, CA 95482

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**2022 Pavement Management Program Update**  
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**Prepared for:**

**City of Lakeport**

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Lakeport, CA 95453

**Lake Area Planning Council**

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## Executive Summary

The Lake Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for the Lake County region. The RTPA was established in 1972 by a Joint Powers Agreement after the Transportation Development Act (TDA) was passed. The Council consists of members from City of Lakeport, City of Clearlake and the County of Lake. Over the years, responsibilities of the RTPAs have increased relative to the State Transportation Improvement Program (STIP). As a part of this process, in 2022, Lake APC acquired the services of an engineering consultant, Nichols Consulting Engineers, Chtd. (NCE), to provide professional and technical services preparing pavement management program (PMP) updates for the County and the cities under Lake APC.

This report summarizes the results of the 2022 update for the City of Lakeport (City) 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 29.7 centerline miles of streets, which represents a substantial investment of approximately \$43.7 million. In 2022, NCE collected pavement condition data using the Metropolitan Transportation Commission's (MTC) modified ASTM survey procedures. The survey data were entered into the StreetSaver<sup>®</sup> 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 41. Approximately 34.3 percent of the network is in "Good" condition while 56.5 percent is in "Poor" or "Failed" conditions.

The budget needs analysis indicated that the City needs to spend \$25.9 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. Three 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, the PCI and deferred maintenance at the end of the analysis period.

Scenario	Description	10-Year Budget (\$M)	2032 PCI	2032 Deferred Maintenance (\$M)
1	Existing Funding (\$285K/year)	2.8	32	31.1
2	Maintain PCI at 41	8.5	41	24.5
3	Improve PCI to 50	12.7	50	19.3



NCE recommends that the City pursue Scenario 3, which will improve the network PCI to 50 throughout the next decade. This scenario will increase the portion of the network in "Good" condition and maintain the deferred maintenance at around the current level. It will require a total of \$12.7 million over the next ten years.

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## 1 Introduction and Background

In 2022, the Lake Area Planning Council (APC) solicited interest among its member agencies in participating in a collaborative region-wide pavement management program (PMP) update. The last region wide PMP update was performed in 2018.

The engineering consultant acquired to provide professional and technical services for the PMP updates in the Lake APC was Nichols Consulting Engineers, Chtd. (NCE). The three participating member agencies included the Cities of Clearlake, Lakeport and the County of Lake. City of Lakeport (City) has utilized the StreetSaver® PMP for more than ten years, and has updated the program on a triennial basis. This report is based on the 2022 update.

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>

The goals of the 2022 update were to:

- Update the existing pavement network inventory to include new streets,
- Perform pavement condition surveys,
- Update historical maintenance records (e.g., previously resurfaced pavements),
- Update the maintenance and rehabilitation (M&R) decision tree and associated costs,
- Perform budgetary analyses and determine funding needs, and
- Prepare a final PMP report documenting the results of the update.

To update an agency’s PMP, NCE performed walking survey using the Metropolitan Transportation Commission’s (MTC) modified<sup>2</sup> ASTM D6433<sup>3</sup> survey procedures on the streets with 2018 PCI greater than 25. Walking surveys were performed by one or two-person crews to record all pavement distresses. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs. All survey data were entered into the City’s StreetSaver® database, and

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<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).

pavement condition index (PCI) calculations were performed. NCE then met with agency staff and reviewed and updated the City's decision tree including maintenance and rehabilitation (M&R) strategies and treatment unit costs. A budget needs analysis was then performed, and three budget scenarios were analyzed for the street network.

This report answers the following questions for the City of Lakeport (City):

- 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 ten years?
- What effect with the City's existing funding have on the network condition and overall 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 29.7 centerline miles of paved streets (or 227 pavement sections). The network is composed mostly of asphalt concrete (AC) pavement with one street being portland cement concrete (PCC) and three gravel sections. Table 1 summarizes the street network by functional classification. Note that those gravel sections are not included in following analysis or budgetary scenarios.

**Table 1. Network Summary Statistics**

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterials	33	6.7	13.3	31.4%
Collectors	54	9.0	18.1	30.2%
Residentials	140	14.0	27.3	38.4%
<b>Total (Paved)</b>	<b>227</b>	<b>29.7</b>	<b>58.7</b>	<b>100.0%</b>
Gravel	3	0.3	0.5	-

**The street network replacement cost is estimated to be approximately \$43.7 million.** This can be viewed as the value of the pavement network and is the amount needed to fund a structural 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 1 shows examples 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 1. Examples of Streets with Different PCIs**

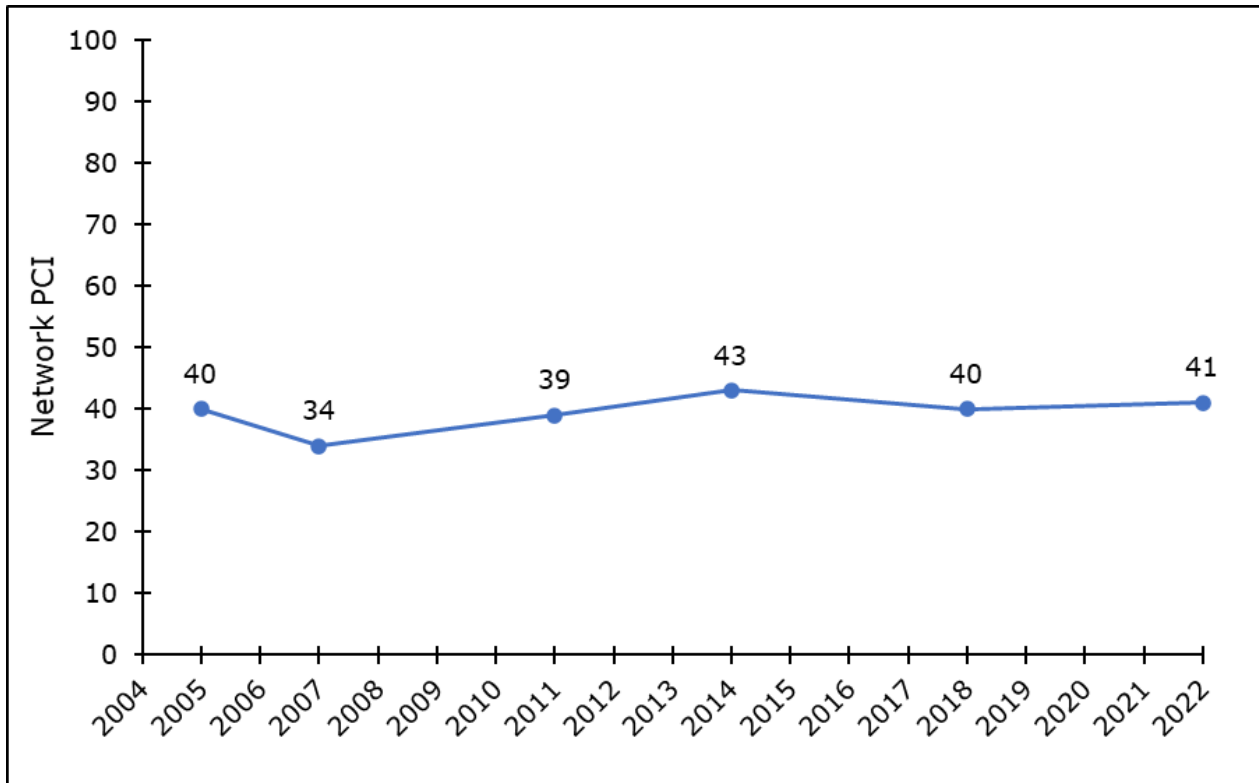


A list of all sections in the network along with their attributes, including the PCI at the time of the last inspection, is provided in Appendix A. For convenience, two versions are provided – one sorted alphabetically by street name and the other sorted by descending PCI.

**3.1 CITY’S PAVEMENT CONDITION INDEX**

**The current average PCI for the City’s network is 41.** The PCI was 40 under 2018 PMP update. This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2022.

Figure 2 illustrates the City’s historical streets network PCI based on the previous inspections. The PCI has been maintained between high-30s and low-40s over the past decade.



**Figure 2. Historical Network PCI since 2011**

**3.2 CITY’S NETWORK CONDITION BREAKDOWN**

Figure 3 breaks down the current street network PCI by functional classification. The average pavement condition for arterials is the highest with a PCI of 64, while the average PCI for the collectors is 35 and for residential is 26. Table 2 summarizes the street network by condition category and functional classification. Approximately, 34.3 percent of the street network is in “Good” condition, 9.2 percent of the street network in “Fair” condition, and more than half of the network is in either “Poor” or “Failed” condition.

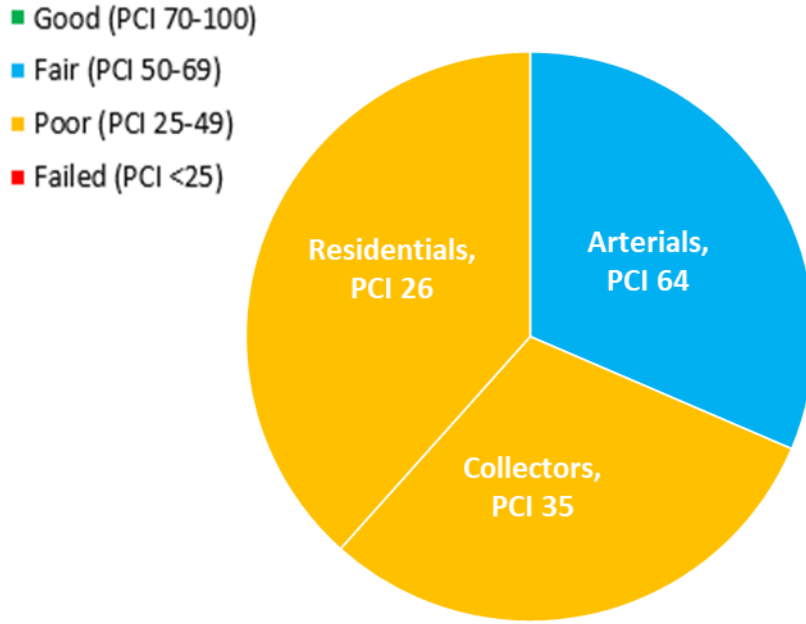


Figure 3. Network Condition Breakdown by Functional Classification

Table 2. Pavement Condition Breakdown by Functional Class

Condition Category	PCI Range	Arterials (%)	Collectors (%)	Residentials (%)	Entire Network (%)
Good	70-100	18.3	8.1	7.9	34.3
Fair	50-69	4.6	3.5	1.1	9.2
Poor	25-49	4.9	2.2	4.3	11.4
Failed	<25	3.7	16.4	25.0	45.1
<b>Total</b>	-	<b>31.5</b>	<b>30.2</b>	<b>38.3</b>	<b>100</b>

### 3.3 PCI COMPARISON WITH NEIGHBORING AGENCIES

Figure 4 shows the City’s average network PCI compared to other Lake APC agencies as well as the statewide average PCI from the 2020 California Statewide Local Streets and Roads Needs Assessment<sup>4</sup>. As illustrated, the City’s average

<sup>4</sup> “California Statewide Local Streets and Roads Needs Assessment 2020 Update”. Nichols Consulting Engineers, Chtd., CA, 2021.

network PCI is the highest among Lake APC agencies but 25 points below the 2020 statewide average.

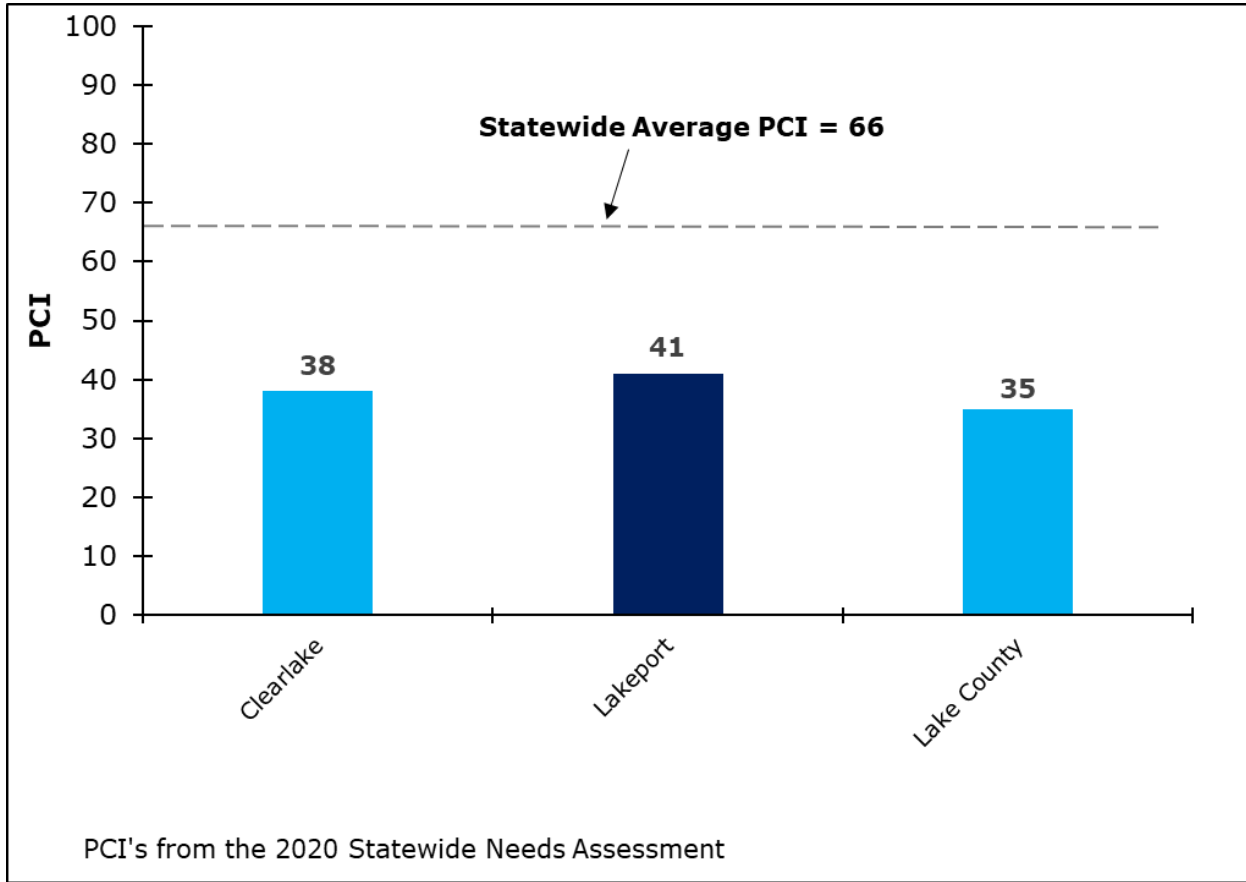
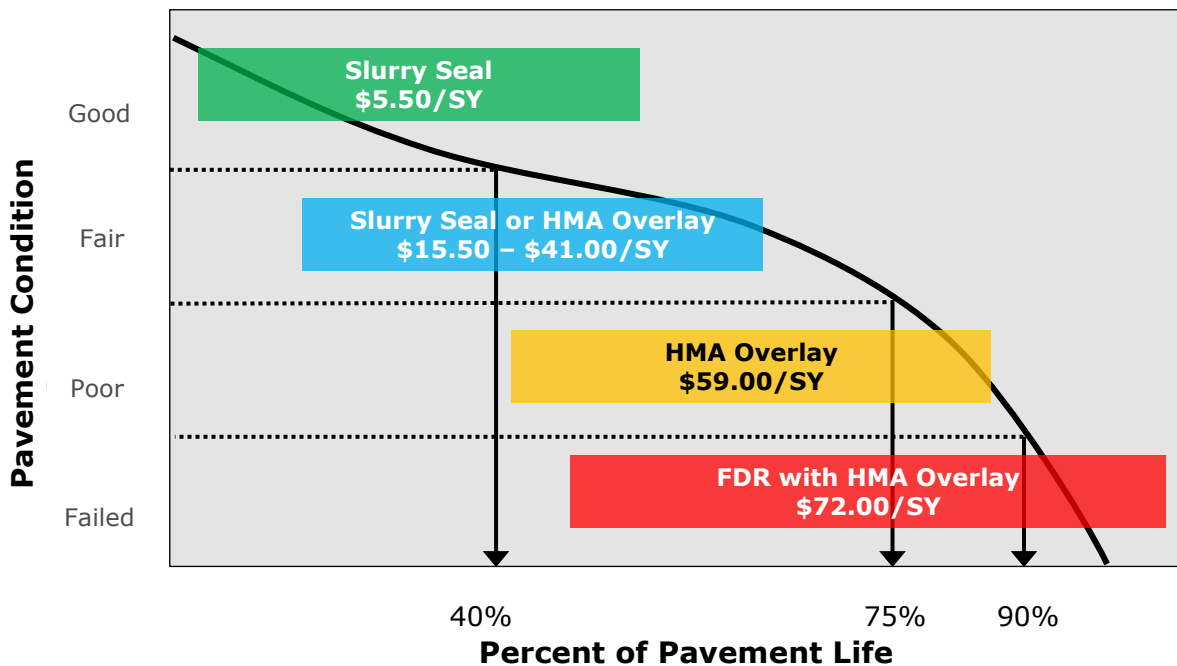


Figure 4. Comparison of Network PCI to Other Lake APC Agencies

## 4 Maintenance and Rehabilitation Strategies

The City’s current M&R strategies include cost-effective preventive treatments. In general, crack seals or slurry seals will be applied to pavements in “Good” condition; pavements in “Fair” condition will receive a single or double chip seal with dig-out or a thin hot mix asphalt (HMA) overlay; pavements in “Poor” condition will receive thicker mill and HMA overlay; finally, pavements in “Failed” condition will be treated using full depth reclamation (FDR) or surface reconstruction. The City’s M&R strategies are formalized into a decision tree<sup>5</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. Figure 5 shows the treatment unit cost for arterials. As shown, by allowing pavements to deteriorate, streets that once cost \$5.50/square yard (SY) to seal may soon cost \$59.00/SY to overlay, or \$72.00/SY to reconstruct. In other words, delaying repairs can significantly increase M&R costs. Note that a slurry seal can be placed on approximately 13 times as many lane miles as those requiring FDR.



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

<sup>5</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>6</sup> and then maintain the network with ongoing 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, three funding scenarios were selected for analysis and performed using StreetSaver®:

- **Scenario 1: Existing Budget** – This scenario assumes the City will spend approximately \$285,000 per year on pavement M&R for the next ten years.
- **Scenario 2: Maintain PCI** – This scenario aims to maintain the existing network PCI of 41 over the next ten years.
- **Scenario 3: Improve PCI** – This aims to improve the network PCI to 50 over the next ten years.

The budget needs analysis and budget scenarios are presented in the following subsections. 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 2032 pavement condition for each scenario are provided in Appendix E.

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<sup>6</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 four 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 \$25.9 million. Of the total budget needs, approximately \$3.8 million (14.7 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	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Budget Needs (\$M)	19.60	0.1	0.8	0.0	0.3	0.2	0.4	3.1	0.2	1.2	25.9
Treated PCI	95	89	89	87	85	84	83	87	85	85	NA
Untreated PCI	41	39	37	35	33	32	30	29	27	26	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 mid-80s. This type of budget, which 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 network PCI will drop to 26 by 2032.

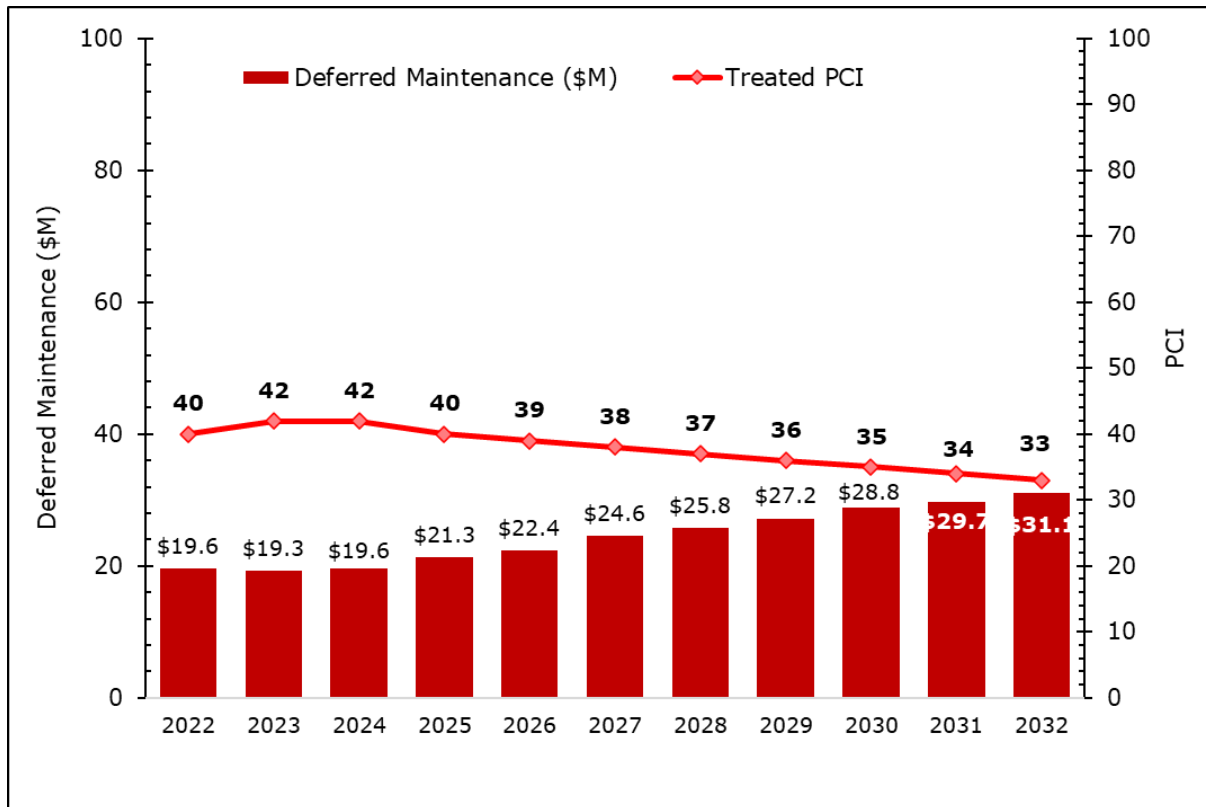
**5.2 SCENARIO 1: EXISTING FUNDING (\$2.8M/10 YEARS)**

This scenario assumes the City will have \$285,000 per year for pavement M&R for the next ten years. As shown in Table 4 and Figure 6, the network PCI will decrease to 32 and the deferred maintenance will increase to \$31.1 million. Additionally, 31.7 percent of the network will be in "Good" condition with more than half of the network in "Failed" condition. A list of sections selected for treatment is provided in Appendix F.

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

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Budget (\$M)	0.285*	0.285*	0.285	0.285	0.285	0.285	0.285	0.285	0.285	0.285	2.850
Deferred Maintenance (\$M)	19.3	19.6	21.3	22.4	24.6	25.8	27.2	28.8	29.7	31.1	NA
Treated PCI	42	42	40	39	38	37	36	35	34	33	NA

\*Includes Scheduled Projects in 2023 and 2024



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



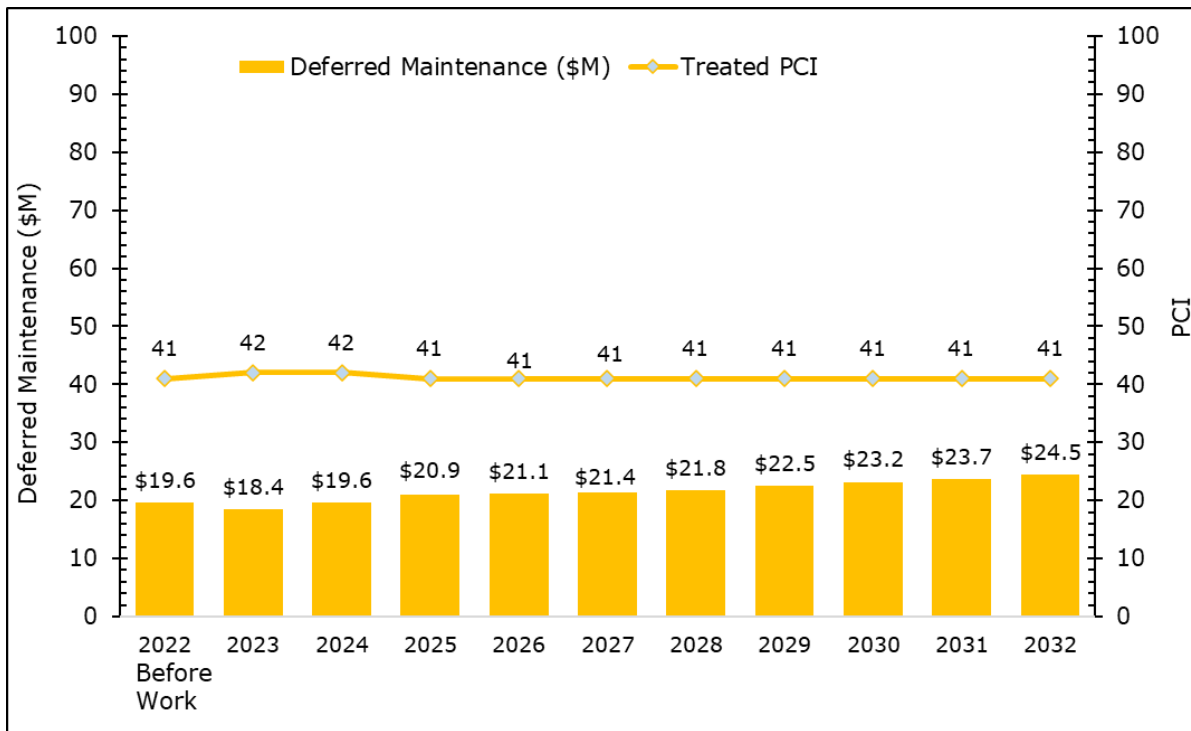
**5.3 SCENARIO 2: MAINTAIN PCI AT 41 (\$8.5M/10 YEARS)**

This scenario aims to maintain the existing network PCI at 41 over the analysis period. As shown in Table 5 and Figure 7, the financial commitment required to accomplish this goal is \$8.5 million over ten years. This will result in 48.6 percent of the network being in “Good” condition with approximately half of the network in “Failed” condition. The deferred maintenance will increase to \$24.5 million by 2032.

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

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Budget (\$M)	0.3*	0.3*	0.7	1.1	1.4	1.0	0.8	1.0	0.7	1.2	8.5
Deferred Maintenance (\$M)	18.4	19.6	20.9	21.1	21.4	21.8	22.5	23.2	23.7	24.5	NA
Treated PCI	42	42	41	41	41	41	41	41	41	41	NA

\*Includes Scheduled Projects in 2023 and 2024



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

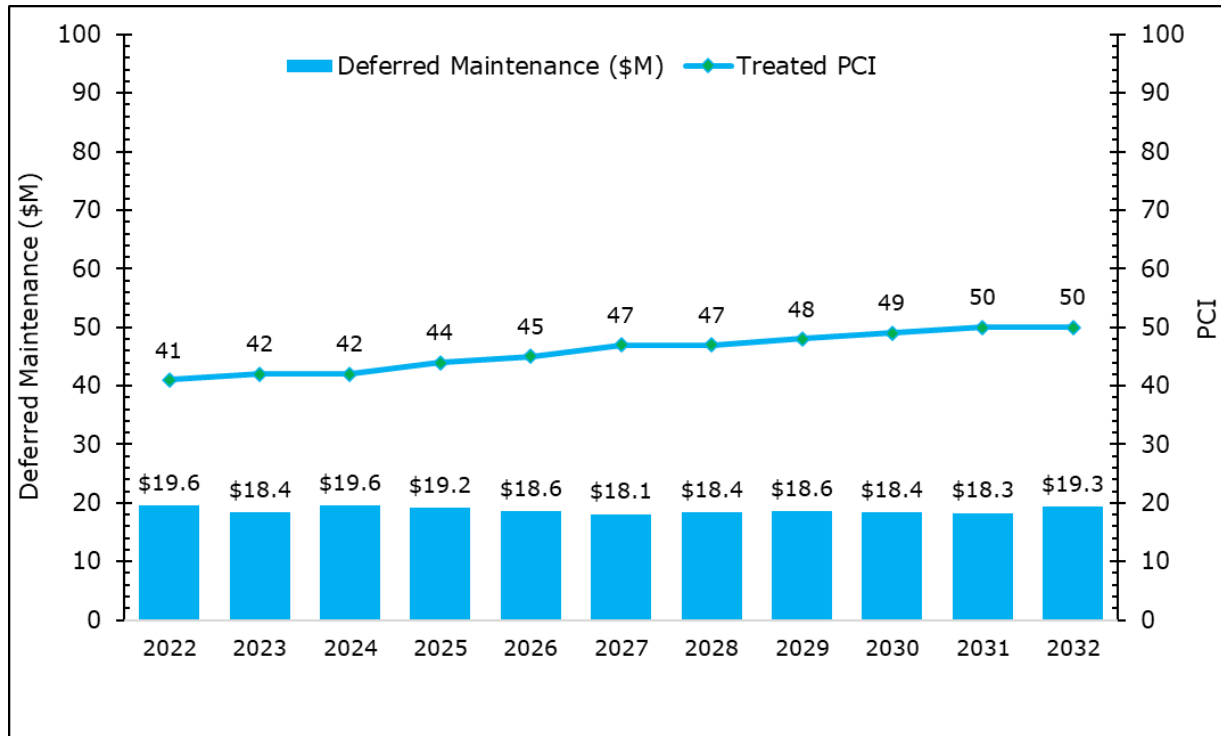
**5.4 SCENARIO 3: IMPROVE PCI TO 50 (\$12.7M/10 YEARS)**

This scenario aims to improve the network PCI to 50 by 2032. As shown in Table 6 and Figure 8, the financial commitment required for this goal is \$12.7 million over ten years. This will result in 59.7 percent of the network in “Good” condition with approximately 40 percent in “Failed” condition. The deferred maintenance will slightly decrease to \$19.3 million by 2032.

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

Year	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
Budget (\$M)	0.3*	0.3*	2.4	1.8	2.1	0.8	1.2	1.3	1.2	1.3	12.7
Deferred Maintenance (\$M)	18.4	19.6	19.2	18.6	18.1	18.4	18.6	18.4	18.3	19.3	NA
Treated PCI	42	42	44	45	47	47	48	49	50	50	NA

\*Includes Scheduled Projects in 2023 and 2024



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

5.5 SCENARIO COMPARISONS

Figure 9 graphically compares the annual changes in PCI for each of the three scenarios. As previously noted, the average network PCI will decrease to 33 in Scenario 1, be maintained at 41 in Scenario 2 and increase to 50 in Scenario 3.

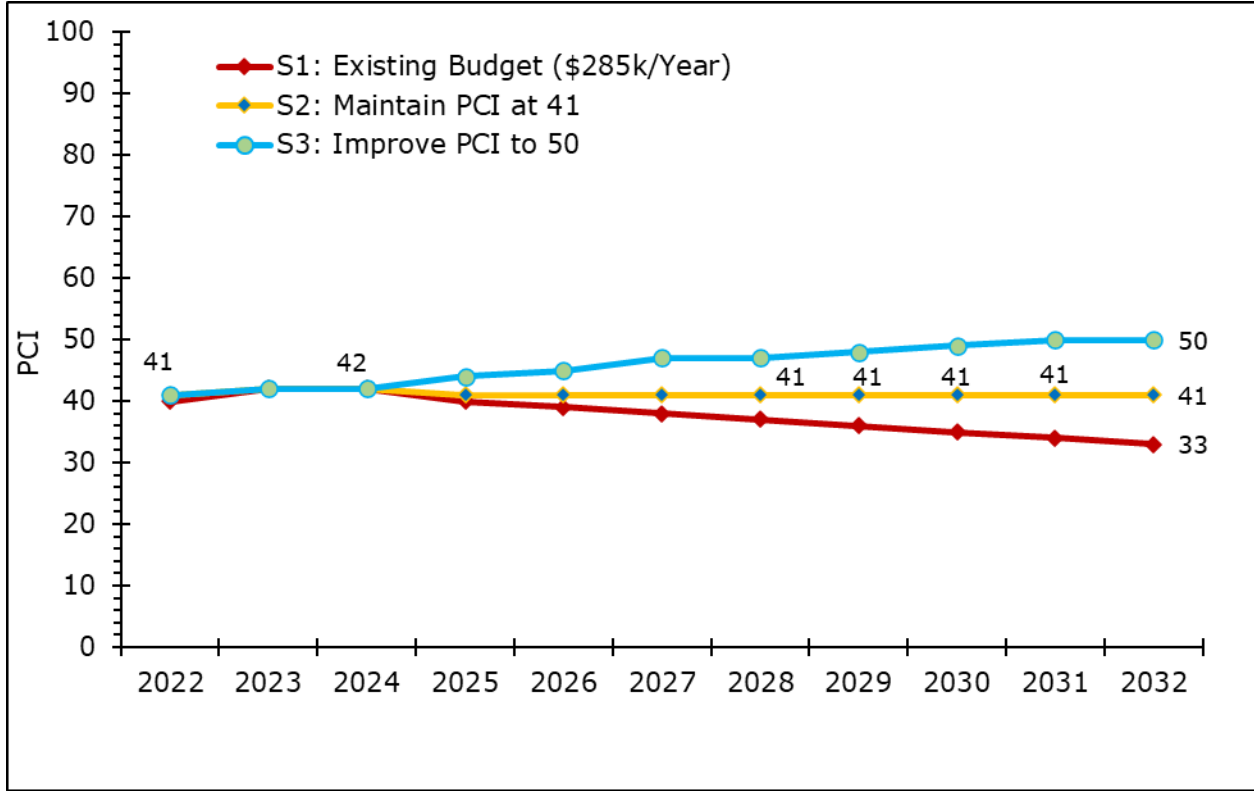


Figure 9. Comparison of Annual PCI by Scenario

Figure 10 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will increase to \$31.1 million. In Scenario 2 it will increase to \$24.5 million. In Scenario 3 it will drop to \$19.0 million.

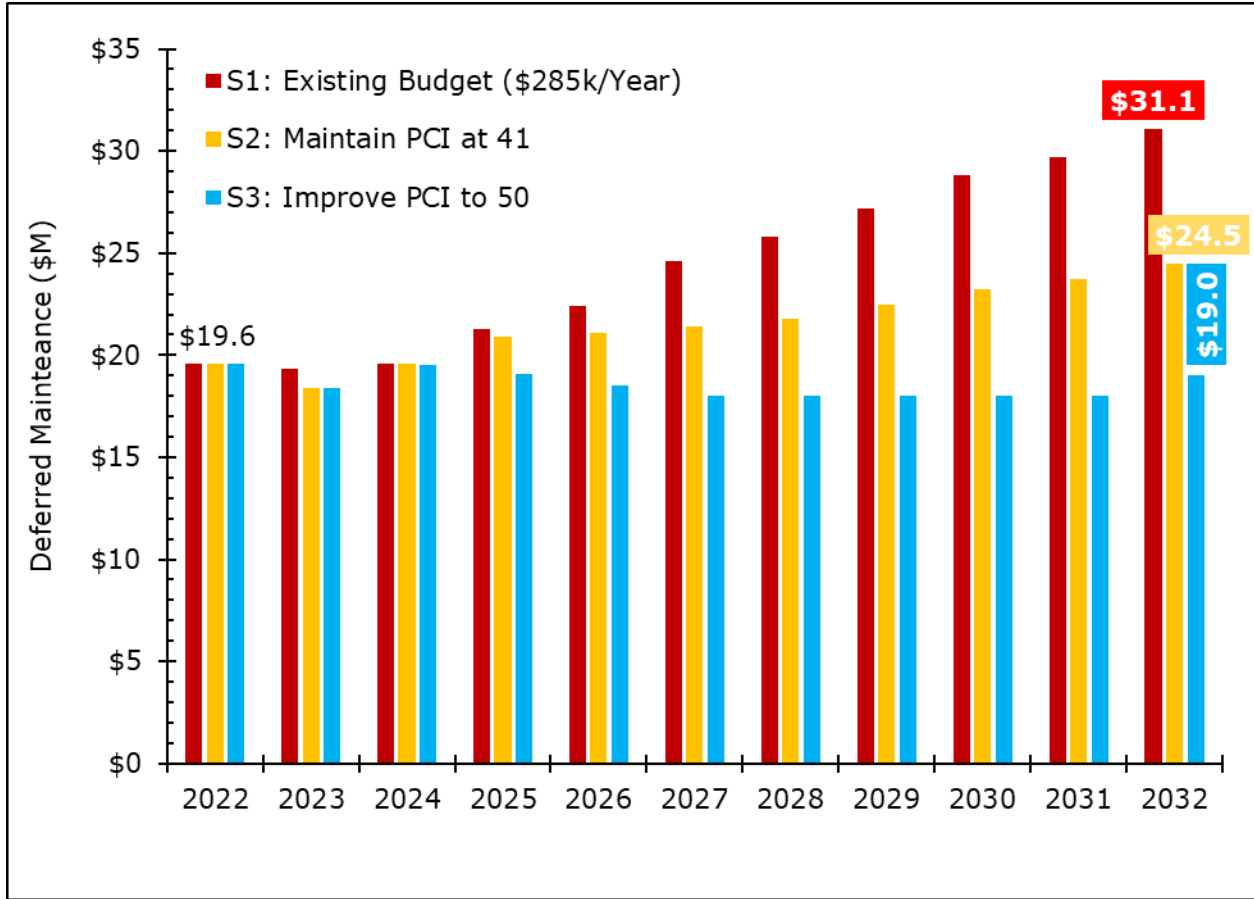


Figure 10. Comparison of Annual Deferred Maintenance by Scenario

Figure 11 illustrates the percent change in pavement condition for each scenario. As noted earlier, currently more than half of the network is in "Poor" or "Failed" condition with 34.3 percent in "Good" condition. The portion of the network in "Good" condition will slightly decrease and the portion of network in "Failed" condition will increase under existing budget (Scenario 1). In Scenario 2, the portion of the network in "Good" condition will increase and approximately half of the network will be in "Failed" condition. Approximately, 59.7 percent of the network will be in "Good" condition in Scenario 3.

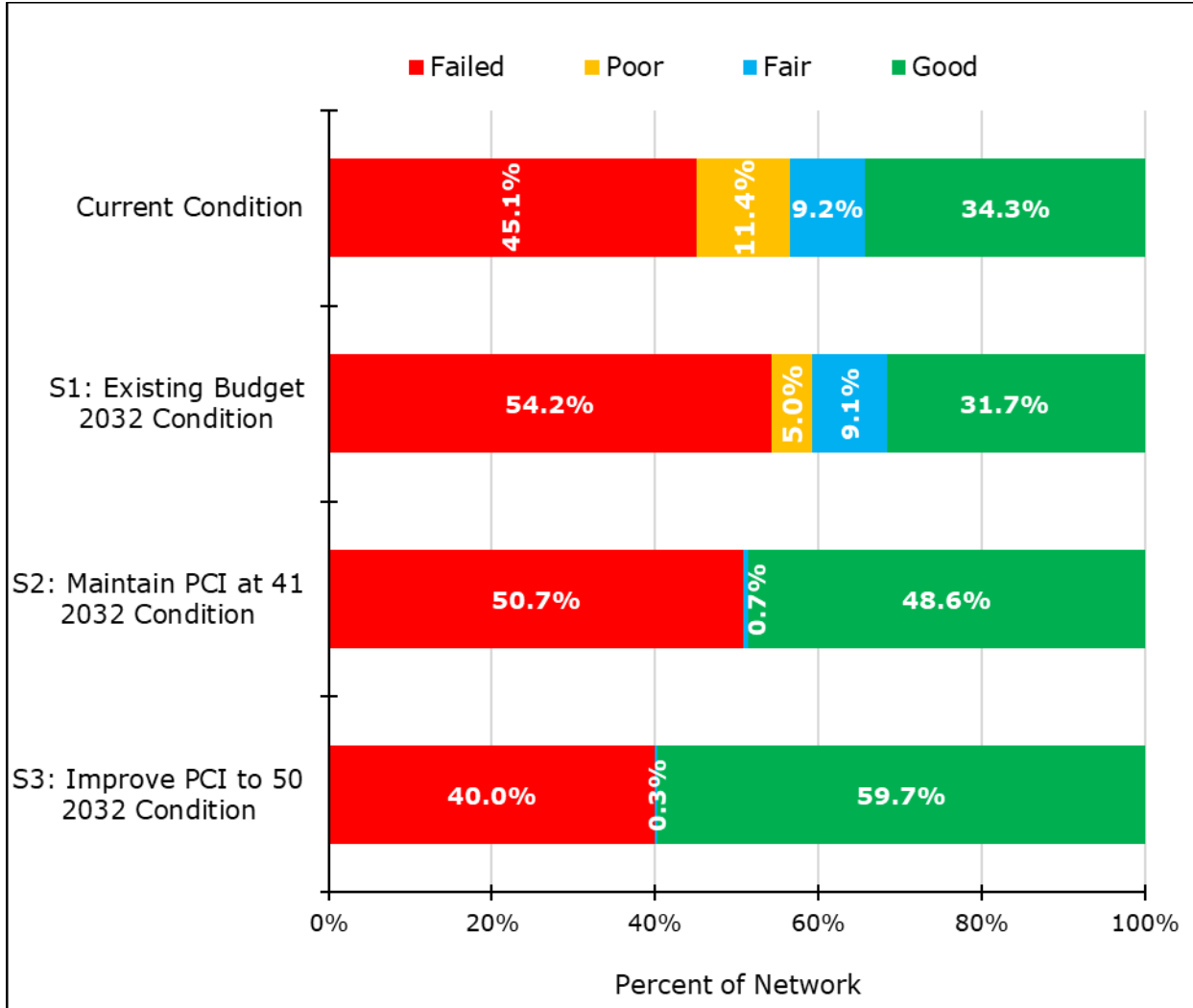


Figure 11. Comparison of Pavement Condition Breakdown by Scenario

## 6 Conclusion and Recommendations

In summary, the City of Lakeport has a substantial investment of \$43.7 million in the pavement network. Overall, the City's streets are in "Poor" condition with a 2022 average network PCI of 41. Approximately 34.3 percent of the street network is in "Good" condition and 56.5 percent is in "Poor" or "Failed" condition.

The analyses indicate that the City needs to spend approximately \$25.9 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 minimum recommended scenario for the City is Scenario 3, which requires approximately \$12.7 million over the next ten years. This budget allocation will improve the overall network PCI to 50, increase the portion of the network in "Good" condition, and slightly decrease 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

- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- 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

- 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 moderately significant portion of the City’s streets are currently in “Good” condition (34.3 percent), 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 captured in the analysis models. 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.



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## Appendix A

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### 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, number of lanes, functional class, surface type, 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.
# of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification: A (Arterial), C (Collector), R (Residential), L (Local)
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, AC/AC = Asphalt Concrete over Asphalt Concrete, PCC = Portland Cement Concrete
Last M&R Date	The date of last maintenance or rehabilitation
Last M&R Treatment	Type of treatment (maintenance or rehabilitation) received the last time
PCI Date	The last inspection date or treatment date.
PCI	Average PCI for the section. The value is based on the last inspection or treatment.

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

City of Lakeport - 2022 PMP Update  
Section Description Inventory  
Sorted by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI
ADAMSS	010	ADAMS STREET	WILL-O-VIEW CIRCLE	END	2	R	AC	461	20	9,220			3/4/2018	21
ALDENA	020	ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	2	C	AC	660	24	15,840			6/8/2022	90
ALDENA	010	ALDEN AVENUE	TWENTIETH AVENUE	END	2	C	AC	307	47	14,429			6/8/2022	45
ANASTA	010	ANASTASIA DRIVE	HARTLEY ROAD	END	2	R	AC	700	29	20,300			6/27/2011	16
ARMSTR	017	ARMSTRONG STREET	FORBES STREET	MAIN STREET	2	C	AC/AC	260	40	10,400	2018	THIN AC OVERLAY(1.5 INCHES)	6/7/2022	81
ARMSTR	015	ARMSTRONG STREET	POLK STREET	FORBES STREET	2	C	AC	1,650	40	66,000	2008	SLURRY SEAL	6/7/2022	56
ARMSTR	012	ARMSTRONG STREET	RUSSELL STREET	POLK STREET	2	C	AC/AC	540	40	21,600	2012	MILL AND THIN OVERLAY	6/7/2022	53
ASHEST	010	ASHE STREET	JONES STREET	LAKESHORE BLVD	2	R	AC	615	28	17,220			7/5/2011	15
BANZDR	010	BANASZECK DRIVE	ORCHARD ST	SMITH ST	2	R	AC	440	10	4,400			7/5/2011	7
BEACCT	010	BEACH COURT	BEACH LANE	END	2	R	AC	175	28	4,900			6/28/2011	12
BEACLN	010	BEACH LANE	LAKESHORE BLVD	CITY LIMITS	2	R	AC	360	22	7,920			6/8/2022	15
BEACHS	010	BEACH STREET	CENTRAL PARK	SIXTH STREET	2	R	AC/AC	192	18	3,456	2019	MILL AND THIN OVERLAY	6/8/2022	95
BERRYS	010	BERRY STREET	SPURR STREET	ARMSTRONG STREET	2	R	AC	624	20	12,480	2019	MILL AND DOUBLE CHIP SEAL	12/1/2019	42
BEVINC	010	BEVINS COURT	BEVINS STREET	END	2	R	AC	777	36	27,972			3/13/2018	12
BEVINS	020	BEVINS STREET	TRANSFER STATION	MARTIN ST (V111)	2	C	AC/AC	1,076	31	33,356	2016	MILL AND DOUBLE CHIP SEAL	6/6/2022	96
BEVINS	010	BEVINS STREET	LAKEPORT BLVD (V110)	TRANSFER STATION	2	C	AC/AC	1,200	30	36,000	2016	MILL AND DOUBLE CHIP SEAL	6/6/2022	95
BOGGS	020	BOGGS LANE	WILL-O-VIEW CIRCLE	20TH STREET	2	C	AC	850	24	20,400			6/8/2022	33
BOGGS	010	BOGGS LANE	WILL-O-VIEW CIRCLE	HARTLEY LANE	2	C	AC	1,750	29	50,750			3/4/2018	20
BROTCT	010	BROTEN COURT	TODD RD EXTENSION	END	2	R	GRAVEL	770	10	7,700			-	-
BRUSHS	014A	BRUSH STREET	ELEVENTH STREET	150FT SOUTH OF CLEARLAKE	2	R	AC/AC	180	24	4,320	2022	MILL AND FILL (2")	7/15/2022	100
BRUSHS	014B	BRUSH STREET	150FT SOUTH OF CLEARLAKE	CLEARLAKE	2	R	AC/AC	150	24	3,600	2022	MILL AND FILL (2")	7/15/2022	100
BRUSHS	012	BRUSH STREET	THIRD STREET	FIFTH STREET	2	R	AC/AC	500	24	12,000	2014	MILL AND THIN OVERLAY	6/8/2022	87
BRUSHS	015	BRUSH STREET	THIRD STREET	SECOND STREET	2	R	AC	280	24	6,720	2008	SLURRY SEAL	6/8/2022	82
BRUSHS	017	BRUSH STREET	SECOND STREET	FIRST STREET	2	R	AC	320	24	7,680			6/8/2022	34
BRUSHS	020	BRUSH STREET	ARMSTRONG ST	MARTIN ST	2	R	AC	322	24	7,728			3/12/2018	24
BRUSHS	013	BRUSH STREET	FIFTH STREET	ELEVENTH STREET	2	R	AC	1,370	24	32,880			3/14/2018	20
BRYCEC	010	BRYCE COURT	SPURR STREET	END	2	R	AC	192	37	7,104			6/7/2022	68
CSTR	010	C STREET	MAIN STREET	FAIRGROUNDS	2	R	AC	400	50	20,000			6/23/2011	23
CSTR	020	C STREET	SOUTH MAIN ST	EAST END (LAKE)	2	R	AC	345	50	17,250			7/5/2011	14
CAMDEN	010	CAMDEN AVENUE	WRIGLEY STREET	FINWAY	2	R	AC	300	30	9,000			6/7/2022	66
CENPAK	020	CENTRAL PARK AVENUE	SHADY OAK ST	ELEVENTH ST	2	C	AC	2,327	24	55,848			10/21/2014	18
CENPAK	010	CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	2	C	AC	361	24	8,664			6/8/2022	17
CHERST	010	CHERRY STREET	SIXTH ST	END	2	R	AC	100	18	1,800			6/28/2011	15
CLEARL	040	CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	2	R	AC/AC	370	40	14,800	2018	MILL AND THIN OVERLAY	6/8/2022	94
CLEARL	050	CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	2	R	AC/AC	180	50	9,000	2018	MILL AND THIN OVERLAY	6/8/2022	94
CLEARL	010	CLEAR LAKE AVENUE	MAIN ST	HIGH ST	2	A	AC	528	51	26,928			6/8/2022	41
CLEARL	020	CLEAR LAKE AVENUE	HIGH STREET	POOL STREET	2	C	AC	1,248	32	39,936			10/20/2014	23
COMPTO	010	COMPTON STREET	SPURR STREET	RUSSELL STREET	2	C	AC	700	27	18,900			6/7/2022	26
CRAIGA	020	CRAIG AVENUE	PACIFIC REGENCY WAY	WEST END	2	C	AC	38	38	1,444	2022	RECONSTRUCT STRUCTURE (AC)	7/5/2022	100
CRAIGA	010	CRAIG AVENUE	PARALLEL DRIVE	PACIFIC REGENCY WAY	2	C	AC	451	38	17,138			10/20/2014	22
CRAWFO	010A	CRAWFORD STREET	SECOND STREET	3RD STREET	2	R	AC/AC	265	18	4,770			6/8/2022	48
CRAWFO	01B	CRAWFORD STREET	3RD STREET	FIFTH STREET	2	R	AC/AC	340	18	6,120	2015	MILL AND THIN OVERLAY	6/8/2022	48
DSTR	010	D STREET	MAIN STREET	FORBES STREET	2	R	AC	250	32	8,000			7/5/2011	5
EST	010	E STREET	ESPLANDE STREET	MAIN STREET	2	R	AC	288	18	5,184			7/5/2011	3
EIGHTH	010	EIGHTH STREET	FORBES STREET	BRUSH STREET	2	R	AC	556	24	13,344			6/7/2022	25
ELEVEN	010	ELEVENTH STREET	MAIN ST	POOL ST	2	A	AC	2,450	31	75,950	2018	CAPE SEAL	6/6/2022	82
ELEVEN	020	ELEVENTH STREET	POOL STREET	CITY LIMITS	2	A	AC	2,640	44	116,160	2018	CAPE SEAL	6/6/2022	75
ESPLAN	010	ESPLANADE	K STREET	MAIN STREET	2	R	AC	2,000	25	50,000			7/5/2011	17
ESTEPS	015	ESTEP STREET	FIRST STREET	FIFTH STREET	2	R	AC/AC	722	22	15,884	2019	MILL AND THIN OVERLAY	6/8/2022	57
ESTEPS	012	ESTEP STREET	MARTIN STREET	FIRST STREET	2	R	AC/AC	660	22	14,520	2019	MILL AND THIN OVERLAY	6/8/2022	55
FAIRWY	010	FAIRVIEW WAY	GREEN ST	HILLCREST DR	2	R	AC	1,335	22	29,370			3/2/2018	17
FIFTEE	020	FIFTEENTH STREET	PALM STREET	MELLOR DRIVE	2	R	AC/AC	576	28	16,128	2022	DOUBLE CHIP SEAL	7/1/2022	94
FIFTEE	010	FIFTEENTH STREET	MAIN STREET	HIGH STREET	2	R	AC	432	33	14,256			7/5/2011	13
FIFTHS	020	FIFTH STREET	ESTEP STREET	FORBES STREET	2	R	AC/AC	1,055	26	27,430	2018	MILL AND THIN OVERLAY	6/7/2022	96
FIFTHS	040	FIFTH STREET	MAIN STREET	THE LAKE	2	R	AC/AC	300	28	8,400	2022	MICROSURFACING	10/18/2022	89
FIFTHS	030	FIFTH STREET	FORBES STREET	MAIN STREET	2	R	AC	250	24	6,000			6/7/2022	32

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FIFTHS	050	FIFTH STREET	HARRY ST	SPURR ST	2	R	AC	350	24	8,400			6/28/2011	24
FIFTHS	010	FIFTH STREET	END	ESTEP STREET	2	R	AC	530	27	14,310			7/5/2011	1
FINWAY	010	FINWAY STREET	WEST SIDE PARK	END OF STREET	2	R	AC	250	30	7,500			6/7/2022	66
FIRSTS	10 A	FIRST STREET	MAIN ST	PARK ST	2	C	AC/AC	250	24	6,000	2017	MILL AND THIN OVERLAY	12/1/2017	100
FIRSTS	10 B	FIRST STREET	PARK ST	THE LAKE	2	C	AC/AC	250	24	6,000	2017	MILL AND THIN OVERLAY	6/7/2022	96
FIRSTS	040	FIRST STREET	LAKEVIEW ST	BRUSH ST	2	R	AC/AC	780	24	18,720	2016	MILL AND THIN OVERLAY	6/7/2022	95
FIRSTS	030	FIRST STREET	POLK ST	100 FT W/POLK ST	2	R	AC	100	18	1,800			6/7/2022	82
FIRSTS	020	FIRST STREET	RUSSELL ST	STARR ST	2	R	AC	315	36	11,340			7/5/2011	15
FIRSTS	050	FIRST STREET	BRUSH ST	MAIN ST	2	R	AC	846	24	20,304			7/5/2011	4
FORBES	038	FORBES STREET	FIRST STREET	MARTIN STREET	2	A	AC/AC	690	37	25,530	2022	MICROSURFACING	10/18/2022	95
FORBES	031	FORBES STREET	5th STREET	3rd STREET	2	A	AC/AC	518	45	81,000	2022	MICROSURFACING	10/18/2022	93
FORBES	021	FORBES STREET	11TH STREET	9TH STREET	2	A	AC/AC	260	42	10,920	2022	MICROSURFACING	10/18/2022	91
FORBES	032	FORBES STREET	3rd STREET	2nd STREET	2	A	AC/AC	262	45	81,000	2022	MICROSURFACING	10/18/2022	87
FORBES	022	FORBES STREET	9th STREET	7th STREET	2	A	AC/AC	394	42	16,548	2022	MICROSURFACING	10/18/2022	85
FORBES	034	FORBES STREET	SECOND STREET	FIRST STREET	2	A	AC/AC	330	37	12,210	2022	MICROSURFACING	10/18/2022	83
FORBES	023	FORBES STREET	7th STREET	5th STREET	2	A	AC/AC	446	42	18,732	2022	MICROSURFACING	10/18/2022	81
FORBES	010	FORBES STREET	CLEARLAKE AVENUE	11th STREET	2	A	AC/AC	350	42	14,700	2022	MICROSURFACING	10/18/2022	77
FORBES	050	FORBES STREET	16TH ST	CLEARLAKE AVE	2	A	AC	1,050	34	35,700			10/20/2014	21
FORBES	040	FORBES STREET	MARTIN STREET	D STREET	2	R	AC	700	34	23,800			3/5/2018	20
FOREST	020	FOREST DRIVE	HILLCREST DR	TERRACE DR	2	R	AC	654	24	15,696	2008	SLURRY SEAL	6/8/2022	50
FOREST	010	FOREST DRIVE	TERRACE DRIVE	LANGE STREET	2	R	AC	1,056	24	25,344	2008	SLURRY SEAL	6/8/2022	48
FOURTE	010	FOURTEENTH STREET	PALM DRIVE	HARTLEY STREET	2	R	AC/AC	1,250	27	33,750	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
FOURTE	030	FOURTEENTH STREET	MELLOR DRIVE	FIFTEENTH STREET	2	R	AC/AC	550	30	16,500	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
FOURTE	020	FOURTEENTH STREET	HIGH STREET	FORBES STREET	2	R	AC	240	34	8,160			7/6/2011	17
FOURTH	020	FOURTH STREET	MAIN ST	EAST END (LAKE)	2	R	AC/AC	428	24	10,272	2022	MICROSURFACING	10/18/2022	95
FOURTH	01B	FOURTH STREET	FORBES STREET	MAIN STREET	2	R	AC/AC	280	24	6,720	2016	MILL AND THIN OVERLAY	6/7/2022	92
FOURTH	01A	FOURTH STREET	THIRD STREET	FORBES STREET	2	R	AC/AC	1,860	24	44,640			3/13/2018	22
GISELM	010	GISELMAN STREET	LANGE STREET	LAKESHORE BOULEVARD	2	C	AC/AC	1,220	40	48,800	2017	MILL AND THICK OVERLAY	6/8/2022	96
GRACLN	010	GRACE LANE	SOUTH MAIN STREET	END	2	R	AC	441	14	6,174			7/6/2011	4
GREENS	010	GREEN STREET	HILLCREST DRIVE	LAKESHORE BOULEVARD	2	C	AC	750	37	27,750			10/21/2014	10
HARRYS	010	HARRY STREET	CENTRAL PARK	FIFTH STREET	2	R	AC	460	20	9,200			7/6/2011	16
HARLTE	020	HARTLEY STREET	TWENTIETH STREET	CITY LIMITS	2	C	AC/AC	2,640	36	95,040	2015	MILL AND THICK OVERLAY	6/8/2022	78
HARLTE	010	HARTLEY STREET	CLEAR LAKE AVENUE	TWENTIETH STREET	2	C	AC/AC	2,200	32	70,400	2015	MILL AND THIN OVERLAY	3/13/2018	6
HEALTC	010	HEALTON CIRCLE	BOGGS LANE	END	2	R	AC	275	12	3,300			3/14/2018	15
HELEAN	010	HELENA AVENUE	ESPLANDE	MAIN STREET	2	R	AC	451	23	10,373			6/23/2011	6
HIGH	020A	HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	1	A	AC/AC	115	30	3,450	2014	MILL AND THIN OVERLAY	6/6/2022	73
HIGH	015	HIGH STREET	SIXTEENTH STREET	LAKESHORE BLVD	2	A	AC	1,102	37	40,774			6/6/2022	63
HIGH	020B	HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	1	A	AC/AC	235	30	7,050	2017	MILL AND THICK OVERLAY	6/6/2022	63
HIGH	012	HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	2	A	AC	1,010	37	37,370			6/6/2022	55
HIGH	030	HIGH STREET	11 TH ST	4TH ST	2	R	AC	1,588	24	38,112			6/6/2022	23
HIGH	055	HIGH STREET	FIRST STREET	MARTIN STREET	2	R	AC	685	37	25,345			3/12/2018	23
HIGH	040	HIGH STREET	4TH ST	3RD ST	2	R	AC	272	26	7,072			3/12/2018	18
HIGH	052	HIGH STREET	SECOND STREET	FIRST STREET	2	R	AC	320	37	11,840			7/6/2011	13
HICDRD	020	HILLCREST DRIVE	HARTLEY DR	TERRACE DR	2	R	AC	500	20	10,000	2008	SLURRY SEAL	6/8/2022	29
HICDRD	010	HILLCREST DRIVE	TERRACE DRIVE	GISELMAN STREET	2	R	AC	1,530	18	27,540			7/6/2011	23
HOWAAV	010	HOWARD AVENUE	CITY LIMITS	SOUTH END	2	C	AC	170	24	4,080			3/2/2018	20
INDUSA	010	INDUSTRIAL AVENUE	SOUTH MAIN STREET	END	2	C	AC	864	40	34,560			10/20/2014	7
JERRYD	010	JERRY DRIVE	HARTLEY ROAD	END	2	R	AC	400	29	11,600			6/27/2011	17
JONEST	010	JONES STREET	LAKESHORE BLVD	ASHE STREET	2	R	AC	355	21	7,455			3/2/2018	22
KST	010	K STREET	ESPLANDE	MAIN STREET	2	R	AC	480	23	11,040			6/23/2011	5
KLROST	010	KELLY ROSE COURT	PAGE DRIVE	END	2	R	AC	165	38	6,270			3/4/2018	16
KIMBLN	010	KIMBERLY LANE	SOUTH MAIN STREET	END	2	C	AC	470	16	7,520			10/20/2014	12
KONOAV	020	KONOCTI AVENUE	S.FORBES ST	LARRECOU LN	2	R	AC	1,085	18	19,530			6/28/2011	11
KONOAV	010	KONOCTI AVENUE	ESPLANDE	MAIN STREET	2	R	AC	595	22	13,090			7/6/2011	6
LAKEPO	10 A	LAKEPORT BLVD	BEVINS	LARRECOU	2	A	AC/AC	815	44	35,860	2015	MILL AND THIN OVERLAY	6/6/2022	64
LAKEPO	020	LAKEPORT BLVD	BEVINS	TODD RD	2	A	AC	1,000	47	47,000			6/6/2022	57
LAKEPO	10 B	LAKEPORT BLVD	LARRECOU	MAIN	2	A	AC/AC	1,258	42	52,836	2014	MILL AND THIN OVERLAY	6/6/2022	38
LAKEBL	015B	LAKESHORE BLVD	LANGE ST	BEACH LN/CITY LIMIT S	2	A	AC/AC	1,200	37	44,400	2019	MILL AND THICK OVERLAY	6/10/2022	96
LAKEBL	015A	LAKESHORE BLVD	GISELMAN ST	LANGE ST	2	A	AC	1,585	37	58,645			6/6/2022	59

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LAKEBL	012	LAKESHORE BLVD	HIGH ST	GISELMAN ST	2	A	AC/AC	465	37	17,205	2010	MILL AND THIN OVERLAY	6/6/2022	32
LAVIST	013	LAKEVIEW STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	355	16	5,680			6/28/2011	14
LAVIST	017	LAKEVIEW STREET	FIRST STREET	SECOND STREET	2	R	AC	325	16	5,200			6/28/2011	3
LANGES	10 B	LANGE STREET	GISELMAN	FOREST	2	C	AC	339	37	12,543			6/6/2022	37
LANGES	10 A	LANGE STREET	LAKESHORE	GISELMAN	2	C	AC	511	37	18,907			10/22/2014	13
LARRLN	010	LARRECOU LANE	LAKEPORT BLVD	ENE	2	C	AC	1,015	20	20,300			10/20/2014	10
LILYCO	010	LILY COVE	ESPLANDE	MAIN STREET	2	R	AC	370	18	6,660			7/6/2011	12
LINDLN	010	LINDA LANE	PARALLEL DR	CHANGE OF PAVEMENT	2	R	AC	1,805	12	21,660			-	-
LOCHDR	010	LOCH DRIVE	FOREST DRIVE	HILLCREST DRIVE	2	R	AC	576	18	10,368			7/6/2011	11
LUPOAV	010	LUPOYOMA AVENUE	ESPLANDE	MAIN STREET	2	R	AC	643	18	11,574			7/6/2011	2
LUPOCR	010	LUPOYOMA CIRCLE	LUPOYOMA HEIGHTS	LUPOYOMA HEIGHTS	2	R	AC	600	18	10,800			6/23/2011	17
LUPOHT	010	LUPOYOMA HEIGHTS	SOUTH MAIN ST	LUPOYOMA CIRCLE	2	R	AC	670	26	17,420			7/6/2011	11
NMAIN	01A	MAIN STREET NORTH	FIRST STREET	FOURTH STREET	2	A	AC/AC	1,055	58	61,190	2016	MILL AND THICK OVERLAY	6/6/2022	100
NMAIN	01B	MAIN STREET NORTH	FOURTH STREET	CLEAR LAKE AVE	2	A	AC/AC	1,945	58	112,810	2021	MILL AND THICK OVERLAY	6/6/2022	100
NMAIN	020X	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	AC/AC	1,030	26	26,780			10/21/2014	13
NMAIN	040	MAIN STREET NORTH	16TH STREET	NORTH END	2	A	AC	350	26	9,100			10/21/2014	12
NMAIN	030	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	PCC	1,030	20	20,600			10/21/2014	8
SMAIN	01A	MAIN STREET SOUTH (CITY)	CITY LIMITS	PECKHAM COURT	2	A	AC	475	40	19,000	2019	FDR (6")	12/13/2022	96
SMAIN	01B	MAIN STREET SOUTH (CITY)	PECKHAM COURT	LAKEPORT BLVD	2	A	AC/AC	3,167	40	126,680	2018	MICROSURFACING	6/6/2022	78
SMAIN	020	MAIN STREET SOUTH (CITY)	LAKEPORT BLVD	FIRST ST	2	A	AC	2,640	54	142,560			6/6/2022	37
MANZST	010	MANZANITA STREET	SIXTH STREET	NINTH STREET	2	R	AC	630	20	12,600			7/6/2011	18
MARIAH	010	MARIAH WAY	MAIN STREET	WEST END	2	R	AC	440	29	12,760			6/28/2011	4
MARTIN	020	MARTIN STREET	BEVINS ST	CITY LIMITS	2	A	AC	1,860	28	52,080	2011	DOUBLE CHIP SEAL	6/6/2022	80
MARTIN	010	MARTIN STREET	BEVINS ST	MAIN ST	2	A	AC	2,429	37	89,873	2011	DOUBLE CHIP SEAL	6/6/2022	17
MELLOR	01B	MELLOR DRIVE	16TH STREET	14TH STREET	2	C	AC/AC	528	37	19,536	2016	MILL AND THICK OVERLAY	6/8/2022	79
MELLOR	020	MELLOR DRIVE	19TH ST	20TH ST	2	C	AC	238	33	7,854			6/8/2022	25
MELLOR	01A	MELLOR DRIVE	NORTH END	16TH STREET	2	C	AC/AC	475	37	17,575	2016	MILL AND THIN OVERLAY	6/8/2022	20
MELLOR	01C	MELLOR DRIVE	14TH STREET	11TH STREET	2	C	AC/AC	697	37	25,789	2016	MILL AND THIN OVERLAY	6/8/2022	20
MIKEWY	010	MIKES WAY	PAGE DRIVE	END	2	R	AC	105	37	3,885			6/8/2022	30
MONVIS	010	MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	2	R	AC	412	30	12,360			6/27/2011	11
NINTEE	010	NINTEENTH STREET	MELLOR DRIVE	HARTLEY ROAD	2	R	AC	864	24	20,736			3/4/2018	19
NINTHS	01B	NINTH STREET	MANZANITA STREET	BRUSH STREET	2	R	AC/AC	708	24	16,992	2021	MILL AND THIN OVERLAY	7/1/2021	100
NINTHS	02A	NINTH STREET	BRUSH STREET	HIGH STREET	2	R	AC/AC	290	35	10,150	2021	MILL AND THIN OVERLAY	7/1/2021	100
NINTHS	01A	NINTH STREET	POOL STREET	MANZANITA STREET	2	R	AC	290	24	6,960			7/6/2011	23
NINTHS	02B	NINTH STREET	HIGH STREET	MAIN STREET	2	R	AC	545	35	19,075			7/6/2011	19
NORST	010	NORTH STREET	CLEARLAKE AVENUE	NINTH STREET	2	R	AC	624	24	14,976			7/6/2011	14
OAKKNL	010	OAK KNOLL	ESPLANDE	MAIN STREET	2	R	AC	307	28	8,596			6/23/2011	2
OAKCDR	010	OAKCREST DRIVE	BOGGS LANE	END	2	R	AC	432	36	15,552			6/8/2022	29
ORCHST	010	ORCHARD STREET	ARMSTRONG ST	MARTIN ST	2	R	AC	320	18	5,760			6/23/2011	4
ORCHID	010	ORCHID WAY	16th STREET	14th STREET	2	R	AC/AC	600	27	16,200	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
ORCHID	020	ORCHID WAY	17TH ST	16TH ST	2	R	AC/AC	230	27	6,210	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
PAGEDR	010	PAGE DRIVE	MELLOR DRIVE	ALDEN AVE	2	C	AC	1,400	36	50,400			6/8/2022	26
PALMDR	010	PALM DRIVE	16th STREET	14th STREET	2	R	AC/AC	600	27	16,200	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
PALMDR	020	PALM DRIVE	17TH ST	16TH ST	2	R	AC/AC	240	27	6,480	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
PARALL	020	PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	2	C	AC	410	36	14,760	2015	DOUBLE CHIP SEAL	6/7/2022	77
PARALL	010	PARALLEL DRIVE	470 FT N/CRAIG AVE	LAKEPORT BLVD	2	C	AC	2,460	36	88,560			3/14/2018	16
PARKST	010	PARK STREET	1st STREET	3rd STREET	2	C	AC	650	27	17,550			6/7/2022	42
PECKCT	010	PECKHAM COURT	SOUTH MAIN STREET	END	2	C	AC	691	26	17,966			6/6/2022	70
PIKEDR	010	PIKE DRIVE	ROYALE AVENUE	END	2	R	AC	155	36	5,580			6/23/2011	11
POLKST	025	POLK STREET	FIRST STREET	SECOND STREET	2	R	AC/AC	320	18	5,760	2016	MILL AND THIN OVERLAY	6/7/2022	30
POLKST	022	POLK STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	355	18	6,390			6/7/2022	17
POLKST	010	POLK STREET	MARTIN STREET	ARMSTRONG STREET	2	R	AC	260	18	4,680			7/6/2011	5
POOLST	020	POOL STREET	PAVEMENT CHANGE	CENTRAL PARK	2	R	AC	600	30	18,000			6/8/2022	27
POOLST	010	POOL STREET	CLEAR LAKE AVENUE	PAVEMENT CHANGE	2	R	AC	500	30	15,000			7/6/2011	23
ROBLDR	010	ROBLES DRIVE	GISELMAN DR	END	2	R	AC	205	22	4,510			7/6/2011	23
ROSEAV	010	ROSE AVENUE	MAIN STREET	END	2	R	GRAVEL	600	24	14,400			-	-
ROYAAV	010	ROYALE AVENUE	SOUTH MAIN STREET	END	2	R	AC	800	37	29,600			6/23/2011	10



City of Lakeport - 2022 PMP Update  
Section Description Inventory  
Sorted by Street Name

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI
RUBYDR	010	RUBY DRIVE	ARMSTRONG STREET	END	2	R	AC/AC	410	37	15,170	2015	MILL AND THIN OVERLAY	6/7/2022	76
RUSSEL	012	RUSSELL STREET	COMPTON STREET	FIRST STREET	2	R	AC	470	24	11,280			7/6/2011	17
RUSSEL	015	RUSSELL STREET	FIRST STREET	MARTIN STREET	2	R	AC	730	36	26,280			7/5/2011	16
SAYRST	010	SAYRE STREET	GREEN STREET	ASHE STREET	2	R	AC	624	24	14,976			7/6/2011	24
SAYRST	020	SAYRE STREET	750FT W/GREEN ST	GREEN ST	2	R	AC	750	24	18,000			3/2/2018	20
SAYRST	030	SAYRE STREET	ASHE ST	LAKESHORE BLVD	2	R	AC	273	24	6,552			6/8/2022	14
SECOND	22	SECOND STREET	CRAWFORD STREET	TUNIS STREET	2	R	AC/AC	575	27	15,525	2021	MILL AND THIN OVERLAY	7/1/2021	100
SECOND	030	SECOND STREET	MAIN STREET	PARK STREET	2	R	AC	310	45	13,950	2021	RECONSTRUCT STRUCTURE (AC)	6/7/2022	99
SECOND	22 A	SECOND STREET	TUNIS STREET	BRUSH ST	2	R	AC/AC	265	46	12,190	2015	MILL AND THIN OVERLAY	6/7/2022	90
SECOND	020	SECOND STREET	FORBES STREET	MAIN STREET	2	R	AC/AC	190	45	8,550	2016	MILL AND THIN OVERLAY	6/6/2022	81
SECOND	025	SECOND STREET	BRUSH STREET	FORBES STREET	2	R	AC	560	27	15,120	2008	SLURRY SEAL	6/7/2022	51
SECOND	010	SECOND STREET	RUSSELL STREET	CRAWFORD STREET	2	C	AC	800	27	21,600			10/21/2014	16
SESTAX	010	SECOND STREET ANNEX	RUSSEL ST	LOCAL RD	2	R	AC	485	24	11,640			7/6/2011	8
SEVENT	020	SEVENTEENTH STREET	ORCHID ST	PALM DR	2	R	AC/AC	230	28	6,440	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
SEVENT	010	SEVENTEENTH STREET	HIGH STREET	HARTLEY ROAD	2	R	AC	556	24	13,344			6/27/2011	16
SEVENS	010	SEVENTH STREET	MAIN STREET	POOL STREET	2	R	AC	1,824	24	43,776			7/6/2011	18
SHADOK	010	SHADY OAK	CENTRAL PARK AVE	SIXTH ST	2	R	AC	380	39	14,820			6/8/2022	10
SIXTEE	012	SIXTEENTH STREET	MELLOR DRIVE	HARTLEY STREET	2	C	AC	1,230	34	41,820	2020	DOUBLE CHIP SEAL	6/8/2022	62
SIXTEE	15 A	SIXTEENTH STREET	N MAIN	N HIGH	2	C	AC	536	34	18,224			10/22/2014	23
SIXTEE	15 B	SIXTEENTH STREET	N HIGH	HARTLEY	2	C	AC	514	34	17,476			3/14/2018	19
SIXTEE	020	SIXTEENTH STREET	THE LAKE	MAIN ST	2	C	AC	300	30	9,000			10/21/2014	5
SIXTHS	020	SIXTH STREET	SPURR STREET	MAIN STREET	2	C	AC	3,100	24	74,400			6/7/2022	27
SIXTHS	010	SIXTH STREET	END	SPURR STREET	2	R	AC	1,350	18	24,300			6/24/2011	13
SMITST	010	SMITH STREET	ARMSTRONG ST	MARTIN ST	2	C	AC	350	26	9,100			10/20/2014	16
SPECHT	010	SPECHT COURT	PECKHAM CT	END	2	R	AC	360	30	12,546			6/6/2022	36
SPURST	010	SPURR STREET	CENTRAL PARK AVE	COMPTON ST	2	C	AC/AC	1,010	30	30,300	2019	MILL AND THICK OVERLAY	12/1/2019	100
STARST	012A	STARR STREET	MARTIN STREET	ARMSTRONG STREET	2	R	AC/AC	360	30	10,800	2022	MILL AND THICK OVERLAY	7/15/2022	100
STARST	012B	STARR STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	356	30	10,680			6/8/2022	3
STARST	015	STARR STREET	FIRST STREET	SECOND STREET	2	R	AC	320	24	7,680			6/8/2022	0
TENTHS	010	TENTH STREET	MANAZANITA STREET	MAIN STREET	2	R	AC	1,574	24	37,776			6/7/2022	21
TERRDR	010	TERRACE DRIVE	HILLCREST DRIVE	FOREST DRIVE	2	R	AC	240	20	4,800	2008	SLURRY SEAL	6/8/2022	36
THIRDS	017	THIRD STREET	CRAWFORD ST	4TH ST	2	C	AC/AC	630	20	12,600	2016	MILL AND THIN OVERLAY	6/7/2022	87
THIRDS	12 B	THIRD STREET	MAIN ST	FORBES ST	2	C	AC/AC	225	27	6,075	2017	MILL AND THICK OVERLAY	6/7/2022	74
THIRDS	12 A	THIRD STREET	PARK ST	MAIN ST	2	C	AC	310	27	8,370	2022	MICROSURFACING	10/18/2022	67
THIRDS	015	THIRD STREET	FORBES STREET	BRUSH STREET	2	C	AC	565	27	15,255	2008	SLURRY SEAL	6/7/2022	54
THIRDS	016	THIRD STREET	BRUSH ST	CRAWFORD ST	2	C	AC	870	20	17,400			6/7/2022	18
THIRTE	010	THIRTEENTH STREET	HARTLEY ROAD	HIGH STREET	2	R	AC	412	37	15,244			7/6/2011	15
TORDEX	010	TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	2	A	AC	708	36	25,488	2016	DOUBLE CHIP SEAL	6/7/2022	76
TUNIST	012	TUNIS STREET	CLEARLAKE AVENUE	TENTH STREET	2	R	AC	595	24	14,280			6/7/2022	34
TUNIST	015	TUNIS STREET	TENTH STREET	NINTH STREET	2	R	AC	245	24	5,880			6/7/2022	31
TUNIST	042	TUNIS STREET	THIRD STREET	FIRST STREET	2	R	AC	605	24	14,520			6/7/2022	30
TUNIST	030	TUNIS STREET	4TH ST	3RD ST	2	R	AC	270	36	9,720			7/6/2011	24
TUNIST	020	TUNIS STREET	5TH ST	4TH ST	2	R	AC	245	36	8,820			6/7/2022	13
TUNIST	045	TUNIS STREET	FIRST STREET	ARMSTRONG STREET	2	R	AC	390	24	9,360			6/7/2022	11
TWENTI	030	TWENTIETH STREET	PAVMENT CHANGE	BOGGS AVENUE	2	C	AC	1,850	23	42,550			6/6/2022	32
TWENTI	10 A	TWENTIETH STREET	798 20TH ST	HARTLEY	2	C	AC	583	36	20,988			6/6/2022	28
TWENTI	020	TWENTIETH STREET	996 20TH ST	798 20TH ST	2	C	AC	723	36	26,028			6/6/2022	21
TWENTI	10 B	TWENTIETH STREET	HARTLEY	LAKESHORE	2	C	AC	754	36	27,144			6/6/2022	3
TWEIFOR	010	TWENTYFORTH STREET	BOGGS LANE	END	2	R	AC	537	29	15,573			6/27/2011	12
VIADLC	010	VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	2	R	AC	500	29	14,500			6/28/2011	3
VIADLL	010	VIA DEL LAGO	HIGH STREET	VIA DEL CABANA	2	R	AC	350	36	12,600			6/28/2011	8
WEPKRD	010	WESTSIDE PARK ROAD	PARALLEL DR	WEST END	2	C	AC	1,710	37	63,270			6/7/2022	72
WIOKST	010	WILD OAK COURT	ALDEN AVE	CUL-DE-SAC	2	R	AC	384	37	14,208			6/8/2022	29
WOVCT	010	WILL	TWENTIETH STREET	END	2	R	AC	260	37	9,620			6/8/2022	26
WOVCIR	010	WILL	TWENTIETH STREET	BOGGS LANE	2	R	AC	403	37	14,911			6/28/2011	4
WINTER	010	WINTER AVENUE	CITY LIMITS	SOUTH END	2	R	GRAVEL	15	18	270			-	-
WRIGLEY	010	WRIGLEY STREET	WEST SIDE PARK	END OF STREET	2	R	AC	1,100	36	39,600			6/7/2022	72
YANKEE	010	YANKEE AVENUE	Wrigley Street	End of Street	2	R	AC	90	30	2,700			6/7/2022	78

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

City of Lakeport - 2022 PMP Update  
Section Description Inventory  
Sorted by Descending PCI

Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI
BRUSHS	014A	BRUSH STREET	ELEVENTH STREET	150FT SOUTH OF CLEARLAKE	2	R	AC/AC	180	24	4,320	2022	MILL AND FILL (2")	7/15/2022	100
BRUSHS	014B	BRUSH STREET	150FT SOUTH OF CLEARLAKE	CLEARLAKE	2	R	AC/AC	150	24	3,600	2022	MILL AND FILL (2")	7/15/2022	100
CRAIGA	020	CRAIG AVENUE	PACIFIC REGENCY WAY	WEST END	2	C	AC	38	38	1,444	2022	RECONSTRUCT STRUCTURE (AC)	7/5/2022	100
FIRSTS	10 A	FIRST STREET	MAIN ST	PARK ST	2	C	AC/AC	250	24	6,000	2017	MILL AND THIN OVERLAY	12/1/2017	100
FOURTE	010	FOURTEENTH STREET	PALM DRIVE	HARTLEY STREET	2	R	AC/AC	1,250	27	33,750	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
FOURTE	030	FOURTEENTH STREET	MELLOR DRIVE	FIFTEENTH STREET	2	R	AC/AC	550	30	16,500	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
NMAIN	01A	MAIN STREET NORTH	FIRST STREET	FOURTH STREET	2	A	AC/AC	1,055	58	61,190	2016	MILL AND THICK OVERLAY	6/6/2022	100
NMAIN	01B	MAIN STREET NORTH	FOURTH STREET	CLEAR LAKE AVE	2	A	AC/AC	1,945	58	112,810	2021	MILL AND THICK OVERLAY	6/6/2022	100
NINTHS	01B	NINTH STREET	MANZANITA STREET	BRUSH STREET	2	R	AC/AC	708	24	16,992	2021	MILL AND THIN OVERLAY	7/1/2021	100
NINTHS	02A	NINTH STREET	BRUSH STREET	HIGH STREET	2	R	AC/AC	290	35	10,150	2021	MILL AND THIN OVERLAY	7/1/2021	100
ORCHID	010	ORCHID WAY	16th STREET	14th STREET	2	R	AC/AC	600	27	16,200	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
ORCHID	020	ORCHID WAY	17TH ST	16TH ST	2	R	AC/AC	230	27	6,210	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
PALMDR	010	PALM DRIVE	16th STREET	14th STREET	2	R	AC/AC	600	27	16,200	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
PALMDR	020	PALM DRIVE	17TH ST	16TH ST	2	R	AC/AC	240	27	6,480	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
SECOND	22	SECOND STREET	CRAWFORD STREET	TUNIS STREET	2	R	AC/AC	575	27	15,525	2021	MILL AND THIN OVERLAY	7/1/2021	100
SEVENT	020	SEVENTEENTH STREET	ORCHID ST	PALM DR	2	R	AC/AC	230	28	6,440	2022	1" OVERLAY AND DOUBLE CHIP SEAL	7/1/2022	100
SPURST	010	SPURR STREET	CENTRAL PARK AVE	COMPTON ST	2	C	AC/AC	1,010	30	30,300	2019	MILL AND THICK OVERLAY	12/1/2019	100
STARST	012A	STARR STREET	MARTIN STREET	ARMSTRONG STREET	2	R	AC/AC	360	30	10,800	2022	MILL AND THICK OVERLAY	7/15/2022	100
SECOND	030	SECOND STREET	MAIN STREET	PARK STREET	2	R	AC	310	45	13,950	2021	RECONSTRUCT STRUCTURE (AC)	6/7/2022	99
BEVINS	020	BEVINS STREET	TRANSFER STATION	MARTIN ST (V111)	2	C	AC/AC	1,076	31	33,356	2016	MILL AND DOUBLE CHIP SEAL	6/6/2022	96
FIFTHS	020	FIFTH STREET	ESTEP STREET	FORBES STREET	2	R	AC/AC	1,055	26	27,430	2018	MILL AND THIN OVERLAY	6/7/2022	96
FIRSTS	10 B	FIRST STREET	PARK ST	THE LAKE	2	C	AC/AC	250	24	6,000	2017	MILL AND THIN OVERLAY	6/7/2022	96
GISELM	010	GISELMAN STREET	LANGE STREET	LAKESHORE BOULEVARD	2	C	AC/AC	1,220	40	48,800	2017	MILL AND THICK OVERLAY	6/8/2022	96
LAKEBL	015B	LAKESHORE BLVD	LANGE ST	BEACH LN/CITY LIMIT S	2	A	AC/AC	1,200	37	44,400	2019	MILL AND THICK OVERLAY	6/10/2022	96
SMAIN	01A	MAIN STREET SOUTH (CITY)	CITY LIMITS	PECKHAM COURT	2	A	AC	475	40	19,000	2019	FDR (6")	12/13/2022	96
BEACHS	010	BEACH STREET	CENTRAL PARK	SIXTH STREET	2	R	AC/AC	192	18	3,456	2019	MILL AND THIN OVERLAY	6/8/2022	95
BEVINS	010	BEVINS STREET	LAKEPORT BLVD (V110)	TRANSFER STATION	2	C	AC/AC	1,200	30	36,000	2016	MILL AND DOUBLE CHIP SEAL	6/6/2022	95
FIRSTS	040	FIRST STREET	LAKEVIEW ST	BRUSH ST	2	R	AC/AC	780	24	18,720	2016	MILL AND THIN OVERLAY	6/7/2022	95
FORBES	038	FORBES STREET	FIRST STREET	MARTIN STREET	2	A	AC/AC	690	37	25,530	2022	MICROSURFACING	10/18/2022	95
FOURTH	020	FOURTH STREET	MAIN ST	EAST END (LAKE)	2	R	AC/AC	428	24	10,272	2022	MICROSURFACING	10/18/2022	95
CLEARL	040	CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	2	R	AC/AC	370	40	14,800	2018	MILL AND THIN OVERLAY	6/8/2022	94
CLEARL	050	CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	2	R	AC/AC	180	50	9,000	2018	MILL AND THIN OVERLAY	6/8/2022	94
FIFTEE	020	FIFTEENTH STREET	PALM STREET	MELLOR DRIVE	2	R	AC/AC	576	28	16,128	2022	DOUBLE CHIP SEAL	7/1/2022	94
FORBES	031	FORBES STREET	5th STREET	3rd STREET	2	A	AC/AC	518	45	81,000	2022	MICROSURFACING	10/18/2022	93
FOURTH	01B	FOURTH STREET	FORBES STREET	MAIN STREET	2	R	AC/AC	280	24	6,720	2016	MILL AND THIN OVERLAY	6/7/2022	92
FORBES	021	FORBES STREET	11TH STREET	9TH STREET	2	A	AC/AC	260	42	10,920	2022	MICROSURFACING	10/18/2022	91
ALDENA	020	ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	2	C	AC	660	24	15,840			6/8/2022	90
SECOND	22 A	SECOND STREET	TUNIS STREET	BRUSH ST	2	R	AC/AC	265	46	12,190	2015	MILL AND THIN OVERLAY	6/7/2022	90
FIFTHS	040	FIFTH STREET	MAIN STREET	THE LAKE	2	R	AC/AC	300	28	8,400	2022	MICROSURFACING	10/18/2022	89
BRUSHS	012	BRUSH STREET	THIRD STREET	FIFTH STREET	2	R	AC/AC	500	24	12,000	2014	MILL AND THIN OVERLAY	6/8/2022	87
FORBES	032	FORBES STREET	3rd STREET	2nd STREET	2	A	AC/AC	262	45	81,000	2022	MICROSURFACING	10/18/2022	87
THIRDS	017	THIRD STREET	CRAWFORD ST	4TH ST	2	C	AC/AC	630	20	12,600	2016	MILL AND THIN OVERLAY	6/7/2022	87
FORBES	022	FORBES STREET	9th STREET	7th STREET	2	A	AC/AC	394	42	16,548	2022	MICROSURFACING	10/18/2022	85
FORBES	034	FORBES STREET	SECOND STREET	FIRST STREET	2	A	AC/AC	330	37	12,210	2022	MICROSURFACING	10/18/2022	83
BRUSHS	015	BRUSH STREET	THIRD STREET	SECOND STREET	2	R	AC	280	24	6,720	2008	SLURRY SEAL	6/8/2022	82
ELEVEN	010	ELEVENTH STREET	MAIN ST	POOL ST	2	A	AC	2,450	31	75,950	2018	CAPE SEAL	6/6/2022	82
FIRSTS	030	FIRST STREET	POLK ST	100 FT W/POLK ST	2	R	AC	100	18	1,800			6/7/2022	82
ARMSTR	017	ARMSTRONG STREET	FORBES STREET	MAIN STREET	2	C	AC/AC	260	40	10,400	2018	THIN AC OVERLAY(1.5 INCHES)	6/7/2022	81
FORBES	023	FORBES STREET	7th STREET	5th STREET	2	A	AC/AC	446	42	18,732	2022	MICROSURFACING	10/18/2022	81

City of Lakeport - 2022 PMP Update  
Section Description Inventory  
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Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI
SECOND	020	SECOND STREET	FORBES STREET	MAIN STREET	2	R	AC/AC	190	45	8,550	2016	MILL AND THIN OVERLAY	6/6/2022	81
MARTIN	020	MARTIN STREET	BEVINS ST	CITY LIMITS	2	A	AC	1,860	28	52,080	2011	DOUBLE CHIP SEAL	6/6/2022	80
MELLOR	01B	MELLOR DRIVE	16TH STREET	14TH STREET	2	C	AC/AC	528	37	19,536	2016	MILL AND THICK OVERLAY	6/8/2022	79
HARLTE	020	HARTLEY STREET	TWENTIETH STREET	CITY LIMITS	2	C	AC/AC	2,640	36	95,040	2015	MILL AND THICK OVERLAY	6/8/2022	78
SMAIN	01B	MAIN STREET SOUTH (CITY)	PECKHAM COURT	LAKEPORT BLVD	2	A	AC/AC	3,167	40	126,680	2018	MICROSURFACING	6/6/2022	78
YANKEE	010	YANKEE AVENUE	Wrigley Street	End of Street	2	R	AC	90	30	2,700			6/7/2022	78
FORBES	010	FORBES STREET	CLEARLAKE AVENUE	11th STREET	2	A	AC/AC	350	42	14,700	2022	MICROSURFACING	10/18/2022	77
PARALL	020	PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	2	C	AC	410	36	14,760	2015	DOUBLE CHIP SEAL	6/7/2022	77
RUBYDR	010	RUBY DRIVE	ARMSTRONG STREET	END	2	R	AC/AC	410	37	15,170	2015	MILL AND THIN OVERLAY	6/7/2022	76
TORDEX	010	TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	2	A	AC	708	36	25,488	2016	DOUBLE CHIP SEAL	6/7/2022	76
ELEVEN	020	ELEVENTH STREET	POOL STREET	CITY LIMITS	2	A	AC	2,640	44	116,160	2018	CAPE SEAL	6/6/2022	75
THIRDS	12 B	THIRD STREET	MAIN ST	FORBES ST	2	C	AC/AC	225	27	6,075	2017	MILL AND THICK OVERLAY	6/7/2022	74
HIGH	020A	HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	1	A	AC/AC	115	30	3,450	2014	MILL AND THIN OVERLAY	6/6/2022	73
WEPKRD	010	WESTSIDE PARK ROAD	PARALLEL DR	WEST END	2	C	AC	1,710	37	63,270			6/7/2022	72
WRIGLEY	010	WRIGLEY STREET	WEST SIDE PARK	END OF STREET	2	R	AC	1,100	36	39,600			6/7/2022	72
PECKCT	010	PECKHAM COURT	SOUTH MAIN STREET	END	2	C	AC	691	26	17,966			6/6/2022	70
BRYCEC	010	BRYCE COURT	SPURR STREET	END	2	R	AC	192	37	7,104			6/7/2022	68
THIRDS	12 A	THIRD STREET	PARK ST	MAIN ST	2	C	AC	310	27	8,370	2022	MICROSURFACING	10/18/2022	67
CAMDEN	010	CAMDEN AVENUE	WRIGLEY STREET	FINWAY	2	R	AC	300	30	9,000			6/7/2022	66
FINWAY	010	FINWAY STREET	WEST SIDE PARK	END OF STREET	2	R	AC	250	30	7,500			6/7/2022	66
LAKEPO	10 A	LAKEPORT BLVD	BEVINS	LARRECOU	2	A	AC/AC	815	44	35,860	2015	MILL AND THIN OVERLAY	6/6/2022	64
HIGH	015	HIGH STREET	SIXTEENTH STREET	LAKESHORE BLVD	2	A	AC	1,102	37	40,774			6/6/2022	63
HIGH	020B	HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	1	A	AC/AC	235	30	7,050	2017	MILL AND THICK OVERLAY	6/6/2022	63
SIXTEE	012	SIXTEENTH STREET	MELLOR DRIVE	HARTLEY STREET	2	C	AC	1,230	34	41,820	2020	DOUBLE CHIP SEAL	6/8/2022	62
LAKEBL	015A	LAKESHORE BLVD	GISELMAN ST	LANGE ST	2	A	AC	1,585	37	58,645			6/6/2022	59
ESTEPS	015	ESTEP STREET	FIRST STREET	FIFTH STREET	2	R	AC/AC	722	22	15,884	2019	MILL AND THIN OVERLAY	6/8/2022	57
LAKEPO	020	LAKEPORT BLVD	BEVINS	TODD RD	2	A	AC	1,000	47	47,000			6/6/2022	57
ARMSTR	015	ARMSTRONG STREET	POLK STREET	FORBES STREET	2	C	AC	1,650	40	66,000	2008	SLURRY SEAL	6/7/2022	56
ESTEPS	012	ESTEP STREET	MARTIN STREET	FIRST STREET	2	R	AC/AC	660	22	14,520	2019	MILL AND THIN OVERLAY	6/8/2022	55
HIGH	012	HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	2	A	AC	1,010	37	37,370			6/6/2022	55
THIRDS	015	THIRD STREET	FORBES STREET	BRUSH STREET	2	C	AC	565	27	15,255	2008	SLURRY SEAL	6/7/2022	54
ARMSTR	012	ARMSTRONG STREET	RUSSELL STREET	POLK STREET	2	C	AC/AC	540	40	21,600	2012	MILL AND THIN OVERLAY	6/7/2022	53
SECOND	025	SECOND STREET	BRUSH STREET	FORBES STREET	2	R	AC	560	27	15,120	2008	SLURRY SEAL	6/7/2022	51
FOREST	020	FOREST DRIVE	HILLCREST DR	TERRACE DR	2	R	AC	654	24	15,696	2008	SLURRY SEAL	6/8/2022	50
CRAWFO	010A	CRAWFORD STREET	SECOND STREET	3RD STREET	2	R	AC/AC	265	18	4,770			6/8/2022	48
CRAWFO	01B	CRAWFORD STREET	3RD STREET	FIFTH STREET	2	R	AC/AC	340	18	6,120	2015	MILL AND THIN OVERLAY	6/8/2022	48
FOREST	010	FOREST DRIVE	TERRACE DRIVE	LANGE STREET	2	R	AC	1,056	24	25,344	2008	SLURRY SEAL	6/8/2022	48
ALDNA	010	ALDEN AVENUE	TWENTIETH AVENUE	END	2	C	AC	307	47	14,429			6/8/2022	45
BERRYS	010	BERRY STREET	SPURR STREET	ARMSTRONG STREET	2	R	AC	624	20	12,480	2019	MILL AND DOUBLE CHIP SEAL	12/1/2019	42
PARKST	010	PARK STREET	1st STREET	3rd STREET	2	C	AC	650	27	17,550			6/7/2022	42
CLEARL	010	CLEAR LAKE AVENUE	MAIN ST	HIGH ST	2	A	AC	528	51	26,928			6/8/2022	41
LAKEPO	10 B	LAKEPORT BLVD	LARRECOU	MAIN	2	A	AC/AC	1,258	42	52,836	2014	MILL AND THIN OVERLAY	6/6/2022	38
LANGES	10 B	LANGE STREET	GISELMAN	FOREST	2	C	AC	339	37	12,543			6/6/2022	37
SMAIN	020	MAIN STREET SOUTH (CITY)	LAKEPORT BLVD	FIRST ST	2	A	AC	2,640	54	142,560			6/6/2022	37
SPECHT	010	SPECHT COURT	PECKHAM CT	END	2	R	AC	360	30	12,546			6/6/2022	36
TERRDR	010	TERRACE DRIVE	HILLCREST DRIVE	FOREST DRIVE	2	R	AC	240	20	4,800	2008	SLURRY SEAL	6/8/2022	36
BRUSHS	017	BRUSH STREET	SECOND STREET	FIRST STREET	2	R	AC	320	24	7,680			6/8/2022	34
TUNIST	012	TUNIS STREET	CLEARLAKE AVENUE	TENTH STREET	2	R	AC	595	24	14,280			6/7/2022	34
BOGGSA	020	BOGGS LANE	WILL-O-VIEW CIRCLE	20TH STREET	2	C	AC	850	24	20,400			6/8/2022	33
FIFTHS	030	FIFTH STREET	FORBES STREET	MAIN STREET	2	R	AC	250	24	6,000			6/7/2022	32
LAKEBL	012	LAKESHORE BLVD	HIGH ST	GISELMAN ST	2	A	AC/AC	465	37	17,205	2010	MILL AND THIN OVERLAY	6/6/2022	32
TWENTI	030	TWENTIETH STREET	PAVMENT CHANGE	BOGGS AVENUE	2	C	AC	1,850	23	42,550			6/6/2022	32
TUNIST	015	TUNIS STREET	TENTH STREET	NINTH STREET	2	R	AC	245	24	5,880			6/7/2022	31
MIKEYW	010	MIKES WAY	PAGE DRIVE	END	2	R	AC	105	37	3,885			6/8/2022	30
POLKST	025	POLK STREET	FIRST STREET	SECOND STREET	2	R	AC/AC	320	18	5,760	2016	MILL AND THIN OVERLAY	6/7/2022	30
TUNIST	042	TUNIS STREET	THIRD STREET	FIRST STREET	2	R	AC	605	24	14,520			6/7/2022	30
HICRDR	020	HILLCREST DRIVE	HARTLEY DR	TERRACE DR	2	R	AC	500	20	10,000	2008	SLURRY SEAL	6/8/2022	29
OAKCDR	010	OAKCREST DRIVE	BOGGS LANE	END	2	R	AC	432	36	15,552			6/8/2022	29
WIOKST	010	WILD OAK COURT	ALDEN AVE	CUL-DE-SAC	2	R	AC	384	37	14,208			6/8/2022	29
TWENTI	10 A	TWENTIETH STREET	798 20TH ST	HARTLEY	2	C	AC	583	36	20,988			6/6/2022	28

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Section Description Inventory  
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Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI	
POOLST	020	POOL STREET	PAVEMENT CHANGE	CENTRAL PARK	2	R	AC	600	30	18,000			6/8/2022	27	
SIXTHS	020	SIXTH STREET	SPURR STREET	MAIN STREET	2	C	AC	3,100	24	74,400			6/7/2022	27	
COMPTO	010	COMPTON STREET	SPURR STREET	RUSSELL STREET	2	C	AC	700	27	18,900			6/7/2022	26	
PAGEDR	010	PAGE DRIVE	MELLOR DRIVE	ALDEN AVE	2	C	AC	1,400	36	50,400			6/8/2022	26	
WOVCT	010	WILL	TWENTIETH STREET	END	2	R	AC	260	37	9,620			6/8/2022	26	
EIGHTH	010	EIGHTH STREET	FORBES STREET	BRUSH STREET	2	R	AC	556	24	13,344			6/7/2022	25	
MELLOR	020	MELLOR DRIVE	19TH ST	20TH ST	2	C	AC	238	33	7,854			6/8/2022	25	
BRUSHS	020	BRUSH STREET	ARMSTRONG ST	MARTIN ST	2	R	AC	322	24	7,728			3/12/2018	24	
FIFTHS	050	FIFTH STREET	HARRY ST	SPURR ST	2	R	AC	350	24	8,400			6/28/2011	24	
SAYRST	010	SAYRE STREET	GREEN STREET	ASHE STREET	2	R	AC	624	24	14,976			7/6/2011	24	
TUNIST	030	TUNIS STREET	4TH ST	3RD ST	2	R	AC	270	36	9,720			7/6/2011	24	
CSTR	010	C STREET	MAIN STREET	FAIRGROUNDS	2	R	AC	400	50	20,000			6/23/2011	23	
CLEARL	020	CLEAR LAKE AVENUE	HIGH STREET	POOL STREET	2	C	AC	1,248	32	39,936			10/20/2014	23	
HIGH	030	HIGH STREET	11 TH ST	4TH ST	2	R	AC	1,588	24	38,112			6/6/2022	23	
HIGH	055	HIGH STREET	FIRST STREET	MARTIN STREET	2	R	AC	685	37	25,345			3/12/2018	23	
HICDR	010	HILLCREST DRIVE	TERRACE DRIVE	GISELMAN STREET	2	R	AC	1,530	18	27,540			7/6/2011	23	
NINTHS	01A	NINTH STREET	POOL STREET	MANZANITA STREET	2	R	AC	290	24	6,960			7/6/2011	23	
POOLST	010	POOL STREET	CLEAR LAKE AVENUE	PAVEMENT CHANGE	2	R	AC	500	30	15,000			7/6/2011	23	
ROBLDR	010	ROBLES DRIVE	GISELMAN DR	END	2	R	AC	205	22	4,510			7/6/2011	23	
SIXTEE	15 A	SIXTEENTH STREET	N MAIN	N HIGH	2	C	AC	536	34	18,224			10/22/2014	23	
CRAIGA	010	CRAIG AVENUE	PARALLEL DRIVE	PACIFIC REGENCY WAY	2	C	AC	451	38	17,138			10/20/2014	22	
FOURTH	01A	FOURTH STREET	THIRD STREET	FORBES STREET	2	R	AC/AC	1,860	24	44,640			3/13/2018	22	
JONEST	010	JONES STREET	LAKESHORE BLVD	ASHE STREET	2	R	AC	355	21	7,455			3/2/2018	22	
ADAMSS	010	ADAMS STREET	WILL-O-VIEW CIRCLE	END	2	R	AC	461	20	9,220			3/4/2018	21	
FORBES	050	FORBES STREET	16TH ST	CLEARLAKE AVE	16TH ST	2	A	AC	1,050	34	35,700			10/20/2014	21
TENTHS	010	TENTH STREET	MANAZANITA STREET	MAIN STREET	2	R	AC	1,574	24	37,776			6/7/2022	21	
TWENTI	020	TWENTIETH STREET	996 20TH ST	798 20TH ST	2	C	AC	723	36	26,028			6/6/2022	21	
BOGGS	010	BOGGS LANE	WILL-O-VIEW CIRCLE	HARTLEY LANE	2	C	AC	1,750	29	50,750			3/4/2018	20	
BRUSHS	013	BRUSH STREET	FIFTH STREET	ELEVENTH STREET	2	R	AC	1,370	24	32,880			3/14/2018	20	
FORBES	040	FORBES STREET	MARTIN STREET	D STREET	2	R	AC	700	34	23,800			3/5/2018	20	
HOWAAV	010	HOWARD AVENUE	CITY LIMITS	SOUTH END	2	C	AC	170	24	4,080			3/2/2018	20	
MELLOR	01A	MELLOR DRIVE	NORTH END	16TH STREET	2	C	AC/AC	475	37	17,575	2016	MILL AND THIN OVERLAY	6/8/2022	20	
MELLOR	01C	MELLOR DRIVE	14TH STREET	11TH STREET	2	C	AC/AC	697	37	25,789	2016	MILL AND THIN OVERLAY	6/8/2022	20	
SAYRST	020	SAYRE STREET	750FT W/GREEN ST	GREEN ST	2	R	AC	750	24	18,000			3/2/2018	20	
NINTEE	010	NINTEENTH STREET	MELLOR DRIVE	HARTLEY ROAD	2	R	AC	864	24	20,736			3/4/2018	19	
NINTHS	02B	NINTH STREET	HIGH STREET	MAIN STREET	2	R	AC	545	35	19,075			7/6/2011	19	
SIXTEE	15 B	SIXTEENTH STREET	N HIGH	HARTLEY	2	C	AC	514	34	17,476			3/14/2018	19	
CENPAK	020	CENTRAL PARK AVENUE	SHADY OAK ST	ELEVENTH ST	2	C	AC	2,327	24	55,848			10/21/2014	18	
HIGH	040	HIGH STREET	4TH ST	3RD ST	2	R	AC	272	26	7,072			3/12/2018	18	
MANZST	010	MANZANITA STREET	SIXTH STREET	NINTH STREET	2	R	AC	630	20	12,600			7/6/2011	18	
SEVENS	010	SEVENTH STREET	MAIN STREET	POOL STREET	2	R	AC	1,824	24	43,776			7/6/2011	18	
THIRDS	016	THIRD STREET	BRUSH ST	CRAWFORD ST	2	C	AC	870	20	17,400			6/7/2022	18	
CENPAK	010	CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	2	C	AC	361	24	8,664			6/8/2022	17	
ESPLAN	010	ESPLANADE	K STREET	MAIN STREET	2	R	AC	2,000	25	50,000			7/5/2011	17	
FAIRWY	010	FAIRVIEW WAY	GREEN ST	HILLCREST DR	2	R	AC	1,335	22	29,370			3/2/2018	17	
FOURTE	020	FOURTEENTH STREET	HIGH STREET	FORBES STREET	2	R	AC	240	34	8,160			7/6/2011	17	
JERRYD	010	JERRY DRIVE	HARTLEY ROAD	END	2	R	AC	400	29	11,600			6/27/2011	17	
LUPOCR	010	LUPOYOMA CIRCLE	LUPOYOMA HEIGHTS	LUPOYOMA HEIGHTS	2	R	AC	600	18	10,800			6/23/2011	17	
MARTIN	010	MARTIN STREET	BEVINS ST	MAIN ST	2	A	AC	2,429	37	89,873	2011	DOUBLE CHIP SEAL	6/6/2022	17	
POLKST	022	POLK STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	355	18	6,390			6/7/2022	17	
RUSSEL	012	RUSSELL STREET	COMPTON STREET	FIRST STREET	2	R	AC	470	24	11,280			7/6/2011	17	
ANASTA	010	ANASTASIA DRIVE	HARTLEY ROAD	END	2	R	AC	700	29	20,300			6/27/2011	16	
HARRYS	010	HARRY STREET	CENTRAL PARK	FIFTH STREET	2	R	AC	460	20	9,200			7/6/2011	16	
KLROST	010	KELLY ROSE COURT	PAGE DRIVE	END	2	R	AC	165	38	6,270			3/4/2018	16	
PARALL	010	PARALLEL DRIVE	470 FT N/CRAIG AVE	LAKEPORT BLVD	2	C	AC	2,460	36	88,560			3/14/2018	16	
RUSSEL	015	RUSSELL STREET	FIRST STREET	MARTIN STREET	2	R	AC	730	36	26,280			7/5/2011	16	
SECOND	010	SECOND STREET	RUSSELL STREET	CRAWFORD STREET	2	C	AC	800	27	21,600			10/21/2014	16	
SEVENT	010	SEVENTEENTH STREET	HIGH STREET	HARTLEY ROAD	2	R	AC	556	24	13,344			6/27/2011	16	
SMITST	010	SMITH STREET	ARMSTRONG ST	MARTIN ST	2	C	AC	350	26	9,100			10/20/2014	16	
ASHEST	010	ASHE STREET	JONES STREET	LAKESHORE BLVD	2	R	AC	615	28	17,220			7/5/2011	15	
BEACLN	010	BEACH LANE	LAKESHORE BLVD	CITY LIMITS	2	R	AC	360	22	7,920			6/8/2022	15	

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Street ID	Section ID	Street Name	Begin Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	Last Treatment Year	Last Treatment Type	PCI Date	PCI
CHERST	010	CHERRY STREET	SIXTH ST	END	2	R	AC	100	18	1,800			6/28/2011	15
FIRSTS	020	FIRST STREET	RUSSELL ST	STARR ST	2	R	AC	315	36	11,340			7/5/2011	15
HEALTC	010	HEALTON CIRCLE	BOGGS LANE	END	2	R	AC	275	12	3,300			3/14/2018	15
THIRTE	010	THIRTEENTH STREET	HARTLEY ROAD	HIGH STREET	2	R	AC	412	37	15,244			7/6/2011	15
CSTR	020	C STREET	SOUTH MAIN ST	EAST END (LAKE)	2	R	AC	345	50	17,250			7/5/2011	14
LAVIST	013	LAKEVIEW STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	355	16	5,680			6/28/2011	14
NORST	010	NORTH STREET	CLEARLAKE AVENUE	NINTH STREET	2	R	AC	624	24	14,976			7/6/2011	14
SAYRST	030	SAYRE STREET	ASHE ST	LAKESHORE BLVD	2	R	AC	273	24	6,552			6/8/2022	14
FIFTE	010	FIFTEENTH STREET	MAIN STREET	HIGH STREET	2	R	AC	432	33	14,256			7/5/2011	13
HIGH	052	HIGH STREET	SECOND STREET	FIRST STREET	2	R	AC	320	37	11,840			7/6/2011	13
LANGES	10 A	LANGE STREET	LAKESHORE	GISELMAN	2	C	AC	511	37	18,907			10/22/2014	13
NMAIN	020X	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	AC/AC	1,030	26	26,780			10/21/2014	13
SIXTHS	010	SIXTH STREET	END	SPURR STREET	2	R	AC	1,350	18	24,300			6/24/2011	13
TUNIST	020	TUNIS STREET	5TH ST	4TH ST	2	R	AC	245	36	8,820			6/7/2022	13
BEACCT	010	BEACH COURT	BEACH LANE	END	2	R	AC	175	28	4,900			6/28/2011	12
BEVINC	010	BEVINS COURT	BEVINS STREET	END	2	R	AC	777	36	27,972			3/13/2018	12
KIMBLN	010	KIMBERLY LANE	SOUTH MAIN STREET	END	2	C	AC	470	16	7,520			10/20/2014	12
LILYCO	010	LILY COVE	ESPLANDE	MAIN STREET	2	R	AC	370	18	6,660			7/6/2011	12
NMAIN	040	MAIN STREET NORTH	16TH STREET	NORTH END	2	A	AC	350	26	9,100			10/21/2014	12
TWEFOR	010	TWENTYFORTH STREET	BOGGS LANE	END	2	R	AC	537	29	15,573			6/27/2011	12
KONOAV	020	KONOCTI AVENUE	S.FORBES ST	LARRECOU LN	2	R	AC	1,085	18	19,530			6/28/2011	11
LOCHDR	010	LOCH DRIVE	FOREST DRIVE	HILLCREST DRIVE	2	R	AC	576	18	10,368			7/6/2011	11
LUPOHT	010	LUPOYOMA HEIGHTS	SOUTH MAIN ST	LUPOYOMA CIRCLE	2	R	AC	670	26	17,420			7/6/2011	11
MONVIS	010	MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	2	R	AC	412	30	12,360			6/27/2011	11
PIKEDR	010	PIKE DRIVE	ROYALE AVENUE	END	2	R	AC	155	36	5,580			6/23/2011	11
TUNIST	045	TUNIS STREET	FIRST STREET	ARMSTRONG STREET	2	R	AC	390	24	9,360			6/7/2022	11
GREENS	010	GREEN STREET	HILLCREST DRIVE	LAKESHORE BOULEVARD	2	C	AC	750	37	27,750			10/21/2014	10
LARRLN	010	LARRECOU LANE	LAKEPORT BLVD	ENE	2	C	AC	1,015	20	20,300			10/20/2014	10
ROYAAB	010	ROYALE AVENUE	SOUTH MAIN STREET	END	2	R	AC	800	37	29,600			6/23/2011	10
SHADOK	010	SHADY OAK	CENTRAL PARK AVE	SIXTH ST	2	R	AC	380	39	14,820			6/8/2022	10
NMAIN	030	MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	2	A	PCC	1,030	20	20,600			10/21/2014	8
SESTAX	010	SECOND STREET ANNEX	RUSSEL ST	LOCAL RD	2	R	AC	485	24	11,640			7/6/2011	8
VIADLL	010	VIA DEL LAGO	HIGH STREET	VIA DEL CABANA	2	R	AC	350	36	12,600			6/28/2011	8
BANZDR	010	BANASZECK DRIVE	ORCHARD ST	SMITH ST	2	R	AC	440	10	4,400			7/5/2011	7
INDUSA	010	INDUSTRIAL AVENUE	SOUTH MAIN STREET	END	2	C	AC	864	40	34,560			10/20/2014	7
HARLTE	010	HARTLEY STREET	CLEAR LAKE AVENUE	TWENTIETH STREET	2	C	AC/AC	2,200	32	70,400	2015	MILL AND THIN OVERLAY	3/13/2018	6
HELEAN	010	HELENA AVENUE	ESPLANDE	MAIN STREET	2	R	AC	451	23	10,373			6/23/2011	6
KONOAV	010	KONOCTI AVENUE	ESPLANDE	MAIN STREET	2	R	AC	595	22	13,090			7/6/2011	6
DSTR	010	D STREET	MAIN STREET	FORBES STREET	2	R	AC	250	32	8,000			7/5/2011	5
KST	010	K STREET	ESPLANDE	MAIN STREET	2	R	AC	480	23	11,040			6/23/2011	5
POLKST	010	POLK STREET	MARTIN STREET	ARMSTRONG STREET	2	R	AC	260	18	4,680			7/6/2011	5
SIXTEE	020	SIXTEENTH STREET	THE LAKE	MAIN ST	2	C	AC	300	30	9,000			10/21/2014	5
FIRSTS	050	FIRST STREET	BRUSH ST	MAIN ST	2	R	AC	846	24	20,304			7/5/2011	4
GRACLN	010	GRACE LANE	SOUTH MAIN STREET	END	2	R	AC	441	14	6,174			7/6/2011	4
MARIAH	010	MARIAH WAY	MAIN STREET	WEST END	2	R	AC	440	29	12,760			6/28/2011	4
ORCHST	010	ORCHARD STREET	ARMSTRONG ST	MARTIN ST	2	R	AC	320	18	5,760			6/23/2011	4
WOVCIR	010	WILL	TWENTIETH STREET	BOGGS LANE	2	R	AC	403	37	14,911			6/28/2011	4
EST	010	E STREET	ESPLANDE STREET	MAIN STREET	2	R	AC	288	18	5,184			7/5/2011	3
LAVIST	017	LAKEVIEW STREET	FIRST STREET	SECOND STREET	2	R	AC	325	16	5,200			6/28/2011	3
STARST	012B	STARR STREET	ARMSTRONG STREET	FIRST STREET	2	R	AC	356	30	10,680			6/8/2022	3
TWENTI	10 B	TWENTIETH STREET	HARTLEY	LAKESHORE	2	C	AC	754	36	27,144			6/6/2022	3
VIADLC	010	VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	2	R	AC	500	29	14,500			6/28/2011	3
LUPOAV	010	LUPOYOMA AVENUE	ESPLANDE	MAIN STREET	2	R	AC	643	18	11,574			7/6/2011	2
OAKKNL	010	OAK KNOLL	ESPLANDE	MAIN STREET	2	R	AC	307	28	8,596			6/23/2011	2
FIFTHS	010	FIFTH STREET	END	ESTEP STREET	2	R	AC	530	27	14,310			7/5/2011	1
STARST	015	STARR STREET	FIRST STREET	SECOND STREET	2	R	AC	320	24	7,680			6/8/2022	1
BROTCT	010	BROTEN COURT	TODD RD EXTENSION	END	2	R	GRAVEL	770	10	7,700			-	-
LINDLN	010	LINDA LANE	PARALLEL DR	CHANGE OF PAVEMENT	2	R	AC	1,805	12	21,660			-	-
ROSEAV	010	ROSE AVENUE	MAIN STREET	END	2	R	GRAVEL	600	24	14,400			-	-
WINTER	010	WINTER AVENUE	CITY LIMITS	SOUTH END	2	R	GRAVEL	15	18	270			-	-

## Appendix B

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### 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).



COLUMN	DESCRIPTION
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.



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$15.50		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$41.00			
	IV - Poor		MILL AND THICK OVERLAY	\$59.00				
	V - Very Poor		HMA OVER FDR	\$72.00				
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$15.50		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$41.00			
	IV - Poor		MILL AND THICK OVERLAY	\$59.00				
	V - Very Poor		HMA OVER FDR	\$72.00				

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



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/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$4.00		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$9.00			7
		III - Good, Load Related		CAPE SEAL	\$10.00			7
	IV - Poor			3" MILL AND OVERLAY WITH SAMI	\$49.00			
	V - Very Poor			RECONSTRUCTION 4" AC OVER 18" AB	\$150.00			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
II - Good, Non-Load Related			DO NOTHING	\$0.00				
III - Good, Load Related			DO NOTHING	\$0.00				
IV - Poor			THICK AC OVERLAY	\$59.00				
V - Very Poor			RECONSTRUCTION 4" AC OVER 18" AB	\$105.00				

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



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related	DOUBLE CHIP SEAL	\$12.50		7		
		III - Good, Load Related	MILL AND THIN OVERLAY	\$36.00				
	IV - Poor	MILL AND THICK OVERLAY	\$44.00					
	V - Very Poor	HMA OVER FDR	\$64.00					
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$12.50		7			
III - Good, Load Related		MILL AND THIN OVERLAY	\$36.00					
IV - Poor	MILL AND THICK OVERLAY	\$44.00						
V - Very Poor	HMA OVER FDR	\$64.00						
AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	CAPE SEAL	\$9.00		7		
		Restoration Treatment	DO NOTHING	\$0.00			99	
	II - Good, Non-Load Related	DOUBLE CHIP SEAL	\$9.00		7			
	III - Good, Load Related	CAPE SEAL W/DIGOUTS	\$13.50		7			
	IV - Poor	2" MILL AND OVERLAY WITH SAMI	\$36.50					
	V - Very Poor	HMA OVER FDR	\$56.50					

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



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$7.00		7	
		III - Good, Load Related		MILL AND THIN OVERLAY	\$33.00			
	IV - Poor		MILL AND THIN OVERLAY	\$33.50				
	V - Very Poor		MILL AND THICK OVERLAY	\$57.00				
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	CRACK + SLURRY SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			99
II - Good, Non-Load Related			SINGLE CHIP SEAL	\$7.00		7		
III - Good, Load Related			MILL AND THIN OVERLAY	\$33.00				
IV - Poor		MILL AND THIN OVERLAY	\$33.50					
V - Very Poor		MILL AND THICK OVERLAY	\$57.00					
AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	SCRUB AND SLURRY SEAL	\$4.00		7		
		Restoration Treatment	DO NOTHING	\$0.00			99	
	II - Good, Non-Load Related		SINGLE CHIP SEAL	\$4.50		7		
	III - Good, Load Related		CAPE SEAL W/DIGOUTS	\$12.00		7		
	IV - Poor		DIGOUT WITH 2" HMA OVERLAY	\$40.00				
	V - Very Poor		FDR WITH DOUBLE CHIP SEAL	\$18.00				

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

## Appendix C

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### BUDGET NEED 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 4% and an inflation factor of 4% 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

Interest: 4.00%

Inflation: 4.00%

Printed: 12/13/2022

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	95	41	\$162,576	\$19,481,542	\$19,644,118
2024	89	39	\$3,813	\$129,601	\$133,415
2025	89	37	\$179,641	\$598,637	\$778,277
2026	87	35	\$38,713	\$0	\$38,713
2027	85	33	\$177,832	\$78,342	\$256,173
2028	84	32	\$143,666	\$90,738	\$234,404
2029	83	30	\$311,376	\$74,704	\$386,080
2030	87	29	\$2,658,811	\$456,665	\$3,115,476
2031	85	27	\$5,018	\$170,547	\$175,565
2032	85	26	\$157,421	\$1,066,773	\$1,224,194
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		14.77%	\$3,838,867	\$22,147,548	\$25,986,415

## 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. 2023, 2024, 2025, etc.).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.



CITY OF LAKEPORT

# Needs - Preventive Maintenance Treatment/Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed:  
12/13/2022

Treatment	Year	Area Treated	Cost	
CRACK + SLURRY SEAL	2023	29,559.33 sq. yd.	\$162,576	
	2024	666.67 sq. yd.	\$3,813	
	2025	30,197.78 sq. yd.	\$179,641	
	2026	6,257.33 sq. yd.	\$38,713	
	2027	27,638.44 sq. yd.	\$177,832	
	2028	21,469.67 sq. yd.	\$143,666	
	2029	44,742.67 sq. yd.	\$311,376	
	2030	367,359.67 sq. yd.	\$2,658,811	
	2031	666.67 sq. yd.	\$5,018	
	2032	20,109.44 sq. yd.	\$157,421	
	Total		548,667.67	\$3,838,867
	Total Quantity		548,667.67	\$3,838,867

## 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. 2023, 2024, 2025, etc.).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.



# Needs - Rehabilitation Treatment/Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 12/13/2022

Treatment	Year	Area Treated	Cost
HMA OVER FDR	2023	107,527.11 sq.yd.	\$7,025,249
	<b>Total</b>	<b>107,527.11 sq.yd.</b>	<b>\$7,025,249</b>
RECONSTRUCTION 4" AC OVER 18" AB	2023	2,288.89 sq.yd.	\$240,333
	<b>Total</b>	<b>2,288.89 sq.yd.</b>	<b>\$240,333</b>
SINGLE CHIP SEAL	2023	2,622.67 sq.yd.	\$18,359
	2024	4,400 sq.yd.	\$32,032
	2030	2,622.67 sq.yd.	\$24,159
	2031	4,400 sq.yd.	\$42,152
	<b>Total</b>	<b>14,045.33 sq.yd.</b>	<b>\$116,701</b>
DOUBLE CHIP SEAL	2023	12,206.11 sq.yd.	\$178,121
	2024	7,413.33 sq.yd.	\$97,569
	2030	10,511.11 sq.yd.	\$206,514
	2031	7,413.33 sq.yd.	\$128,395
	2032	8,438.89 sq.yd.	\$186,173
	<b>Total</b>	<b>45,982.78 sq.yd.</b>	<b>\$796,772</b>
MILL AND THIN OVERLAY	2023	58,988.89 sq.yd.	\$2,137,768
	2025	13,581.67 sq.yd.	\$598,637
	2027	1,633.33 sq.yd.	\$78,342
	2029	1,640 sq.yd.	\$74,704
	2030	4,517.56 sq.yd.	\$225,992
	2032	15,231.11 sq.yd.	\$880,600
	<b>Total</b>	<b>95,592.56 sq.yd.</b>	<b>\$3,996,042</b>
MILL AND THICK OVERLAY	2023	175,153 sq.yd.	\$9,881,712
	2028	1,695 sq.yd.	\$90,738
	<b>Total</b>	<b>176,848 sq.yd.</b>	<b>\$9,972,450</b>
<b>Total Cost</b>			<b>\$22,147,548</b>

## Appendix D

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### BUDGET SCENARIO RESULTS

## **Scenario 1: Existing Budget**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	0%	\$285,000	II	\$0	Non-Project	\$0	\$18,378,832	Funded	\$0	
			III	\$0				Unmet	\$202,925	
			IV	\$0				Project	\$284,947	
			V	\$0						
			Total Project	\$0						
2024	0%	\$285,000	II	\$0	Non-Project	\$0	\$19,625,231	Funded	\$0	
			III	\$0				Unmet	\$2,054	
			IV	\$0				Project	\$0	
			V	\$0						
			Total Project	\$284,499						
2025	10%	\$285,000	II	\$59,597	Non-Project	\$30,926	\$21,308,364	Funded	\$0	
			III	\$36,212				Unmet	\$1,910	
			IV	\$145,876				Project	\$0	
			V	\$12,330						
			Total Project	\$254,015						
2026	10%	\$285,000	II	\$0	Non-Project	\$27,535	\$965	\$22,392,924	Funded	\$0
			III	\$66,412					Unmet	\$246
			IV	\$189,822					Project	\$0
			V	\$0						
			Total Project	\$256,234						
2027	2%	\$285,000	II	\$0	Non-Project	\$7,435	\$0	\$24,636,647	Funded	\$0
			III	\$277,553					Unmet	\$3,995
			IV	\$0					Project	\$0
			V	\$0						
			Total Project	\$277,553						
2028	10%	\$285,000	II	\$0	Non-Project	\$44,645	\$0	\$25,841,528	Funded	\$0
			III	\$111,040					Unmet	\$276,217
			IV	\$128,163					Project	\$0
			V	\$0						
			Total Project	\$239,203						
2029	10%	\$285,000	II	\$8,414	Non-Project	\$31,798	\$0	\$27,245,248	Funded	\$0
			III	\$70,381					Unmet	\$1,156
			IV	\$111,138					Project	\$0
			V	\$63,156						
			Total Project	\$253,090						



Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	10%	\$285,000	II	\$0	Non-Project	\$35,810	\$0	\$28,812,110	Funded	\$0
			III	\$152,795					Unmet	\$2,692
			IV	\$0	Project	\$0				
			V	\$95,800						
			Total Project	\$248,595						
2031	10%	\$285,000	II	\$0	Non-Project	\$47,931	\$0	\$29,681,838	Funded	\$0
			III	\$150,508					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$84,318						
			Total Project	\$234,826						
2032	10%	\$285,000	II	\$91,472	Non-Project	\$57,137	\$0	\$31,076,658	Funded	\$0
			III	\$59,210					Unmet	\$4,898
			IV	\$0	Project	\$0				
			V	\$76,112						
			Total Project	\$226,794						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$1,080,022	\$169,573	\$0	\$66,986
Collector	\$530,991	\$64,634	\$0	\$181,076
Residential/Local	\$663,797	\$333,957	\$0	\$248,030
<b>Grand Total:</b>	<b>\$2,274,810</b>	<b>\$568,164</b>	<b>\$0</b>	<b>\$496,093</b>



Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$285,000	0%	2027	\$285,000	2%	2031	\$285,000	10%
2024	\$285,000	0%	2028	\$285,000	10%	2032	\$285,000	10%
2025	\$285,000	10%	2029	\$285,000	10%			
2026	\$285,000	10%	2030	\$285,000	10%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	41	42	0.32	0.64
2024	39	42	0.50	1.00
2025	37	40	1.08	2.14
2026	35	39	0.70	1.40
2027	33	38	0.40	0.80
2028	32	37	0.60	1.16
2029	30	36	0.52	1.04
2030	29	35	0.42	0.84
2031	27	34	0.56	1.12
2032	26	33	0.77	1.51

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	7.9%	0.0%	34.3%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	25.0%	0.0%	45.1%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	9.0%	0.0%	35.4%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	23.9%	0.0%	44.0%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.



# Scenarios - Network Condition Summary

Interest: 4%

Inflation: 4%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

Condition	Arterial	Collector	Res/Loc	Other	Total
I	15.0%	5.5%	11.2%	0.0%	31.7%
II / III	6.5%	2.3%	0.3%	0.0%	9.1%
IV	3.7%	1.3%	0.0%	0.0%	5.0%
V	6.2%	21.1%	26.8%	0.0%	54.2%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

## **Scenario 2: Maintain PCI**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S2-MAINTAIN PCI AT 41

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$285,000	II	\$0	Non-Project	\$0	\$18,378,832	Funded	\$0
			III	\$0				Unmet	\$202,925
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2024	0%	\$285,000	II	\$0	Non-Project	\$0	\$19,625,231	Funded	\$0
			III	\$0				Unmet	\$2,054
			IV	\$0					
			V	\$0					
			Total Project	\$284,499					
2025	10%	\$707,000	II	\$59,597	Non-Project	\$74,471	\$20,888,114	Funded	\$0
			III	\$36,212				Unmet	\$1,910
			IV	\$534,912					
			V	\$0					
			Total Project	\$630,720					
2026	10%	\$1,150,000	II	\$0	Non-Project	\$119,780	\$21,089,892	Funded	\$0
			III	\$622,582				Unmet	\$486
			IV	\$407,378					
			V	\$0					
			Total Project	\$1,029,960					
2027	2%	\$1,385,000	II	\$0	Non-Project	\$36,546	\$21,358,922	Funded	\$0
			III	\$212,481				Unmet	\$1,606
			IV	\$881,638					
			V	\$252,016					
			Total Project	\$1,346,135					
2028	10%	\$980,000	II	\$0	Non-Project	\$100,185	\$21,779,980	Funded	\$0
			III	\$462,523				Unmet	\$266,637
			IV	\$381,436					
			V	\$35,299					
			Total Project	\$879,258					
2029	10%	\$845,000	II	\$173,922	Non-Project	\$101,390	\$22,463,045	Funded	\$0
			III	\$52,637				Unmet	\$1,156
			IV	\$408,592					
			V	\$106,540					
			Total Project	\$741,690					

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	10%	\$960,000	II	\$0	Non-Project	\$105,566	\$0	\$23,164,198	Funded	\$0
			III	\$265,090					Unmet	\$128
			IV	\$407,044	Project	\$0				
			V	\$181,125						
			Total Project	\$853,259						
2031	10%	\$715,000	II	\$0	Non-Project	\$93,338	\$0	\$23,700,827	Funded	\$0
			III	\$358,419					Unmet	\$0
			IV	\$0	Project	\$0				
			V	\$262,880						
			Total Project	\$621,299						
2032	10%	\$1,200,000	II	\$60,159	Non-Project	\$125,495	\$0	\$24,478,972	Funded	\$0
			III	\$821,390					Unmet	\$339
			IV	\$0	Project	\$0				
			V	\$191,293						
			Total Project	\$1,072,842						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$4,815,110	\$506,822	\$0	\$51,620
Collector	\$1,980,009	\$159,099	\$0	\$177,400
Residential/Local	\$664,543	\$375,797	\$0	\$248,220
<b>Grand Total:</b>	<b>\$7,459,662</b>	<b>\$1,041,718</b>	<b>\$0</b>	<b>\$477,241</b>



Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$285,000	0%	2027	\$1,385,000	2%	2031	\$715,000	10%
2024	\$285,000	0%	2028	\$980,000	10%	2032	\$1,200,000	10%
2025	\$707,000	10%	2029	\$845,000	10%			
2026	\$1,150,000	10%	2030	\$960,000	10%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	41	42	0.32	0.64
2024	39	42	0.50	1.00
2025	37	41	1.95	3.88
2026	35	41	1.73	3.46
2027	33	41	1.37	2.75
2028	32	41	1.42	2.80
2029	30	41	1.20	2.39
2030	29	41	1.03	2.06
2031	27	41	1.28	2.56
2032	26	41	1.63	3.24

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	7.9%	0.0%	34.3%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	25.0%	0.0%	45.1%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	9.0%	0.0%	35.4%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	23.9%	0.0%	44.0%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.



# Scenarios - Network Condition Summary

Interest: 4%

Inflation: 4%

Printed: 12/14/2022

Scenario: 2022 S2-MAINTAIN PCI AT 41

Condition	Arterial	Collector	Res/Loc	Other	Total
I	26.9%	10.5%	11.3%	0.0%	48.6%
II / III	0.0%	0.4%	0.3%	0.0%	0.7%
V	4.6%	19.3%	26.8%	0.0%	50.7%
Total	31.4%	30.2%	38.4%	0.0%	100.0%



## **Scenario 3: Improve PCI to 50**

Cost Summary Report  
Network Condition Summary Report



# Scenarios - Cost Summary

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2023	0%	\$285,000	II	\$0	Non-Project	\$0	\$18,378,832	Funded	\$0
			III	\$0				Unmet	\$202,925
			IV	\$0					
			V	\$0					
			Total Project	\$0					
2024	0%	\$285,000	II	\$0	Non-Project	\$0	\$19,625,231	Funded	\$0
			III	\$0				Unmet	\$2,054
			IV	\$0					
			V	\$0					
			Total Project	\$284,499					
2025	10%	\$2,365,000	II	\$59,597	Non-Project	\$246,005	\$19,228,481	Funded	\$0
			III	\$634,849				Unmet	\$0
			IV	\$1,412,044					
			V	\$12,330					
			Total Project	\$2,118,819					
2026	3%	\$1,850,000	II	\$0	Non-Project	\$49,209	\$18,614,638	Funded	\$0
			III	\$62,569				Unmet	\$0
			IV	\$723,232					
			V	\$1,007,700					
			Total Project	\$1,793,500					
2027	2%	\$2,085,000	II	\$0	Non-Project	\$62,998	\$18,083,178	Funded	\$0
			III	\$523,075				Unmet	\$0
			IV	\$69,166					
			V	\$1,428,921					
			Total Project	\$2,021,163					
2028	10%	\$845,000	II	\$0	Non-Project	\$83,266	\$18,366,104	Funded	\$0
			III	\$0				Unmet	\$233,389
			IV	\$381,436					
			V	\$376,291					
			Total Project	\$757,727					
2029	10%	\$1,215,000	II	\$0	Non-Project	\$135,616	\$18,571,818	Funded	\$0
			III	\$74,704				Unmet	\$1,156
			IV	\$408,592					
			V	\$594,972					
			Total Project	\$1,078,268					

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2030	0%	\$1,350,000	II	\$0	Non-Project	\$4,994	\$18,410,368	Funded	\$0
			III	\$152,795				Unmet	\$0
			IV	\$407,044	Project	\$0			
			V	\$783,692					
			Total Project	\$1,343,531					
2031	0%	\$1,200,000	II	\$0	Non-Project	\$11,602	\$18,271,533	Funded	\$0
			III	\$324,698				Unmet	\$0
			IV	\$0	Project	\$0			
			V	\$863,649					
			Total Project	\$1,188,346					
2032	10%	\$1,300,000	II	\$284,951	Non-Project	\$134,049	\$19,264,077	Funded	\$0
			III	\$880,600				Unmet	\$339
			IV	\$0	Project	\$0			
			V	\$0					
			Total Project	\$1,165,551					

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$6,525,179	\$506,524	\$0	\$24,061
Collector	\$4,584,906	\$134,469	\$0	\$168,493
Residential/Local	\$641,320	\$371,692	\$0	\$247,308
<b>Grand Total:</b>	<b>\$11,751,405</b>	<b>\$1,012,685</b>	<b>\$0</b>	<b>\$439,863</b>



Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$285,000	0%	2027	\$2,085,000	2%	2031	\$1,200,000	0%
2024	\$285,000	0%	2028	\$845,000	10%	2032	\$1,300,000	10%
2025	\$2,365,000	10%	2029	\$1,215,000	10%			
2026	\$1,850,000	3%	2030	\$1,350,000	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	41	42	0.32	0.64
2024	39	42	0.50	1.00
2025	37	44	4.56	9.10
2026	35	45	1.84	3.68
2027	33	47	2.04	4.07
2028	32	47	1.04	2.03
2029	30	48	1.32	2.64
2030	29	49	1.13	2.26
2031	27	50	1.01	2.02
2032	26	50	2.05	4.09

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	7.9%	0.0%	34.3%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	25.0%	0.0%	45.1%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	18.3%	8.1%	9.0%	0.0%	35.4%
II / III	4.6%	3.5%	1.1%	0.0%	9.2%
IV	4.9%	2.2%	4.3%	0.0%	11.4%
V	3.7%	16.4%	23.9%	0.0%	44.0%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

Condition in year 2032 after schedulable treatments applied.



# Scenarios - Network Condition Summary

Interest: 4%

Inflation: 4%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Condition	Arterial	Collector	Res/Loc	Other	Total
I	31.0%	17.3%	11.3%	0.0%	59.7%
II / III	0.0%	0.0%	0.3%	0.0%	0.3%
V	0.4%	12.8%	26.7%	0.0%	40.0%
Total	31.4%	30.2%	38.4%	0.0%	100.0%

## Appendix E

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### PAVEMENT CONDITION MAPS

## **Current Network Condition - 2022**

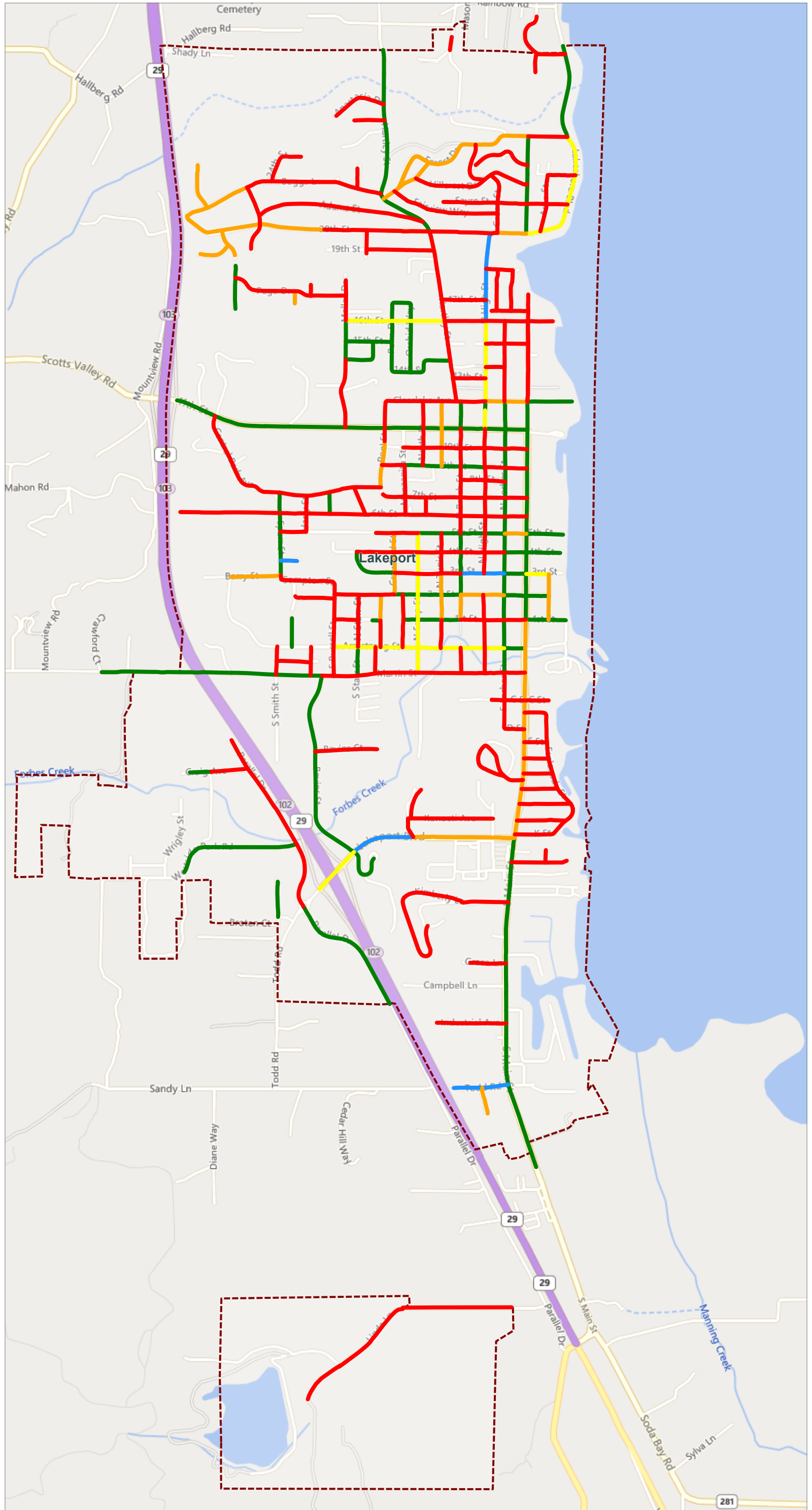


# Current PCI Condition

Printed: 12/14/2022

### Feature Legend

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





**Scenario 1: Existing Budget**  
Projected Street Network Condition - 2032

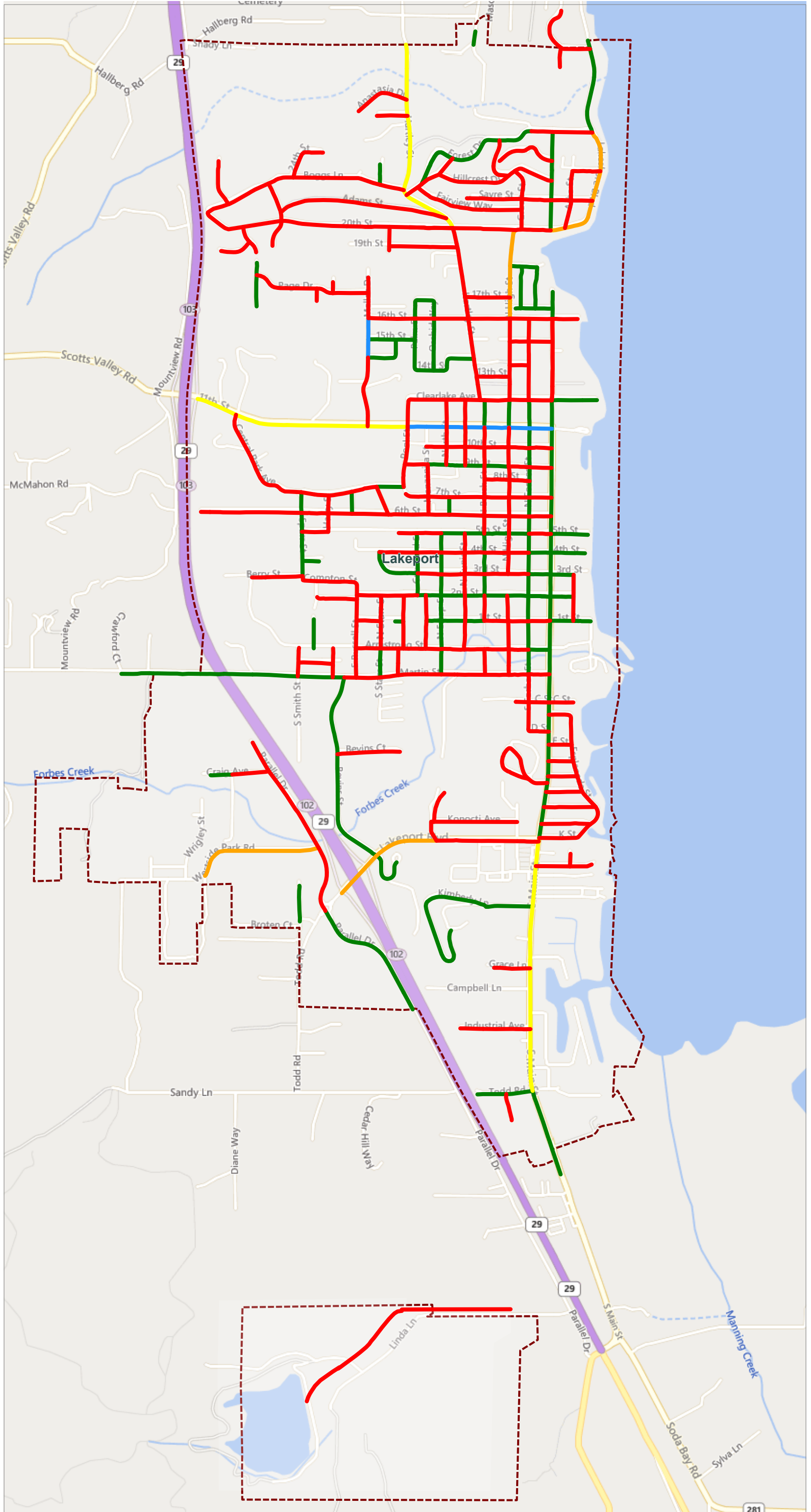


# Scenario PCI Condition

2022 S1-EXISTING BUDGET (\$285,000/YEAR) - 2032 Project Period - Total Rehab for 2032: \$226,794 - Printed: 12/14/2022

### Feature Legend

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



**Scenario 2: Maintain PCI**  
Projected Street Network Condition - 2032

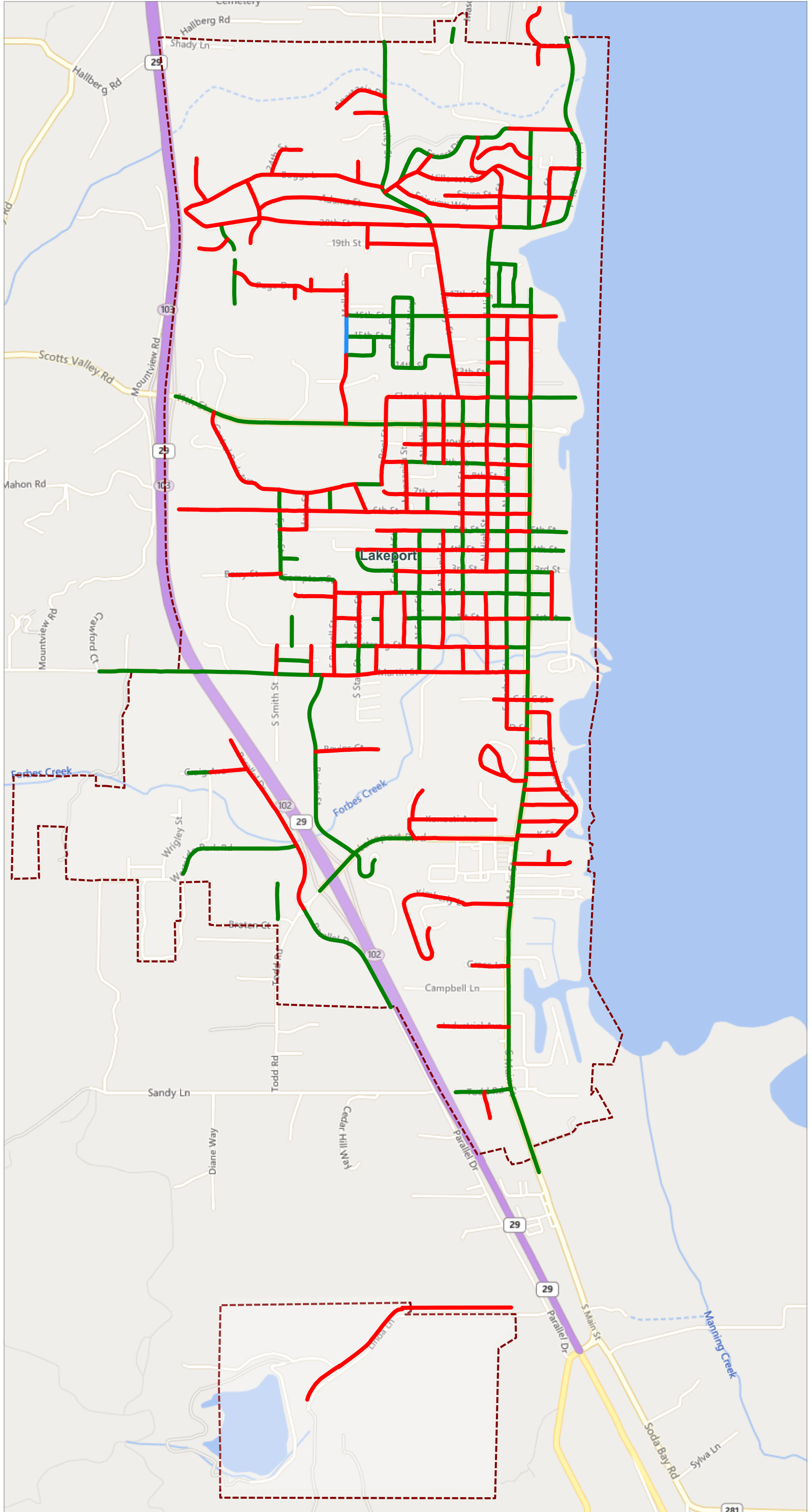


# Scenario PCI Condition

2022 S2-MAINTAIN PCI AT 41 - 2032 Project Period - Total Rehab for 2032: \$226,794 - Printed: 12/14/2022

**Feature Legend**

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



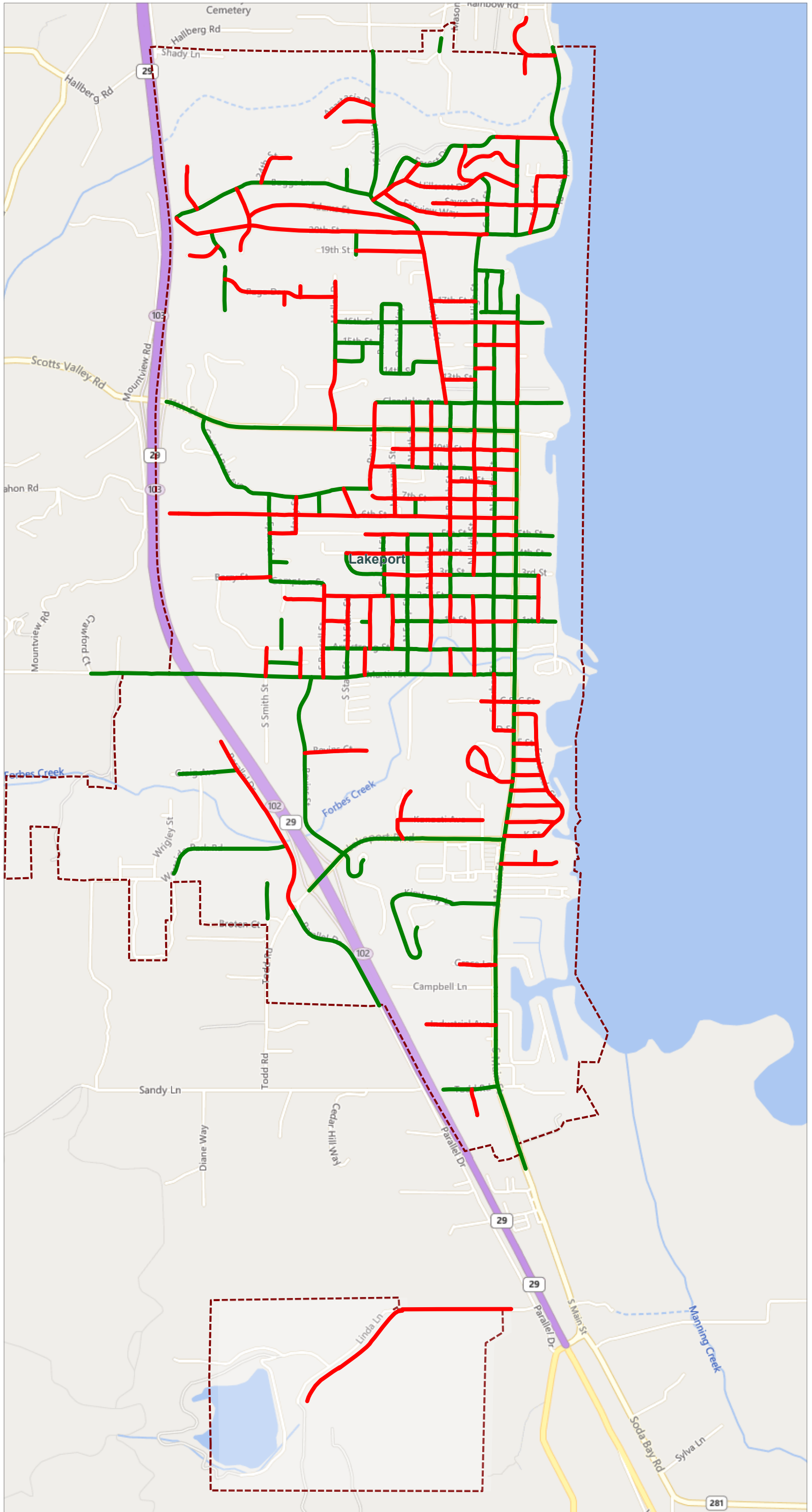
**Scenario 3: Improve PCI to 50**  
Projected Street Network Condition - 2032



# Scenario PCI Condition

**Feature Legend**

- Category I - Very Good
- Category V - Very Poor



## Appendix F

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### SECTIONS SELECTED FOR TREATMENT – SCENARIO 1

## **Scenario 1: Existing Budget**







# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$285,000	0%	2027	\$285,000	2%	2031	\$285,000	10%
2024	\$285,000	0%	2028	\$285,000	10%	2032	\$285,000	10%
2025	\$285,000	10%	2029	\$285,000	10%			
2026	\$285,000	10%	2030	\$285,000	10%			

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			
**MARIAH WAY	MAIN STREET	WEST END	MARIAH	010	440	29	12,760	R	AC		0	0	100	\$69,627	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	MONVIS	010	412	30	12,360	R	AC		0	0	100	\$67,444	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	VIADLC	010	500	29	14,500	R	AC		0	0	100	\$79,122	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**VIA DEL LAGO	HIGH STREET	VIA DEL CABANA VIADLL		010	350	36	12,600	R	AC		0	0	100	\$68,754	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
<b>Treatment Total</b>													<b>\$284,947</b>			
<b>Year 2023 Area Total</b>										<b>52,220</b>	<b>Year 2023 Total</b>		<b>\$284,947</b>			

Year: 2024

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			
**MAIN STREET SOUTH LAKEPORT BLVD (CITY)	FIRST ST		SMAIN	020	2,640	54	142,560	A	AC		35	31	100	\$284,499	37,245	MILL AND THICK OVERLAY
<b>Treatment Total</b>													<b>\$284,499</b>			
<b>Year 2024 Area Total</b>										<b>142,560</b>	<b>Year 2024 Total</b>		<b>\$284,499</b>			

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

Year: 2025

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			
FIRST STREET	MAIN ST	PARK ST	FIRSTS	10 A	250	24	6,000	C	AC/AC		83	80	87	\$3,966	19,485	CRACK + SLURRY SEAL
THIRD STREET	CRAWFORD ST	4TH ST	THIRDS	017	630	20	12,600	C	AC/AC		86	84	91	\$8,328	23,218	CRACK + SLURRY SEAL
TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	TORDEX	010	708	36	25,488	A	AC		75	70	79	\$16,847	23,815	CRACK + SLURRY SEAL
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC		77	75	83	\$1,785	19,954	CRACK + SLURRY SEAL
<b>Treatment Total</b>													<b>\$30,926</b>			
BRYCE COURT	SPURR STREET	END	BRYCEC	010	192	37	7,104	R	AC		67	63	73	\$5,976	12,129	SINGLE CHIP SEAL
CAMDEN AVENUE	WRIGLEY STREET	FINWAY	CAMDEN	010	300	30	9,000	R	AC		65	61	72	\$7,571	11,660	SINGLE CHIP SEAL
FINWAY STREET	WEST SIDE PARK	END OF STREET	FINWAY	010	250	30	7,500	R	AC		65	61	72	\$6,309	11,660	SINGLE CHIP SEAL
WRIGLEY STREET	WEST SIDE PARK	END OF STREET	WRIGLEY	010	1,100	36	39,600	R	AC		71	68	77	\$33,313	13,345	SINGLE CHIP SEAL
<b>Treatment Total</b>													<b>\$53,170</b>			
HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	HIGH	020A	115	30	3,450	A	AC/AC		72	68	77	\$6,427	8,974	DOUBLE CHIP SEAL
<b>Treatment Total</b>													<b>\$6,427</b>			
CRAWFORD STREET	SECOND STREET	3RD STREET	CRAWFO	010A	265	18	4,770	R	AC/AC		47	43	100	\$19,204	10,700	MILL AND THIN OVERLAY
CRAWFORD STREET	3RD STREET	FIFTH STREET	CRAWFO	01B	340	18	6,120	R	AC/AC		47	43	100	\$24,639	10,700	MILL AND THIN OVERLAY
FOREST DRIVE	TERRACE DRIVE	LANGE STREET	FOREST	010	1,056	24	25,344	R	AC		47	42	100	\$102,034	10,809	MILL AND THIN OVERLAY
THIRD STREET	PARK ST	MAIN ST	THIRDS	12 A	310	27	8,370	C	AC		67	61	100	\$36,212	10,574	MILL AND THIN OVERLAY
<b>Treatment Total</b>													<b>\$182,088</b>			
CHERRY STREET	SIXTH ST	END	CHERST	010	100	18	1,800	R	AC		0	0	100	\$12,330	6,594	MILL AND THICK OVERLAY
<b>Treatment Total</b>													<b>\$12,330</b>			

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

Year 2025 Area Total 159,846 Year 2025 Total \$284,941

## 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				
BRUSH STREET	THIRD STREET	FIFTH STREET	BRUSHS	012	500	24	12,000	R	AC/AC		86	83	90	\$8,249	17,944	CRACK + SLURRY SEAL	
FIRST STREET	POLK ST	100 FT W/POLK ST	FIRSTS	030	100	18	1,800	R	AC		81	76	85	\$1,237	15,043	CRACK + SLURRY SEAL	
FOURTH STREET	FORBES STREET	MAIN STREET	FOURTH	01B	280	24	6,720	R	AC/AC		92	89	95	\$4,619	16,561	CRACK + SLURRY SEAL	
MELLOR DRIVE	16TH STREET	14TH STREET	MELLOR	01B	528	37	19,536	C	AC/AC		78	72	81	\$13,429	17,929	CRACK + SLURRY SEAL	
													Treatment Total	\$27,535			
ESTEP STREET	MARTIN STREET	FIRST STREET	ESTEPS	012	660	22	14,520	R	AC/AC		54	48	100	\$60,795	9,891	MILL AND THIN OVERLAY	
FOREST DRIVE	HILLCREST DR	TERRACE DR	FOREST	020	654	24	15,696	R	AC		49	42	100	\$65,719	10,408	MILL AND THIN OVERLAY	
PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	PARALL	020	410	36	14,760	C	AC		76	68	100	\$66,412	9,231	MILL AND THIN OVERLAY	
SECOND STREET	BRUSH STREET	FORBES STREET	SECOND	025	560	27	15,120	R	AC		50	43	100	\$63,307	10,349	MILL AND THIN OVERLAY	
													Treatment Total	\$256,234			
					Year 2026 Area Total	100,152						Year 2026 Total	\$283,769				

## 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			
ARMSTRONG STREET	FORBES STREET	MAIN STREET	ARMSTR	017	260	40	10,400	C	AC/AC		80	71	80	\$7,435	15,704	CRACK + SLURRY SEAL
													Treatment Total	\$7,435		
MARTIN STREET	BEVINS ST	CITY LIMITS	MARTIN	020	1,860	28	52,080	A	AC		79	70	100	\$277,553	9,588	MILL AND THIN OVERLAY

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

										Treatment Total	\$277,553
Year 2027 Area Total					62,480	Year 2027 Total					\$284,988

## Year: 2028

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			
BEACH STREET	CENTRAL PARK	SIXTH STREET	BEACHS	010	192	18	3,456	R	AC/AC		93	84	91	\$2,570	11,314	CRACK + SLURRY SEAL
LAKESHORE BLVD	LANGE ST	BEACH LN/CITY LIMITS	LAKEBL	015B	1,200	37	44,400	A	AC/AC		92	82	90	\$33,012	22,359	CRACK + SLURRY SEAL
SECOND STREET	TUNIS STREET	BRUSH ST	SECOND	22 A	265	46	12,190	R	AC/AC		90	85	92	\$9,063	17,827	CRACK + SLURRY SEAL
										Treatment Total			\$44,645			
ESTEP STREET	FIRST STREET	FIFTH STREET	ESTEPS	015	722	22	15,884	R	AC/AC		56	46	100	\$71,933	9,280	MILL AND THIN OVERLAY
FORBES STREET	CLEARLAKE AVENUE	11th STREET	FORBES	010	350	42	14,700	A	AC/AC		76	67	100	\$81,475	9,507	MILL AND THIN OVERLAY
THIRD STREET	MAIN ST	FORBES ST	THIRDS	12 B	225	27	6,075	C	AC/AC		73	64	100	\$29,565	8,136	MILL AND THIN OVERLAY
										Treatment Total			\$182,973			
HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	HIGH	020B	235	30	7,050	A	AC/AC		62	50	100	\$56,230	8,589	MILL AND THICK OVERLAY
										Treatment Total			\$56,230			
Year 2028 Area Total					103,755	Year 2028 Total					\$283,847					

## 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			
HOWARD AVENUE	CITY LIMITS	SOUTH END	HOWAAV	010	170	24	4,080	C	AC		0	0	100	\$36,711	5,862	HMA OVER FDR
										Treatment Total			\$36,711			

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

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				
CRAIG AVENUE	PACIFIC REGENCY WAY	WEST END	CRAIGA	020	38	38	1,444	C	AC		97	84	91	\$1,117	15,371	CRACK + SLURRY SEAL	
FORBES STREET	11TH STREET	9TH STREET	FORBES	021	260	42	10,920	A	AC/AC		90	85	92	\$8,444	35,415	CRACK + SLURRY SEAL	
FORBES STREET	9th STREET	7th STREET	FORBES	022	394	42	16,548	A	AC/AC		84	76	84	\$12,796	29,679	CRACK + SLURRY SEAL	
FORBES STREET	SECOND STREET	FIRST STREET	FORBES	034	330	37	12,210	A	AC/AC		83	74	82	\$9,441	27,907	CRACK + SLURRY SEAL	
											Treatment Total			\$31,798			
SECOND STREET	FORBES STREET	MAIN STREET	SECOND	020	190	45	8,550	R	AC/AC		80	69	78	\$8,414	9,823	SINGLE CHIP SEAL	
											Treatment Total			\$8,414			
RUBY DRIVE	ARMSTRONG STREET	END	RUBYDR	010	410	37	15,170	R	AC/AC		75	62	100	\$70,381	7,734	MILL AND THIN OVERLAY	
											Treatment Total			\$70,381			
HEALTON CIRCLE	BOGGS LANE	END	HEALTC	010	275	12	3,300	R	AC		0	0	100	\$26,445	5,636	MILL AND THICK OVERLAY	
PECKHAM COURT	SOUTH MAIN STREET	END	PECKCT	010	691	26	17,966	C	AC		69	49	100	\$111,138	8,170	MILL AND THICK OVERLAY	
											Treatment Total			\$137,583			
Year 2029 Area Total									90,188		Year 2029 Total			\$284,887			

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				
MAIN STREET NORTH	16TH STREET	NORTH END	NMAIN	040	350	26	9,100	A	AC		0	0	100	\$95,800	6,366	HMA OVER FDR	
											Treatment Total			\$95,800			

\*\* - Treatment from Project Selection





# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

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			
FORBES STREET	FIRST STREET	MARTIN STREET	FORBES	038	690	37	25,530	A	AC/AC		94	80	87	\$20,531	23,129	CRACK + SLURRY SEAL
MAIN STREET SOUTH (CITY)	CITY LIMITS	PECKHAM COURT	SMAIN	01A	475	40	19,000	A	AC		96	78	86	\$15,279	19,512	CRACK + SLURRY SEAL
<b>Treatment Total</b>											<b>\$35,810</b>					
TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	TORDEX	010	708	36	25,488	A	AC		75	68	100	\$152,795	8,884	MILL AND THIN OVERLAY
<b>Treatment Total</b>											<b>\$152,795</b>					
<b>Year 2030 Area Total</b>									<b>79,118</b>	<b>Year 2030 Total</b>		<b>\$284,405</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			
CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	CENPAK	010	361	24	8,664	C	AC		14	0	100	\$84,318	5,420	HMA OVER FDR
<b>Treatment Total</b>											<b>\$84,318</b>					
CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	CLEARL	040	370	40	14,800	R	AC/AC		94	88	94	\$12,378	16,103	CRACK + SLURRY SEAL
FIRST STREET	PARK ST	THE LAKE	FIRSTS	10 B	250	24	6,000	C	AC/AC		92	77	85	\$5,018	16,289	CRACK + SLURRY SEAL
ORCHID WAY	17TH ST	16TH ST	ORCHID	020	230	27	6,210	R	AC/AC		94	81	88	\$5,194	11,926	CRACK + SLURRY SEAL
SPURR STREET	CENTRAL PARK AVE	COMPTON ST	SPURST	010	1,010	30	30,300	C	AC/AC		87	73	82	\$25,341	16,843	CRACK + SLURRY SEAL
<b>Treatment Total</b>											<b>\$47,931</b>					
BRUSH STREET	THIRD STREET	SECOND STREET	BRUSHS	015	280	24	6,720	R	AC		81	68	100	\$33,722	6,252	MILL AND THIN OVERLAY
FORBES STREET	7th STREET	5th STREET	FORBES	023	446	42	18,732	A	AC/AC		81	67	100	\$116,786	8,216	MILL AND THIN OVERLAY

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S1-EXISTING BUDGET  
(\$285,000/YEAR)

											Treatment Total		\$150,508			
Year 2031 Area Total											91,426		Year 2031 Total		\$282,757	
Year: 2032																
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			
KIMBERLY LANE	SOUTH MAIN STREET	END	KIMBLN	010	470	16	7,520	C	AC		0	0	100	\$76,112	5,211	HMA OVER FDR
											Treatment Total		\$76,112			
CHERRY STREET	SIXTH ST	END	CHERST	010	100	18	1,800	R	AC		0	83	90	\$1,566	10,447	CRACK + SLURRY SEAL
MAIN STREET NORTH	FIRST STREET	FOURTH STREET	NMAIN	01A	1,055	58	61,190	A	AC/AC		92	76	84	\$53,223	22,930	CRACK + SLURRY SEAL
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC		77	75	83	\$2,348	15,176	CRACK + SLURRY SEAL
											Treatment Total		\$57,137			
BRYCE COURT	SPURR STREET	END	BRYCEC	010	192	37	7,104	R	AC		67	61	72	\$7,864	9,105	SINGLE CHIP SEAL
WRIGLEY STREET	WEST SIDE PARK	END OF STREET	WRIGLEY	010	1,100	36	39,600	R	AC		71	67	76	\$43,838	10,042	SINGLE CHIP SEAL
											Treatment Total		\$51,702			
ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	ALDENA	020	660	24	15,840	C	AC		89	69	78	\$31,313	5,360	DOUBLE CHIP SEAL
HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	HIGH	020A	115	30	3,450	A	AC/AC		72	62	73	\$8,457	6,654	DOUBLE CHIP SEAL
											Treatment Total		\$39,770			
ARMSTRONG STREET	FORBES STREET	MAIN STREET	ARMSTR	017	260	40	10,400	C	AC/AC		80	69	100	\$59,210	6,363	MILL AND THIN OVERLAY
											Treatment Total		\$59,210			
Year 2032 Area Total											149,604		Year 2032 Total		\$283,931	
Grand Total Section Area:											1,031,349		Grand Total		\$2,842,973	

\*\* - Treatment from Project Selection



## **Scenario 3: Improve PCI to 50**

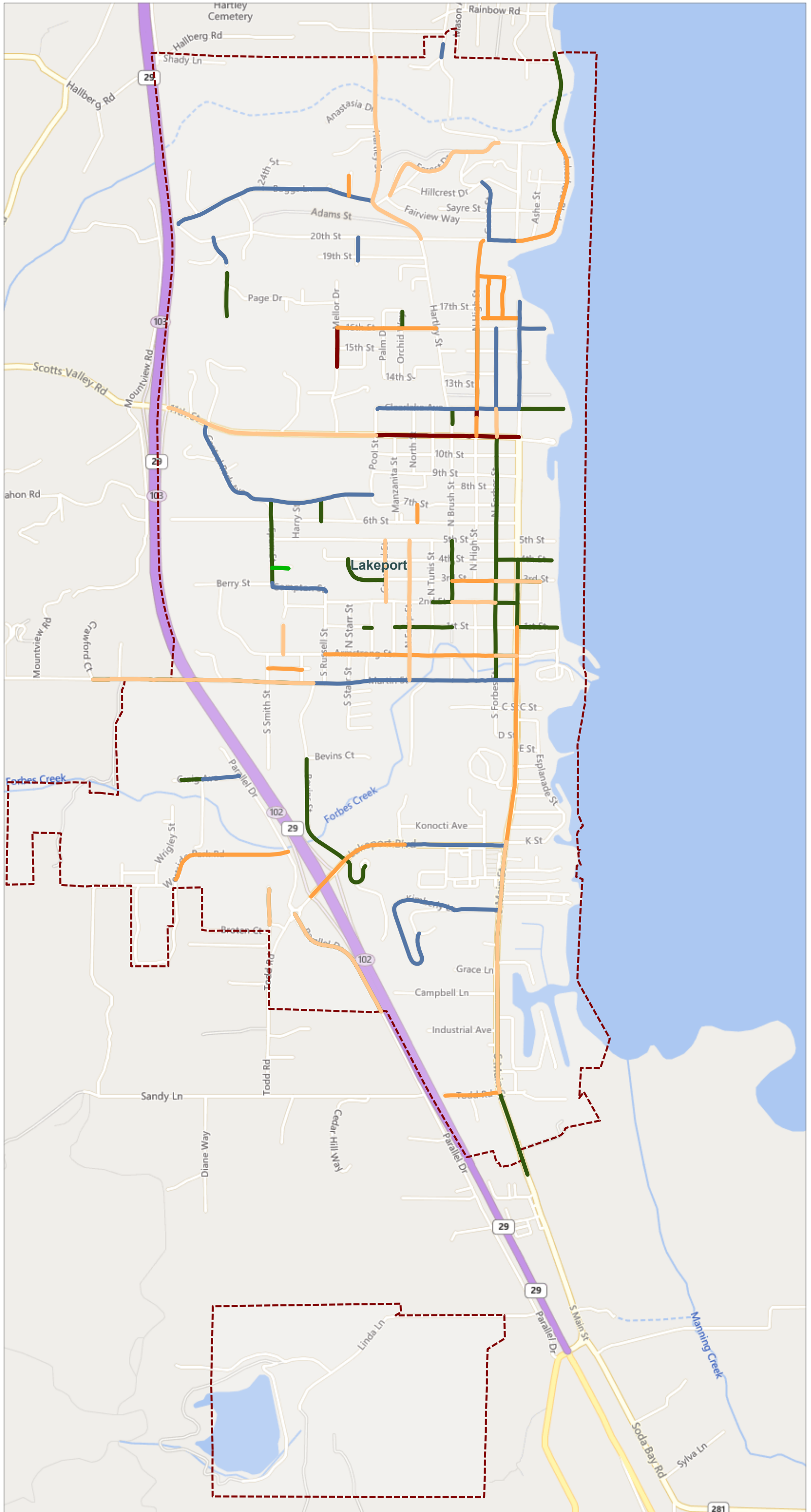


# Scenario Treatments

2022 S3- IMPROVE PCI TO 50 - All Project Periods - Printed: 12/14/2022

### Feature Legend

- █ 1" OVERLAY AND DOUBLE CHIP SEAL
- █ CRACK + SLURRY SEAL
- █ DOUBLE CHIP SEAL
- █ HMA OVER FDR
- █ MILL AND THICK OVERLAY
- █ MILL AND THIN OVERLAY
- █ SINGLE CHIP SEAL





# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$285,000	0%	2027	\$2,085,000	2%	2031	\$1,200,000	0%
2024	\$285,000	0%	2028	\$845,000	10%	2032	\$1,300,000	10%
2025	\$2,365,000	10%	2029	\$1,215,000	10%			
2026	\$1,850,000	3%	2030	\$1,350,000	0%			

## 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			
**MARIAH WAY	MAIN STREET	WEST END	MARIAH	010	440	29	12,760	R	AC		0	0	100	\$69,627	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**MONTANA VISTA	VIA DEL LAGO	MARIAH WAY	MONVIS	010	412	30	12,360	R	AC		0	0	100	\$67,444	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**VIA DEL CABANA	MARIAH WAY	VIA DEL LAGO	VIADLC	010	500	29	14,500	R	AC		0	0	100	\$79,122	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
**VIA DEL LAGO	HIGH STREET	VIA DEL CABANA VIADLL		010	350	36	12,600	R	AC		0	0	100	\$68,754	8,278	1" OVERLAY AND DOUBLE CHIP SEAL
<b>Treatment Total</b>													<b>\$284,947</b>			
<b>Year 2023 Area Total</b>										<b>52,220</b>	<b>Year 2023 Total</b>		<b>\$284,947</b>			

## Year: 2024

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			
**MAIN STREET SOUTH LAKEPORT BLVD (CITY)	FIRST ST		SMAIN	020	2,640	54	142,560	A	AC		35	31	100	\$284,499	37,245	MILL AND THICK OVERLAY
<b>Treatment Total</b>													<b>\$284,499</b>			
<b>Year 2024 Area Total</b>										<b>142,560</b>	<b>Year 2024 Total</b>		<b>\$284,499</b>			

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year: 2025

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					
ARMSTRONG STREET	FORBES STREET	MAIN STREET	ARMSTR	017	260	40	10,400	C	AC/AC		80	75	84	\$6,874	15,878	CRACK + SLURRY SEAL		
BRUSH STREET	THIRD STREET	FIFTH STREET	BRUSHS	012	500	24	12,000	R	AC/AC		86	84	91	\$7,932	17,975	CRACK + SLURRY SEAL		
ELEVENTH STREET	MAIN ST	POOL ST	ELEVEN	010	2,450	31	75,950	A	AC		81	77	85	\$50,201	23,722	CRACK + SLURRY SEAL		
FIRST STREET	POLK ST	100 FT W/POLK ST	FIRSTS	030	100	18	1,800	R	AC		81	78	86	\$1,190	15,312	CRACK + SLURRY SEAL		
FIRST STREET	MAIN ST	PARK ST	FIRSTS	10 A	250	24	6,000	C	AC/AC		83	80	87	\$3,966	19,485	CRACK + SLURRY SEAL		
MARTIN STREET	BEVINS ST	CITY LIMITS	MARTIN	020	1,860	28	52,080	A	AC		79	74	83	\$34,424	23,975	CRACK + SLURRY SEAL		
MELLOR DRIVE	16TH STREET	14TH STREET	MELLOR	01B	528	37	19,536	C	AC/AC		78	74	83	\$12,913	18,307	CRACK + SLURRY SEAL		
PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	PARALL	020	410	36	14,760	C	AC		76	71	80	\$9,756	16,547	CRACK + SLURRY SEAL		
SECOND STREET	TUNIS STREET	BRUSH ST	SECOND	22 A	265	46	12,190	R	AC/AC		90	88	94	\$8,057	17,429	CRACK + SLURRY SEAL		
MAIN STREET SOUTH (CITY)	PECKHAM COURT	LAKEPORT BLVD	SMAIN	01B	3,167	40	126,680	A	AC/AC		77	73	82	\$83,733	27,316	CRACK + SLURRY SEAL		
THIRD STREET	CRAWFORD ST	4TH ST	THIRDS	017	630	20	12,600	C	AC/AC		86	84	91	\$8,328	23,218	CRACK + SLURRY SEAL		
TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	TORDEX	010	708	36	25,488	A	AC		75	70	79	\$16,847	23,815	CRACK + SLURRY SEAL		
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC		77	75	83	\$1,785	19,954	CRACK + SLURRY SEAL		
												<b>Treatment Total</b>		<b>\$246,005</b>				
BRYCE COURT	SPURR STREET	END	BRYCEC	010	192	37	7,104	R	AC		67	63	73	\$5,976	12,129	SINGLE CHIP SEAL		
CAMDEN AVENUE	WRIGLEY STREET	FINWAY	CAMDEN	010	300	30	9,000	R	AC		65	61	72	\$7,571	11,660	SINGLE CHIP SEAL		
FINWAY STREET	WEST SIDE PARK	END OF STREET	FINWAY	010	250	30	7,500	R	AC		65	61	72	\$6,309	11,660	SINGLE CHIP SEAL		
WRIGLEY STREET	WEST SIDE PARK	END OF STREET	WRIGLEY	010	1,100	36	39,600	R	AC		71	68	77	\$33,313	13,345	SINGLE CHIP SEAL		
												<b>Treatment Total</b>		<b>\$53,170</b>				

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year: 2025

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				
HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	HIGH	020A	115	30	3,450	A	AC/AC		72	68	77	\$6,427	8,974	DOUBLE CHIP SEAL	
													<b>Treatment Total</b>		<b>\$6,427</b>		
CRAWFORD STREET	SECOND STREET	3RD STREET	CRAWFO	010A	265	18	4,770	R	AC/AC		47	43	100	\$19,204	10,700	MILL AND THIN OVERLAY	
CRAWFORD STREET	3RD STREET	FIFTH STREET	CRAWFO	01B	340	18	6,120	R	AC/AC		47	43	100	\$24,639	10,700	MILL AND THIN OVERLAY	
ELEVENTH STREET	POOL STREET	CITY LIMITS	ELEVEN	020	2,640	44	116,160	A	AC		74	69	100	\$572,354	10,561	MILL AND THIN OVERLAY	
FOREST DRIVE	TERRACE DRIVE	LANGE STREET	FOREST	010	1,056	24	25,344	R	AC		47	42	100	\$102,034	10,809	MILL AND THIN OVERLAY	
FOREST DRIVE	HILLCREST DR	TERRACE DR	FOREST	020	654	24	15,696	R	AC		49	44	100	\$63,191	10,688	MILL AND THIN OVERLAY	
SECOND STREET	BRUSH STREET	FORBES STREET	SECOND	025	560	27	15,120	R	AC		50	45	100	\$60,872	10,617	MILL AND THIN OVERLAY	
THIRD STREET	PARK ST	MAIN ST	THIRDS	12 A	310	27	8,370	C	AC		67	61	100	\$36,212	10,574	MILL AND THIN OVERLAY	
THIRD STREET	MAIN ST	FORBES ST	THIRDS	12 B	225	27	6,075	C	AC/AC		73	69	100	\$26,283	7,821	MILL AND THIN OVERLAY	
													<b>Treatment Total</b>		<b>\$904,789</b>		
ARMSTRONG STREET	RUSSELL STREET	POLK STREET	ARMSTR	012	540	40	21,600	C	AC/AC		52	46	100	\$114,217	9,458	MILL AND THICK OVERLAY	
ARMSTRONG STREET	POLK STREET	FORBES STREET	ARMSTR	015	1,650	40	66,000	C	AC		54	46	100	\$348,996	9,660	MILL AND THICK OVERLAY	
CHERRY STREET	SIXTH ST	END	CHERST	010	100	18	1,800	R	AC		0	0	100	\$12,330	6,594	MILL AND THICK OVERLAY	
HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	HIGH	012	1,010	37	37,370	A	AC		54	47	100	\$264,972	9,858	MILL AND THICK OVERLAY	
LAKEPORT BLVD	BEVINS	TODD RD	LAKEPO	020	1,000	47	47,000	A	AC		56	50	100	\$333,253	9,706	MILL AND THICK OVERLAY	
THIRD STREET	FORBES STREET	BRUSH STREET	THIRDS	015	565	27	15,255	C	AC		52	44	100	\$80,666	9,763	MILL AND THICK OVERLAY	
													<b>Treatment Total</b>		<b>\$1,154,434</b>		

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year 2025 Area Total 825,518 Year 2025 Total \$2,364,825

Year: 2026

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			
FORBES STREET	16TH ST	CLEARLAKE AVE	FORBES	050	1,050	34	35,700	A	AC		0	0	100	\$321,261	7,447	HMA OVER FDR
HOWARD AVENUE	CITY LIMITS	SOUTH END	HOWAAV	010	170	24	4,080	C	AC		0	0	100	\$32,636	6,594	HMA OVER FDR
LAKESHORE BLVD	HIGH ST	GISELMAN ST	LAKEBL	012	465	37	17,205	A	AC/AC		30	16	100	\$154,826	7,447	HMA OVER FDR
LAKEPORT BLVD	LARRECOU	MAIN	LAKEPO	10 B	1,258	42	52,836	A	AC/AC		36	24	100	\$475,467	7,447	HMA OVER FDR
<b>Treatment Total</b>													<b>\$984,190</b>			
ALDEN AVENUE	400 FT S/PAGE DR	260 FT N/PAGE DR	ALDENA	020	660	24	15,840	C	AC		89	83	90	\$10,889	17,453	CRACK + SLURRY SEAL
BEACH STREET	CENTRAL PARK	SIXTH STREET	BEACHS	010	192	18	3,456	R	AC/AC		93	87	93	\$2,376	9,387	CRACK + SLURRY SEAL
BRUSH STREET	THIRD STREET	SECOND STREET	BRUSHS	015	280	24	6,720	R	AC		81	76	85	\$4,619	15,043	CRACK + SLURRY SEAL
FOURTH STREET	FORBES STREET	MAIN STREET	FOURTH	01B	280	24	6,720	R	AC/AC		92	89	95	\$4,619	16,561	CRACK + SLURRY SEAL
SECOND STREET	FORBES STREET	MAIN STREET	SECOND	020	190	45	8,550	R	AC/AC		80	75	83	\$5,877	13,493	CRACK + SLURRY SEAL
SPURR STREET	CENTRAL PARK AVE	COMPTON ST	SPURST	010	1,010	30	30,300	C	AC/AC		87	81	89	\$20,829	17,579	CRACK + SLURRY SEAL
<b>Treatment Total</b>													<b>\$49,209</b>			
ESTEP STREET	MARTIN STREET	FIRST STREET	ESTEPS	012	660	22	14,520	R	AC/AC		54	48	100	\$60,795	9,891	MILL AND THIN OVERLAY
RUBY DRIVE	ARMSTRONG STREET	END	RUBYDR	010	410	37	15,170	R	AC/AC		75	69	100	\$62,569	7,789	MILL AND THIN OVERLAY
<b>Treatment Total</b>													<b>\$123,364</b>			
HEALTON CIRCLE	BOGGS LANE	END	HEALTC	010	275	12	3,300	R	AC		0	0	100	\$23,510	6,340	MILL AND THICK OVERLAY
LAKESHORE BLVD	GISELMAN ST	LANGE ST	LAKEBL	015A	1,585	37	58,645	A	AC		58	49	100	\$432,455	9,384	MILL AND THICK OVERLAY
SIXTEENTH STREET	MELLOR DRIVE	HARTLEY STREET	SIXTEE	012	1,230	34	41,820	C	AC		60	50	100	\$229,982	9,134	MILL AND THICK OVERLAY

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

										Treatment Total	\$685,946
Year 2026 Area Total					314,862	Year 2026 Total					\$1,842,710

Year: 2027

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				
CLEAR LAKE AVENUE	MAIN ST	HIGH ST	CLEARL	010	528	51	26,928	A	AC		39	24	100	\$252,016	7,160	HMA OVER FDR	
MARTIN STREET	BEVINS ST	MAIN ST	MARTIN	010	2,429	37	89,873	A	AC		15	0	100	\$841,110	7,160	HMA OVER FDR	
MAIN STREET NORTH	CLEARLAKE AVE	16TH ST	NMAIN	020X	1,030	26	26,780	A	AC/AC		0	0	100	\$250,631	7,160	HMA OVER FDR	
MAIN STREET NORTH	16TH STREET	NORTH END	NMAIN	040	350	26	9,100	A	AC		0	0	100	\$85,166	7,160	HMA OVER FDR	
											Treatment Total	\$1,428,921					
FIRST STREET	LAKEVIEW ST	BRUSH ST	FIRSTS	040	780	24	18,720	R	AC/AC		93	86	92	\$13,383	10,530	CRACK + SLURRY SEAL	
FIRST STREET	PARK ST	THE LAKE	FIRSTS	10 B	250	24	6,000	C	AC/AC		92	84	91	\$4,289	14,528	CRACK + SLURRY SEAL	
LAKESHORE BLVD	LANGE ST	BEACH LN/CITY LIMIT S	LAKEBL	015B	1,200	37	44,400	A	AC/AC		92	84	91	\$31,742	20,836	CRACK + SLURRY SEAL	
MAIN STREET SOUTH (CITY)	CITY LIMITS	PECKHAM COURT	SMAIN	01A	475	40	19,000	A	AC		96	84	91	\$13,583	17,965	CRACK + SLURRY SEAL	
											Treatment Total	\$62,998					
ESTEP STREET	FIRST STREET	FIFTH STREET	ESTEPS	015	722	22	15,884	R	AC/AC		56	48	100	\$69,166	9,493	MILL AND THIN OVERLAY	
FORBES STREET	CLEARLAKE AVENUE	11th STREET	FORBES	010	350	42	14,700	A	AC/AC		76	69	100	\$78,342	9,368	MILL AND THIN OVERLAY	
HARTLEY STREET	TWENTIETH STREET	CITY LIMITS	HARLTE	020	2,640	36	95,040	C	AC/AC		77	69	100	\$444,733	7,402	MILL AND THIN OVERLAY	
											Treatment Total	\$592,241					
Year 2027 Area Total					366,425	Year 2027 Total					\$2,084,161						

\*\* - Treatment from Project Selection





# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year: 2028

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			
ALDEN AVENUE	TWENTIETH AVENUE	END	ALDENA	010	307	47	14,429	C	AC		43	17	100	\$124,836	6,097	HMA OVER FDR
BOGGS LANE	WILL-O-VIEW CIRCLE	20TH STREET	BOGGSA	020	850	24	20,400	C	AC		30	0	100	\$176,496	6,097	HMA OVER FDR
CENTRAL PARK AVENUE	POOL ST	SHADY OAK ST	CENPAK	010	361	24	8,664	C	AC		14	0	100	\$74,959	6,097	HMA OVER FDR
<b>Treatment Total</b>													<b>\$376,291</b>			
BEVINS STREET	LAKEPORT BLVD (V110)	TRANSFER STATION	BEVINS	010	1,200	30	36,000	C	AC/AC		92	82	89	\$26,766	15,650	CRACK + SLURRY SEAL
CLEAR LAKE AVENUE	MAIN ST	34 CLEARLAKE AVENUE	CLEARL	040	370	40	14,800	R	AC/AC		94	90	95	\$11,004	15,309	CRACK + SLURRY SEAL
MAIN STREET NORTH	FIRST STREET	FOURTH STREET	NMAIN	01A	1,055	58	61,190	A	AC/AC		92	82	90	\$45,495	22,346	CRACK + SLURRY SEAL
<b>Treatment Total</b>													<b>\$83,266</b>			
HIGH STREET	SIXTEENTH STREET	LAKESHORE BLVD	HIGH	015	1,102	37	40,774	A	AC		62	47	100	\$325,207	8,761	MILL AND THICK OVERLAY
HIGH STREET	115 FT S OF CLEARLAKE AV	11 TH ST	HIGH	020B	235	30	7,050	A	AC/AC		62	50	100	\$56,230	8,589	MILL AND THICK OVERLAY
<b>Treatment Total</b>													<b>\$381,436</b>			
<b>Year 2028 Area Total</b>									<b>203,307</b>	<b>Year 2028 Total</b>			<b>\$840,993</b>			

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			
BOGGS LANE	WILL-O-VIEW CIRCLE	HARTLEY LANE	BOGGSA	010	1,750	29	50,750	C	AC		0	0	100	\$456,640	5,862	HMA OVER FDR
KIMBERLY LANE	SOUTH MAIN STREET	END	KIMBLN	010	470	16	7,520	C	AC		0	0	100	\$67,664	5,862	HMA OVER FDR
MELLOR DRIVE	19TH ST	20TH ST	MELLOR	020	238	33	7,854	C	AC		22	0	100	\$70,669	5,862	HMA OVER FDR

\*\* - Treatment from Project Selection





# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

											Treatment Total			\$594,972		
CLEAR LAKE AVENUE	34 CLEARLAKE AVENUE	EAST END (LAKE)	CLEARL	050	180	50	9,000	R	AC/AC		94	89	95	\$6,959	15,721	CRACK + SLURRY SEAL
CRAIG AVENUE	PACIFIC REGENCY WAY	WEST END	CRAIGA	020	38	38	1,444	C	AC		97	84	91	\$1,117	15,371	CRACK + SLURRY SEAL
FORBES STREET	11TH STREET	9TH STREET	FORBES	021	260	42	10,920	A	AC/AC		90	85	92	\$8,444	35,415	CRACK + SLURRY SEAL
FORBES STREET	9th STREET	7th STREET	FORBES	022	394	42	16,548	A	AC/AC		84	76	84	\$12,796	29,679	CRACK + SLURRY SEAL
FORBES STREET	7th STREET	5th STREET	FORBES	023	446	42	18,732	A	AC/AC		81	71	80	\$14,485	26,293	CRACK + SLURRY SEAL
FORBES STREET	3rd STREET	2nd STREET	FORBES	032	262	45	81,000	A	AC/AC		87	80	88	\$62,633	32,386	CRACK + SLURRY SEAL
FORBES STREET	SECOND STREET	FIRST STREET	FORBES	034	330	37	12,210	A	AC/AC		83	74	82	\$9,441	27,907	CRACK + SLURRY SEAL
FORBES STREET	FIRST STREET	MARTIN STREET	FORBES	038	690	37	25,530	A	AC/AC		94	81	89	\$19,741	22,706	CRACK + SLURRY SEAL
											Treatment Total			\$135,616		
PARALLEL DRIVE	LAKEPORT BLVD	CITY LIMITS	PARALL	020	410	36	14,760	C	AC		76	70	100	\$74,704	7,923	MILL AND THIN OVERLAY
											Treatment Total			\$74,704		
LAKEPORT BLVD	BEVINS	LARRECOU	LAKEPO	10 A	815	44	35,860	A	AC/AC		63	48	100	\$297,454	8,354	MILL AND THICK OVERLAY
PECKHAM COURT	SOUTH MAIN STREET	END	PECKCT	010	691	26	17,966	C	AC		69	49	100	\$111,138	8,170	MILL AND THICK OVERLAY
											Treatment Total			\$408,592		
Year 2029 Area Total									310,094		Year 2029 Total			\$1,213,884		

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			
CENTRAL PARK AVENUE	SHADY OAK ST	ELEVENTH ST	CENPAK	020	2,327	24	55,848	C	AC		0	0	100	\$522,611	5,637	HMA OVER FDR
COMPTON STREET	SPURR STREET	RUSSELL STREET	COMPTO	010	700	27	18,900	C	AC		23	0	100	\$176,861	5,637	HMA OVER FDR

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

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				
SIXTEENTH STREET	THE LAKE	MAIN ST	SIXTEE	020	300	30	9,000	C	AC		0	0	100	\$84,220	5,637	HMA OVER FDR	
											<b>Treatment Total</b>			<b>\$783,692</b>			
ORCHID WAY	17TH ST	16TH ST	ORCHID	020	230	27	6,210	R	AC/AC		94	82	89	\$4,994	11,776	CRACK + SLURRY SEAL	
											<b>Treatment Total</b>			<b>\$4,994</b>			
TODD ROAD EXTENSION	50 FT S/BROTEN CT	NORTH END	TORDEX	010	708	36	25,488	A	AC		75	68	100	\$152,795	8,884	MILL AND THIN OVERLAY	
											<b>Treatment Total</b>			<b>\$152,795</b>			
WESTSIDE PARK ROAD PARALLEL DR	WEST END	WEPKRD	010		1,710	37	63,270	C	AC		71	48	100	\$407,044	7,893	MILL AND THICK OVERLAY	
											<b>Treatment Total</b>			<b>\$407,044</b>			
<b>Year 2030 Area Total</b>									<b>178,716</b>		<b>Year 2030 Total</b>			<b>\$1,348,525</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				
CLEAR LAKE AVENUE	HIGH STREET	POOL STREET	CLEARL	020	1,248	32	39,936	C	AC		0	0	100	\$388,659	5,420	HMA OVER FDR	
CRAIG AVENUE	PARALLEL DRIVE	PACIFIC REGENCY WAY	CRAIGA	010	451	38	17,138	C	AC		0	0	100	\$166,788	5,420	HMA OVER FDR	
GREEN STREET	HILLCREST DRIVE	LAKESHORE BOULEVARD	GREENS	010	750	37	27,750	C	AC		0	0	100	\$270,064	5,420	HMA OVER FDR	
											<b>Treatment Total</b>			<b>\$825,511</b>			
BRUSH STREET	150FT SOUTH OF CLEARLAKE	CLEARLAKE	BRUSHS	014B	150	24	3,600	R	AC/AC		95	81	88	\$3,011	11,911	CRACK + SLURRY SEAL	
FOURTH STREET	MAIN ST	EAST END (LAKE)	FOURTH	020	428	24	10,272	R	AC/AC		95	86	93	\$8,591	13,673	CRACK + SLURRY SEAL	

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

											Treatment Total		\$11,602			
MARTIN STREET	BEVINS ST	CITY LIMITS	MARTIN	020	1,860	28	52,080	A	AC		79	70	100	\$324,698	8,216	MILL AND THIN OVERLAY
											Treatment Total		\$324,698			
BANASZECK DRIVE	ORCHARD ST	SMITH ST	BANZDR	010	440	10	4,400	R	AC		0	0	100	\$38,137	5,211	MILL AND THICK OVERLAY
											Treatment Total		\$38,137			
Year 2031 Area Total											155,176		Year 2031 Total		\$1,199,948	

Year: 2032

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			
FIRST STREET	MAIN ST	PARK ST	FIRSTS	10 A	250	24	6,000	C	AC/AC		83	76	84	\$5,219	15,987	CRACK + SLURRY SEAL
FORBES STREET	5th STREET	3rd STREET	FORBES	031	518	45	81,000	A	AC/AC		92	76	84	\$70,454	22,817	CRACK + SLURRY SEAL
HIGH STREET	CLEARLAKE AVE	SIXTEENTH STREET	HIGH	012	1,010	37	37,370	A	AC		54	80	88	\$32,504	20,814	CRACK + SLURRY SEAL
THIRD STREET	CRAWFORD ST	4TH ST	THIRDS	017	630	20	12,600	C	AC/AC		86	82	89	\$10,960	18,804	CRACK + SLURRY SEAL
THIRD STREET	PARK ST	MAIN ST	THIRDS	12 A	310	27	8,370	C	AC		67	80	88	\$7,280	14,523	CRACK + SLURRY SEAL
THIRD STREET	MAIN ST	FORBES ST	THIRDS	12 B	225	27	6,075	C	AC/AC		73	80	88	\$5,284	14,523	CRACK + SLURRY SEAL
YANKEE AVENUE	Wrigley Street	End of Street	YANKEE	010	90	30	2,700	R	AC		77	75	83	\$2,348	15,176	CRACK + SLURRY SEAL
											Treatment Total		\$134,049			
BRYCE COURT	SPURR STREET	END	BRYCEC	010	192	37	7,104	R	AC		67	61	72	\$7,864	9,105	SINGLE CHIP SEAL
WRIGLEY STREET	WEST SIDE PARK	END OF STREET	WRIGLEY	010	1,100	36	39,600	R	AC		71	67	76	\$43,838	10,042	SINGLE CHIP SEAL
											Treatment Total		\$51,702			
ELEVENTH STREET	MAIN ST	POOL ST	ELEVEN	010	2,450	31	75,950	A	AC		81	69	79	\$186,173	6,398	DOUBLE CHIP SEAL
HIGH STREET	CLEARLAKE AVE	115 FT S OF CLEARLAKE AVE	HIGH	020A	115	30	3,450	A	AC/AC		72	62	73	\$8,457	6,654	DOUBLE CHIP SEAL

\*\* - Treatment from Project Selection



# Scenarios - Sections Selected for Treatment

Interest: 4.00%

Inflation: 4.00%

Printed: 12/14/2022

Scenario: 2022 S3- IMPROVE PCI TO 50

Year: 2032

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					
MELLOR DRIVE	16TH STREET	14TH STREET	MELLOR	01B	528	37	19,536	C	AC/AC		78	69	78	\$38,619	6,297	DOUBLE CHIP SEAL		
												Treatment Total		\$233,249				
ARMSTRONG STREET	FORBES STREET	MAIN STREET	ARMSTR	017	260	40	10,400	C	AC/AC		80	68	100	\$59,210	6,521	MILL AND THIN OVERLAY		
MAIN STREET SOUTH (CITY)	PECKHAM COURT	LAKEPORT BLVD	SMAIN	01B	3,167	40	126,680	A	AC/AC		77	69	100	\$821,390	7,712	MILL AND THIN OVERLAY		
												Treatment Total		\$880,600				
Year 2032 Area Total									436,835		Year 2032 Total			\$1,299,601				
Grand Total Section Area:									2,985,713		Grand Total			\$12,764,093				