

Pavement Management Program Budget Options Report



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Executive Summary

Capitol Asset & Pavement Services, Inc. was selected as part of the Metropolitan Transportation Commission Pavement Management Technical Assistance Program (P-TAP) to perform visual inspections of all of the streets in the City of Sonoma. All 33.79 centerline miles of streets were evaluated in accordance with MTC standards and the Streetsaver Online 9.0 database was updated with the inspection data. Pavement inspections were completed in July 2011.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. Maintenance & Rehabilitation history data was updated for street maintenance projects completed in the last two years (since June 2009). A Budgetary Needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 33.79 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 70. The previous inspection in 2008 had the overall network PCI at 75. The 5 point decrease in PCI over three years is due to the deterioration of a majority of streets. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 70 places the City's street network in the lower range of the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budget includes preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, was entered into a decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI condition. Utilizing this decision matrix, it was determined that the City will need to spend \$15.8 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI in the low to mid 80's. At this level, the City should be able to maintain the street network in the future with mostly cost-effective preventative maintenance treatments (crack seals and surface seals). Comparing this with the current funding level of \$4.5 million over the next five years shows that the network PCI decreasing by one point, to 69 by 2016. Scenarios were also run to determine the funding level required to maintain the current network PCI of 70 as well as to increase the PCI by 5 points over five years.

Table 1 – Summary of Outcome of Different Funding Levels (Scenarios)

| Scenario # | 1 | 2 | 3 | 4 | 5 |
|--------------------------------------|----------------|-----------------------------------|-------------------------------------|---------------------------------|-----------------------------------|
| Average yearly budget | \$3.17 million | \$1.23 million (w/CDA funding) | \$0.59 million (w/o CDA funding) | \$1.0 million (Maintain PCI) | \$1.7 million (Increase PCI+5) |
| Total budget for 5 years | \$15.8 million | \$6.17 million | \$2.9 million | \$5.0 million | \$8.5 million |
| Current PCI | 70 | 70 | 70 | 70 | 70 |
| Current % in 'Good' condition | 62.2% | 62.2% | 62.2% | 62.2% | 62.2% |
| PCI after 5 years (change) | 85 (+15) | 72 (+2) | 67 (-3) | 70 (±0) | 75 (+5) |
| Backlog after 5 years | \$0 | \$10.7 million | \$14.2 million | \$11.5 million | \$8.4 million |
| % 'Good' In 5 years | 98.4% | 74.2% | 66.8% | 78.8% | 86.5% |

Purpose

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

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

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

Existing Pavement Condition

The City of Sonoma is responsible for the repair and maintenance of 34 centerline miles of streets. **The City's street network replacement value is estimated at \$55.4 million.¹** This represents a significant asset for City officials to manage. This asset valuation assumes replacement of the entire street network in present day dollars.

The average overall network Pavement Condition Index (PCI) of the City's street network is 70, which indicates that the street network is in 'Good' condition. The Pavement Condition Index is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed road (requiring complete reconstruction) would have a PCI under 10. Appendix B contains a report detailing the PCI information for each street.

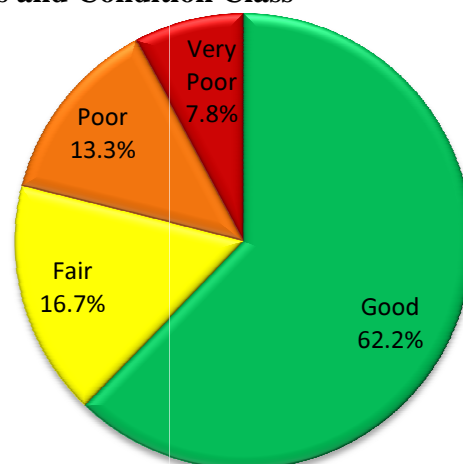
Table 2 details the network statistics and pavement condition by functional class. Table 3 and Figure 1 present the Percent Network Area by Functional and Condition classes.

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

| Functional Class | Centerline Miles | Lane Miles | # of Sections | % of Network (by Area) | Average PCI |
|--------------------------------|------------------|------------|---------------|------------------------|-------------|
| Arterial² | 5.13 | 10.81 | 34 | 17.6% | 71 |
| Collector³ | 6.51 | 13.02 | 48 | 19.6% | 75 |
| Residential⁴ | 22.15 | 44.36 | 218 | 62.9% | 69 |
| Totals | 33.79 | 68.18 | 300 | -- | 70 |

Table 3 and Figure 1 – Percent Network Area by Functional Class and Condition Class

| Condition Class | PCI Range | Arterial | Collector | Residential | Total |
|----------------------|-----------|----------|-----------|-------------|-------|
| Good (I) | 70-100 | 11.7% | 13.4% | 37.1% | 62.2% |
| Fair (II/III) | 50-69 | 1.3% | 3.7% | 11.6% | 16.7% |
| Poor (IV) | 25-49 | 3.8% | 1.4% | 8.1% | 13.3% |
| Very Poor (V) | 0-24 | 0.7% | 1.1% | 6.0% | 7.8% |
| Totals | | 17.6% | 19.6% | 62.9% | |



¹ Replacement value is calculated as the current cost to reconstruct each street in the network

² *Arterial street* system carries the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central City. In addition, significant intra-area-travel such as between central business districts and outlying residential areas exists.

³ *Collector Street* provides land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that facilities on a collector system may penetrate residential neighborhoods

⁴ Residential includes those streets marked Residential/Local as well as Other within database. Residential streets system comprises all facilities not one of the higher systems. It serves primarily to provide direct access to abutting land and access to the higher systems

Present Cost to Repair the Street Network

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

The Budget Needs module of the PMP estimates a necessary funding level for the City's Pavement Preservation and Rehabilitation Program of \$15.8 million⁵ over the next five-year period (2012 – 2016) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$8.3 million is needed in the first year alone. The five year cost of \$15.8 million exceeds the City's planned 5-year funding level of \$4.5 million by approximately \$11.4 million.

As mentioned earlier, the average PCI for the City's streets is 70, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category it costs very little to apply preventive maintenance treatments, such as crack and surface seals, which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$8.00/sq. yd. Almost two-thirds (62.2%) of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

Approximately one-sixth (16.7%) of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity⁶ or environmental distress⁷ that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry or cape seal application or a thin overlay. These treatments typically range in cost from \$8.00 to \$24.00/sq. yd.

The remaining 21.1% of the City's street network falls into the 'Poor' or 'Very Poor' PCI ranges. These pavements are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires either a thick overlay or reconstruction. The costs for these treatments range from \$30.00 to \$100.00/sq. yd.

⁵ Treatment costs are based on this year's average costs per square yard, with future years including a 4% inflation adjustment per year after 2011.

⁶ Load-related distresses (Alligator cracking, rutting/depressions) are caused primarily by traffic loading or sub-base issues

⁷ Environmental distresses (Longitudinal/Transverse Cracking, Block Cracking, Weathering/Ravelling) are caused primarily by environmental factors (oxidation and aging of pavement, tire wear, cracking due to expansion/contraction of pavement)

One of the key elements of a pavement repair strategy is to keep streets that are in the ‘Good’ or ‘Fair’ categories from deteriorating. This is particularly true for streets in the ‘Fair’ range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the ‘Poor’ to ‘Very Poor’ range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more ‘Good’ streets deteriorate into the ‘Fair’, ‘Poor’, and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the ‘Very Poor’ category (i.e. can not deteriorate any further).

Future Expenditures for Pavement Maintenance

Assuming historic funding is allocated for pavement maintenance, we anticipate that the City of Sonoma will spend approximately \$6.2 million on pavement maintenance rehabilitation during the next five years (Fiscal year (FY) 2011-12 through FY 2015-16) as detailed on Table 4. However, if CDA funding is unavailable, this will drop to \$2.48 million over the next five years.

Table 4. Current and Projected Pavement Budget for FY 2010-11 to FY 2015-16

| CDA Funding? | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total FY 11/12 - 15/16 |
|--------------|-------------|-------------|-------------|----------|----------|----------|------------------------|
| Yes | \$1,078,300 | \$2,295,900 | \$3,689,800 | \$62,000 | \$62,000 | \$62,000 | \$6,171,700 |
| No | \$1,078,300 | \$2,295,900 | \$450,00 | \$62,000 | \$62,000 | \$62,000 | \$2,481,900 |

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City of Sonoma is 70, which is in the low end of the ‘Good’ condition category. Current funding strategies demonstrate there is a \$6.0 million deferred maintenance backlog⁸ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost-effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the City’s street network. Using the PMP Budget Needs module; street maintenance needs are estimated at \$15.8 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 85. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to deteriorate, and the network PCI will drop to 61. The results of the Budget Needs analysis are summarized in Table 5.⁹

⁸ Definition of deferred maintenance backlog can be found in Appendix A

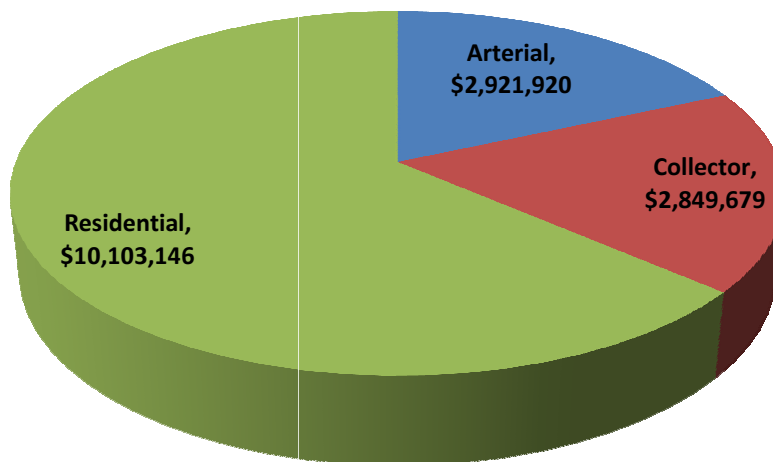
⁹ Actual program outputs are included in Appendixes B through F

Table 5. Summary of Results from Needs Analysis

| <i>Fiscal Years</i> | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| PCI with Treatment | 83 | 84 | 84 | 84 | 85 | --- |
| PCI, no Treatment | 70 | 67 | 65 | 63 | 61 | --- |
| Budget Needs | \$8,273,658 | \$2,598,264 | \$1,561,039 | \$1,708,907 | \$1,689,449 | \$15,831,317 |
| Preventative Maintenance | \$1,827,960 | \$654,523 | \$160,111 | \$43,251 | \$129,178 | \$2,815,023 |
| Rehabilitation | \$6,445,697 | \$1,943,740 | \$1,400,927 | \$1,665,655 | \$1,560,270 | \$13,016,289 |

Table 5 shows the level of expenditure required to raise the City's pavement condition to an optimal network PCI of 85 and eliminate the current maintenance and rehabilitation backlog. The results of the Budget Needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$15.8 million in maintenance and rehabilitation needs shown, approximately \$2.8 million or 17.8 percent is earmarked for preventive maintenance or life-extending treatments, while \$13.0 million or 82.2 percent is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 2 is based on the Budget Needs Predictive Module. The Pavement Management Program is recommending a funding level of \$15.8 million over a five-year period. Figure 2 illustrates the funding distribution by street functional classification.

Figure 2. Budget Needs Funding Distribution by Functional Classification

Budget Scenarios

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

1. *Unconstrained (zero "deferred" maintenance)* — The annual amounts, as identified in the Budget Needs analysis totaling \$15.8 million, were input into the Budget Scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program raising the overall average network PCI to 85. The preventive maintenance split¹⁰ used for each year in the analysis period was recommended by the Budget Needs module.
2. *Current Investment Level* — An average annual budget of \$1.23 million was evaluated over five years, for a total of \$6.17 million, to determine the effects of continuing pavement maintenance at the current budget level. This Scenario assumes that CDA (Community Development Agency) funding is available.
3. *Loss of CDA Funding* — An average annual budget of \$0.59 million was evaluated over five years, for a total of \$2.93 million, to determine the effects if CDA funding is lost. This Scenario assumes CDA funding is unavailable as of February 1, 2012
4. *Maintain Current PCI* — An annual funding level of \$1.0 million per year, for a five year total of \$5.0 million, was evaluated to determine the effects at this investment level. A 10 percent preventive maintenance split¹⁶ was used for the purpose of this analysis. This funding level sustains the current overall network average PCI of 70 over the duration of the five-year analysis period.
5. *Increase Current PCI 5 points* — An investment level of \$1.7 million in each year, for a total of \$8.5 million over five years, was evaluated. This funding level increases the overall average network PCI by 5 points, to 75, by the end of the fifth year. A 10 percent preventive maintenance split⁶ was used for the purpose of this analysis.

Table 6. Scenario Summary

| Scenario Name | 5 year budget | 2016 PCI (change) | 2016 deferred maintenance | 2016 % good | 2016 % Very Poor |
|------------------------------|----------------|----------------------|------------------------------|----------------|---------------------|
| 1 - Unconstrained | \$15.8 million | 85 (+15) | \$0 | 98.4% | 0.0% |
| 2 - Current Investment | \$6.17 million | 72 (+2) | \$10.7 million | 74.2% | 10.2% |
| 3 - Loss of CDA funding | \$2.93 million | 67 (-3) | \$14.2 million | 66.8% | 15.2% |
| 4 - Maintain Current PCI | \$5.0 million | 70 (+0) | \$11.5 million | 78.8% | 14.3% |
| 5 - Increase PCI by 5 points | \$8.5 million | 75 (+5) | \$8.4 million | 86.5% | 10.3% |

¹⁰ The preventative maintenance split is the percentage of the total budget that is dedicated solely for preventative maintenance treatments. (For Scenario 4 – with \$1.0 total budget per year, the PM amount = \$100,000 per year)

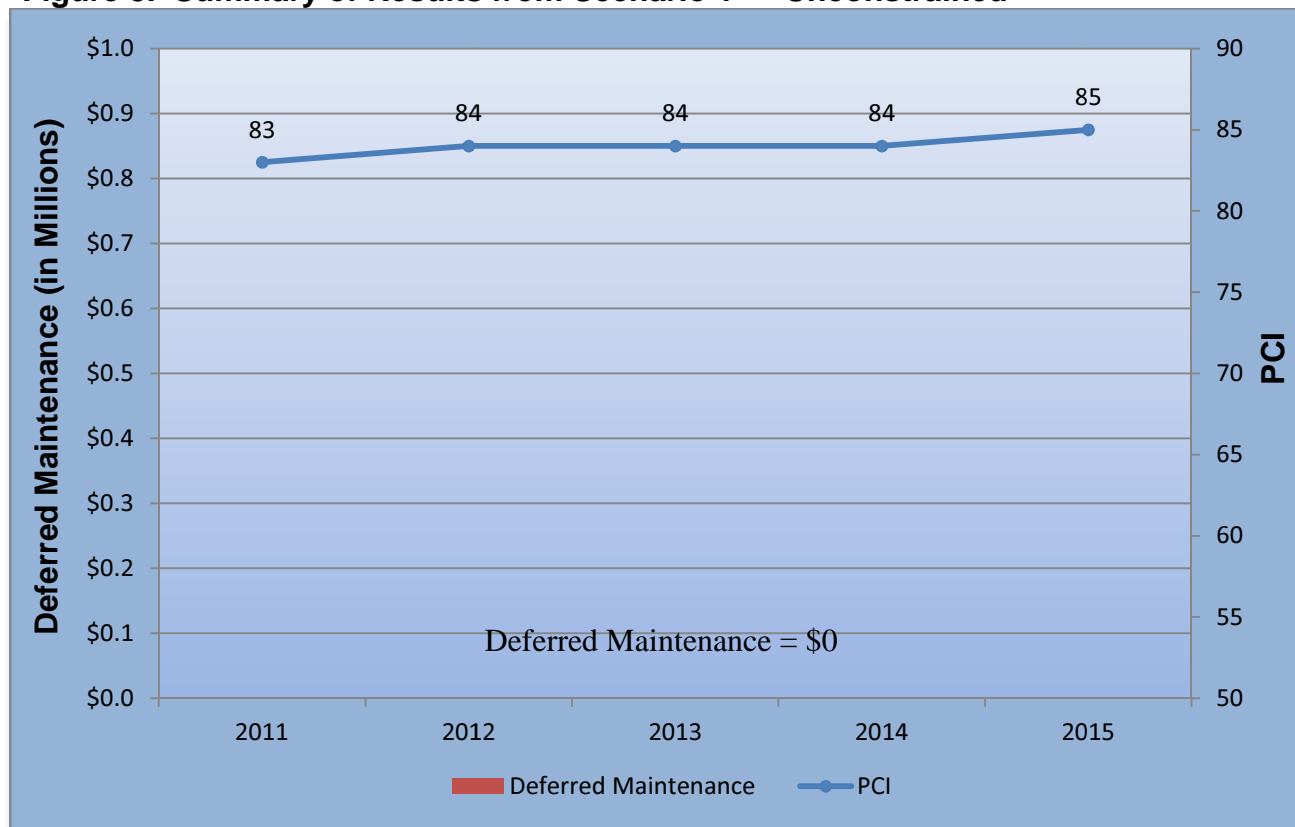
Scenario 1 — Unconstrained (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy, as recommended by the MTC PMP Needs module. Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 85. The PCI remains at an optimal level over the entire time period. By 2016, 98.4 percent of the network improves into the ‘Good’ condition category, a significant increase from the current level of 62.2 percent in ‘Good’ condition. These results are shown in both Table 7 and Figure 3.

Table 7. Summary of Results from Scenario 1 — Unconstrained

| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|---------------------|
| Budget | \$8,273,658 | \$2,598,264 | \$1,561,039 | \$1,708,907 | \$1,689,449 | \$15,831,317 |
| Rehabilitation | \$6,445,697 | \$1,943,740 | \$1,400,927 | \$1,665,655 | \$1,560,270 | \$13,016,289 |
| Preventative Maintenance | \$1,827,960 | \$654,523 | \$160,111 | \$43,251 | \$129,178 | \$2,815,023 |
| Deferred Maintenance | \$0 | \$0 | \$0 | \$0 | \$0 | --- |
| PCI | 83 | 84 | 84 | 84 | 85 | |

Figure 3. Summary of Results from Scenario 1 — Unconstrained



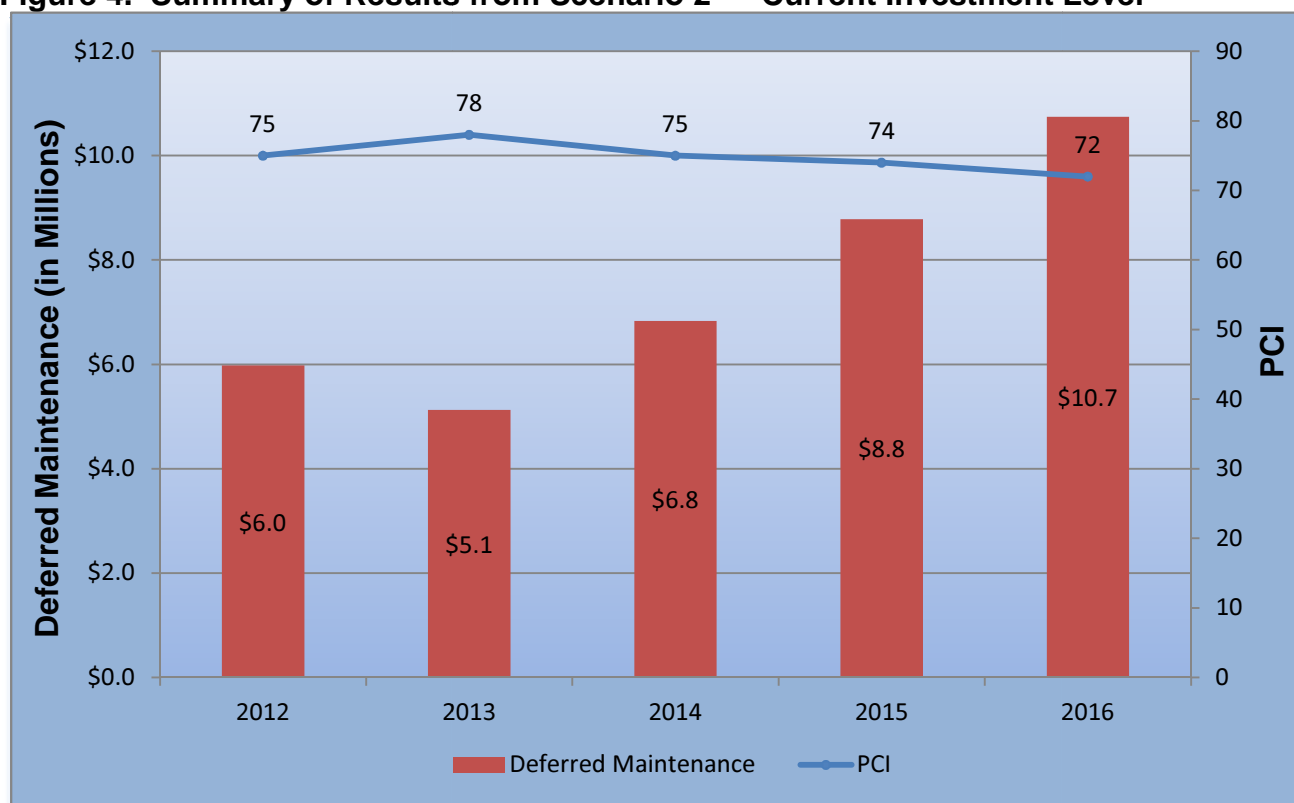
Scenario 2 — Current Investment Level

This scenario shows the effects of the City of Sonoma's current budget strategy over the next five years, assuming that CDA (Community Development Agency) funding is available. The City's typical street maintenance budget has been \$62,000 per year, but a recent bond will increase this through 2012-13. With a funding level of nearly \$4.4 million over the first three years, the network PCI increases to 78 by 2013. However, if the street maintenance funding drops to pre-bond levels afterwards, the PCI will start to drop quickly, reaching 72 by 2016. In the last three years of the scenario, the backlog increases to \$10.7 million, a level above the current level of \$6.0 million. The percentage of the street network in the 'Good' condition category increases from 62.2 percent in 2012, to 74.2 percent in 2016. The percentage of roads in 'Very Poor' condition increases to 10.2 percent in 2016 from the current level of 7.8 percent. These results are illustrated in Table 8 and Figure 4.

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

| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|-------------|-------------|--------------|--------------------|
| Budget | \$2,295,900 | \$3,689,800 | \$62,000 | \$62,000 | \$62,000 | \$6,171,700 |
| Rehabilitation | \$2,235,229 | \$3,619,295 | \$0 | \$0 | \$0 | \$5,854,524 |
| Preventative Maintenance | \$60,651 | \$68,771 | \$60,910 | \$61,676 | \$61,848 | \$313,856 |
| Deferred Maintenance | \$5,977,725 | \$5,127,023 | \$6,832,220 | \$8,778,796 | \$10,741,115 | --- |
| PCI | 75 | 78 | 75 | 74 | 72 | |

Figure 4. Summary of Results from Scenario 2 — Current Investment Level



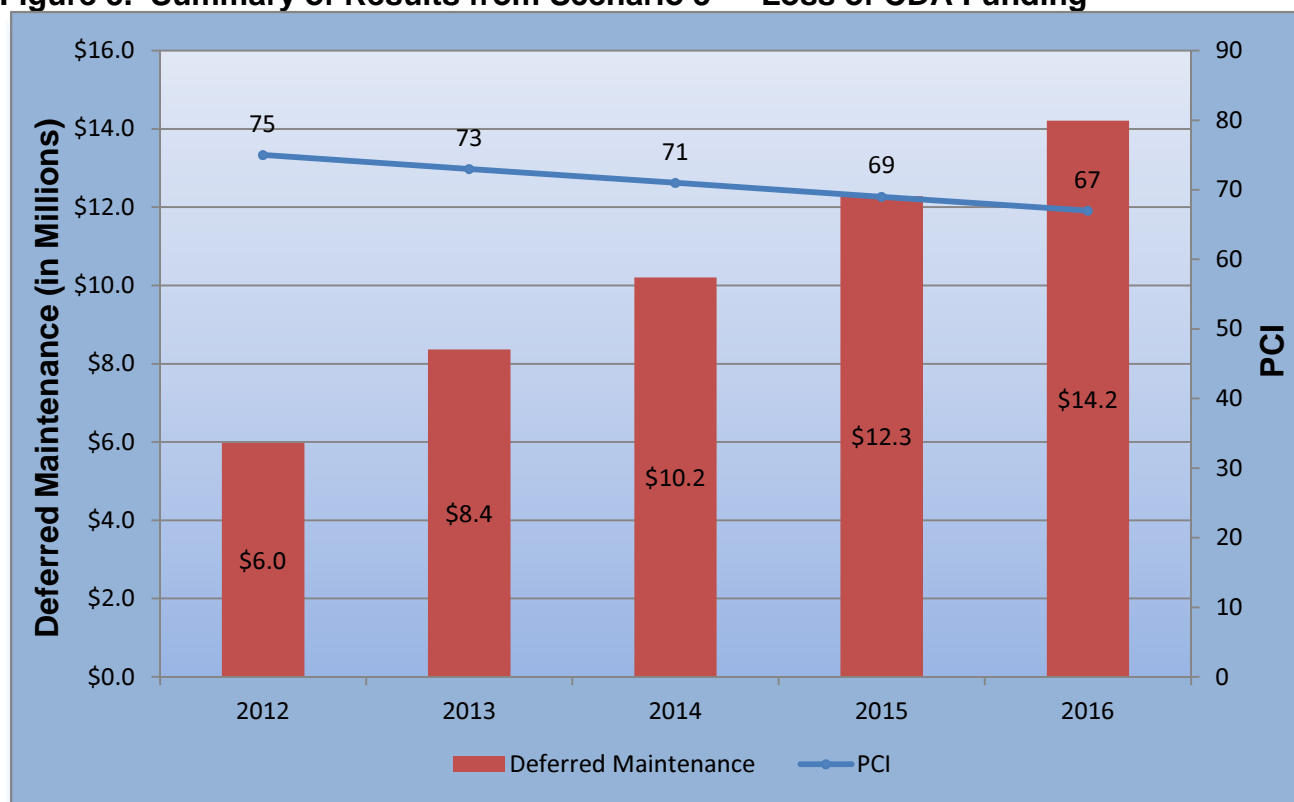
Scenario 3 — Loss of CDA Funding

This scenario shows the effects on City of Sonoma's current budget strategy over the next five years, if CDA funding is lost as of February 1, 2012. With a funding level of nearly \$4.4 million over the first three years, the network PCI increases to 73 by 2013. However, if the street maintenance funding drops to pre-bond levels afterwards, the PCI will start to drop quickly, reaching 67 by 2016. In the last two years of the scenario, the backlog increases to \$12.5 million, a level above the current level of \$6.0 million. The percentage of the street network in the 'Good' condition category increases from 62.2 percent in 2012, to 66.8 percent in 2016. The percentage of roads in 'Very Poor' condition increases to 15.2 percent in 2016 from the current level of 7.8 percent. These results are illustrated in Table 9 and Figure 5.

Table 9. Summary of Results from Scenario 3 — Loss of CDA Funding

| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|--------------|--------------|--------------|--------------------|
| Budget | \$2,295,900 | \$450,000 | \$62,000 | \$62,000 | \$62,000 | \$2,931,900 |
| Rehabilitation | \$2,235,229 | \$382,756 | \$0 | \$0 | \$0 | \$2,617,985 |
| Preventative Maintenance | \$60,651 | \$65,662 | \$60,572 | \$61,676 | \$61,244 | \$309,805 |
| Deferred Maintenance | \$5,977,725 | \$8,366,655 | \$10,201,776 | \$12,280,920 | \$14,212,421 | --- |
| PCI | 75 | 73 | 71 | 69 | 67 | |

Figure 5. Summary of Results from Scenario 3 — Loss of CDA Funding



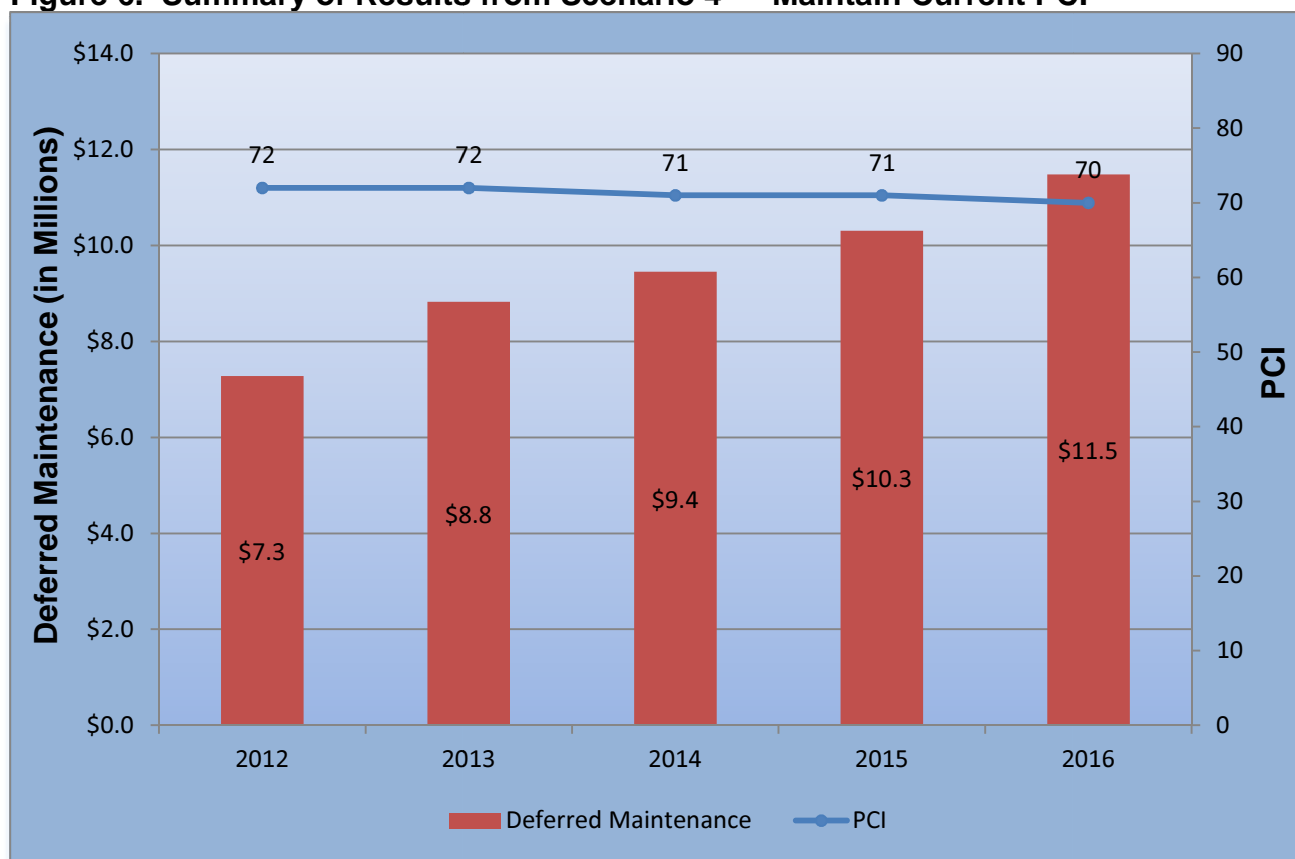
Scenario 4 — Maintain Current PCI

This scenario shows the effects of an investment level of \$1.0 million per year for five years, starting in 2012, totaling \$5.0 million over five years. This investment level maintains the overall average street network PCI at the current level of 70 over the five year scenario. While the PCI is stabilized, the deferred maintenance backlog still increases greatly, from \$7.3 million in 2012, to \$11.5 million in 2016, mainly due to the increase of streets that will need reconstruction. The percentage of the street network in the 'Good' condition category increases from 62.2 percent to 78.8 percent in 2016. However, the percentage of roads in 'Very Poor' condition increases to 14.3 percent from the current level of 7.8 percent. These results are illustrated in Table 10 and Figure 6.

Table 10. Summary of Results, Scenario 4 — Maintain Current PCI

| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|-------------|--------------|--------------|--------------------|
| Budget | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$5,000,000 |
| Rehabilitation | \$898,678 | \$898,083 | \$894,413 | \$883,310 | \$894,615 | \$4,469,099 |
| Preventative Maintenance | \$99,965 | \$100,740 | \$104,579 | \$114,794 | \$104,569 | \$524,647 |
| Deferred Maintenance | \$7,274,946 | \$8,824,865 | \$9,449,608 | \$10,305,520 | \$11,476,427 | --- |
| PCI | 72 | 72 | 71 | 71 | 70 | |

Figure 6. Summary of Results from Scenario 4 — Maintain Current PCI



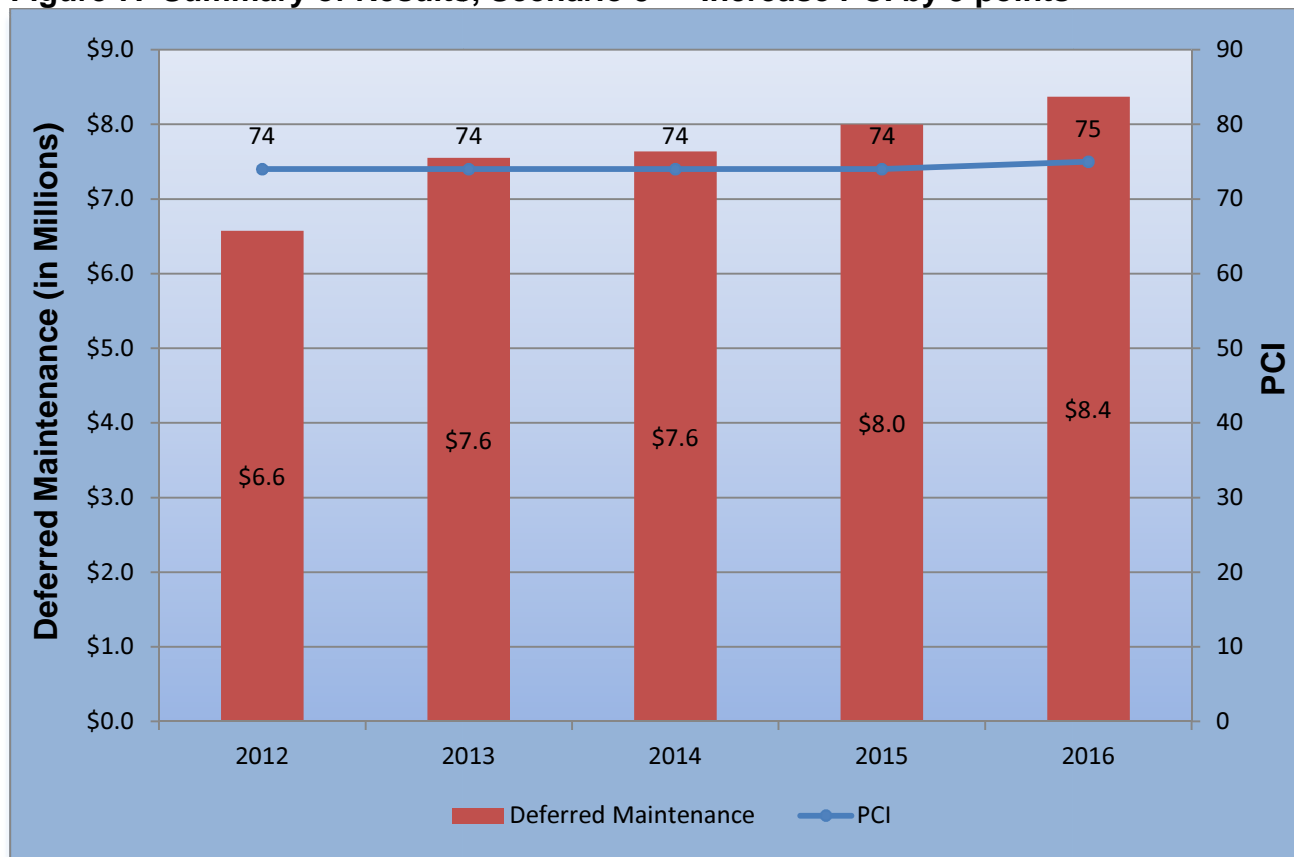
Scenario 5 — Increase PCI by 5 points

This scenario analyses the funding level that would be required to increase the current PCI by 5 points over the next five years. An annual investment level of \$1.7 million, for a total of \$8.5 million over five years, would be needed. Under this scenario, the PCI increases by five points, from the current level of 70, to 75 in 2016. Even at this funding level, the deferred maintenance backlog still increases, from \$6.6 million in 2012 to \$8.4 million in 2016. The percentage of the street network in the 'Good' condition category increases from 62.2 percent in 2012, to 86.5 percent in 2016. The percentage of roads in 'Very Poor' condition increases to 10.3 percent from the current level of 7.8 percent. These results are illustrated in Table 11 and Figure 7.

Table 11. Summary of Results, Scenario 5 — Increase PCI by 5 points

| | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | Total |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| Budget | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$8,500,000 |
| Rehabilitation | \$1,525,518 | \$1,520,294 | \$1,525,497 | \$1,501,896 | \$1,478,385 | \$7,551,590 |
| Preventative Maintenance | \$174,231 | \$178,477 | \$173,434 | \$195,660 | \$219,321 | \$941,123 |
| Deferred Maintenance | \$6,573,846 | \$7,550,750 | \$7,638,782 | \$7,995,660 | \$8,371,282 | --- |
| PCI | 74 | 74 | 74 | 74 | 75 | |

Figure 7. Summary of Results, Scenario 5 — Increase PCI by 5 points



A comparison of the four scenarios evaluated are summarized in Figures 8 and 9. Figure 8 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 9 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 8. PCI and Deferred Maintenance Comparison of the Four Scenarios

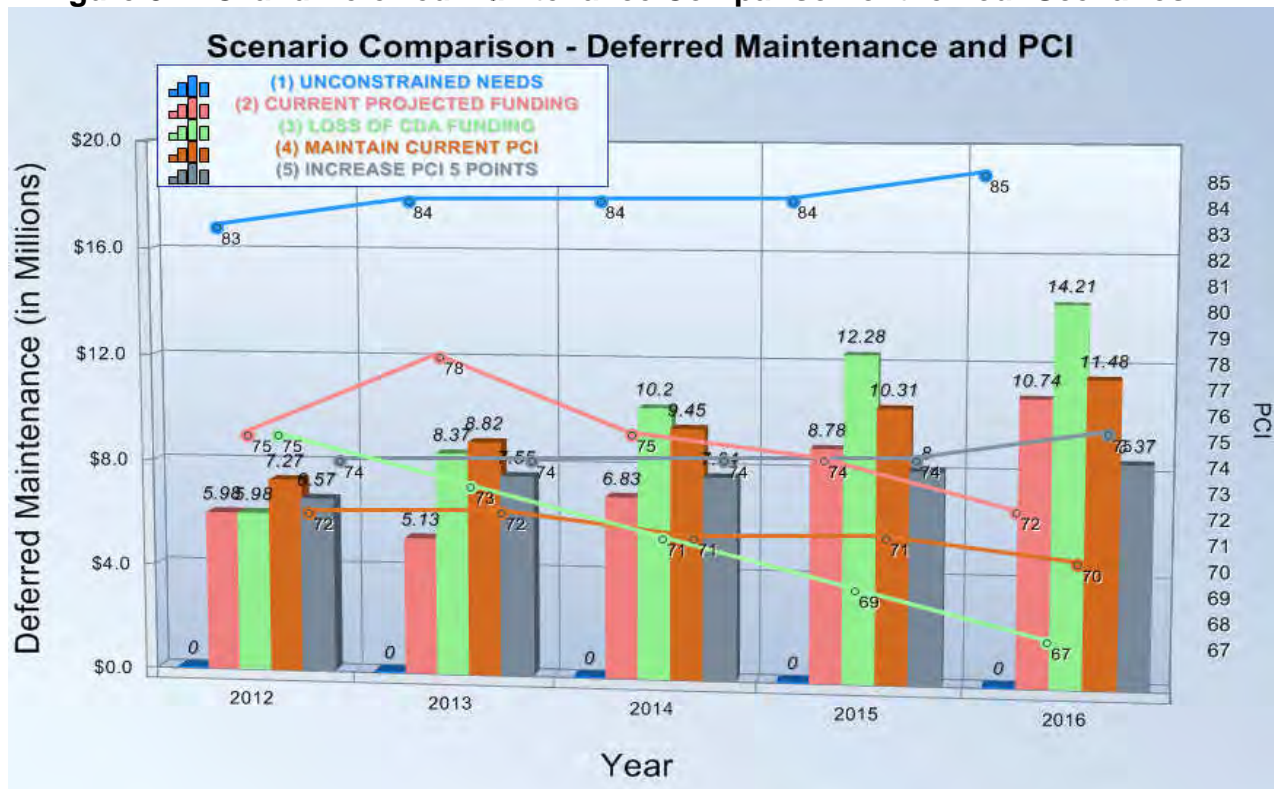
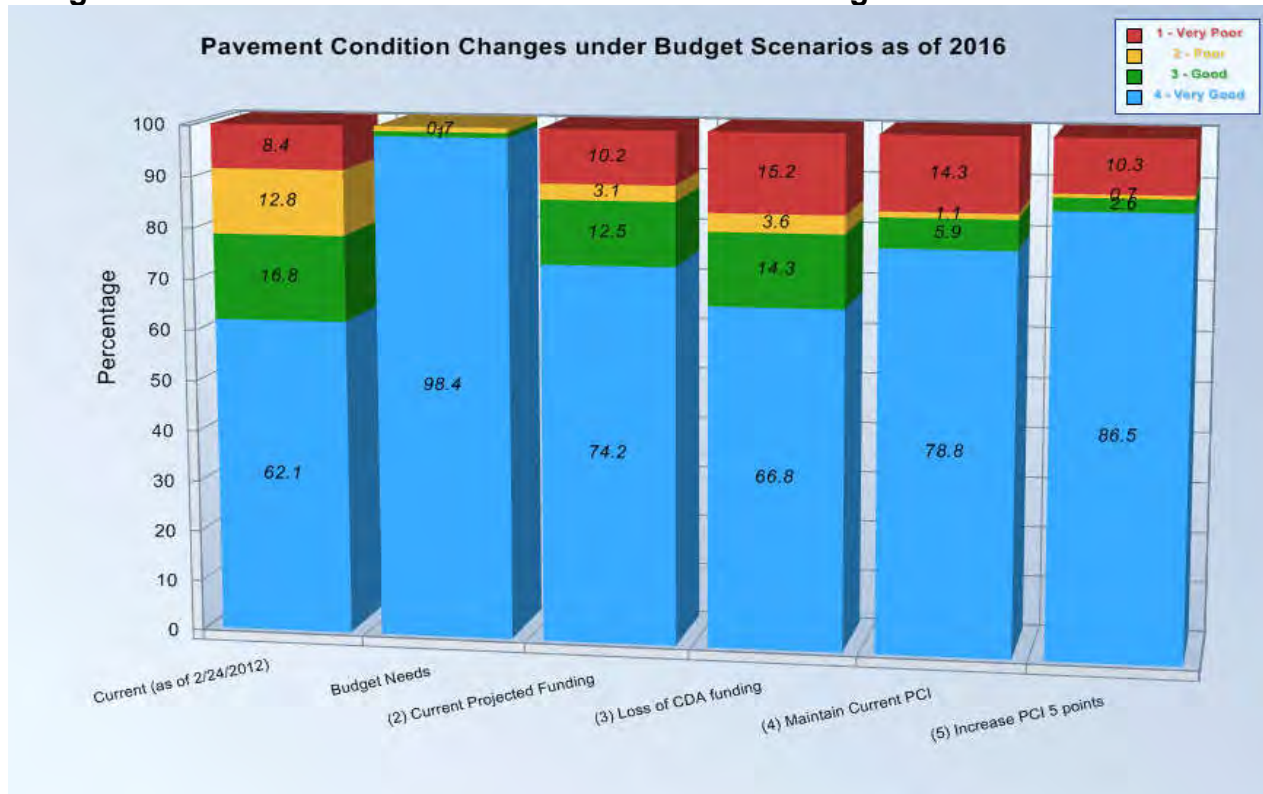


Figure 9. Percent of street network in Condition Categories for the Four Scenarios



Current Pavement Maintenance Practices

The City of Sonoma has, in general, done a good job maintaining the street network. The City has a good mix of preventative maintenance and rehabilitation in their street maintenance program, although it would be beneficial to dedicate more of the street maintenance budget to slurry and crack seals. In addition, the City recently sold Community Development Agency (CDA) tax allocation bonds in March 2011 for approximately \$5.0 million in road rehabilitation work within the CDA district.

Pavement inspections were performed in the summer of 2011. During the inspections, it was observed that a large amount of utility patches had significant cracking at the juncture of the patch and the existing surface. These cracks were even apparent during the summer months when the cracks are typically at their minimum width. To mitigate this problem, it is strongly recommend that the City use a liquid asphalt joint sealer at the time of utility patch construction. The final step in any utility patch repair that requires the pavement to be cut is to always seal the edges with an appropriate joint sealant material. This will give added protection from water infiltration and extend the life of both the roadway and the utility patch. The edge or joint seal should be no more than 2 inches wide at the widest point and should be placed immediately following completion of the asphalt compaction process for the patch. Traffic should not be allowed to drive on these joints until after the emulsion has had sufficient time to cure and set because tires from vehicles passing over the newly constructed joint sealant can pick up or damage the seal. To minimize the time the utility patch area is out of service, sand seals can be placed to create a buffer between the vehicle tires and the joint sealant.

Another issue observed during the pavement inspections were the numerous amounts of longitudinal joints (centerline cracks) that were failing prematurely. The raveling of some of these centerline joints was severe enough to actually erode the AC mix, thus leaving a gap between the lanes of traffic. An example of this can be found on West Fifth Street where a recently placed AC overlay was constructed and is showing early signs of a complete centerline joint failure. There are three factors that typically cause this distress. The most common factor is the lack of compaction on the first panel that is paved. Because the edge material is often unsupported, most roller operators fail to compact this panel properly. The second most common factor is the lack of material used on the final lane or when the final AC panel is “pinched” to the first one. Finally, improper joint raking can cause longitudinal joint failures. Raking of these joints should only be done by experienced rakers and should be observed by a City inspector. If the proper amount of mix is placed in the correct place, very little raking of mix at the longitudinal joint is necessary. If excess mix is placed over the top of the first lane, it should be removed with a shovel instead of pushing or raking the excess mix over the top of the new lane. Improper raking appears to be the cause of the longitudinal joint failure on West Fifth Street.

Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$15.8 million. Not only does this pavement management plan improve the network PCI to an optimal level of 85, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$8.9 million, makes this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

The current five-year funding level totaling \$6.17 million (Scenario 2) will result in the current PCI increasing by 2 points, to an average network PCI of 72 over the course of five years. The deferred maintenance price tag will increase from \$6.0 million in 2012, to \$10.7 million in 2016. By following this strategy through 2016, 73.1 percent of the City's street will be in the 'Good' condition category, an increase from the current level of 62.2 percent in 'Good' condition. The area of the street network in 'Very Poor' condition increases, from 7.8 percent in 2012, to 10.2 percent in 2016. The \$5.0 million overall increase in street maintenance funding through 2013, made possible by the bond, will allow for some improvement to the street network, but those gains would be quickly lost if the street maintenance budget is allowed to decrease back to pre-bond levels.

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

The PMP Budget Needs Module recommends \$10.9 million for streets in the 'Poor' to 'Very Poor' condition. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 68.5 percent of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs coupled with the risk of a substantial increase in an already significant five year shortfall projection.

While the CDA bond will increase the street maintenance budget through 2013 (assuming CDA funds can continue to be used), the City should seek to increase funding for street maintenance long term. One strategy may be to implement a local fee dedicated solely to street maintenance and rehabilitation, such as a local gas tax or Transportation Utility Fee¹¹. A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Road User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences and businesses within the city limits. The fee is based on the number of trips a particular land use generates and is collected through the City's regular utility bill. Adjustments can also be made for certain business types based on the nature of the traffic they create. For example, garbage companies may be charged a higher rate due to the added damage heavy garbage trucks cause to streets. The fee is designated for use in the maintenance and repair of the City's transportation system. Users of the street system share the costs of the rehabilitative and preventive maintenance needed to keep the street system operating at an adequate level.

¹¹ The implementation of a Transportation Utility Fee would be subject to Proposition 218 requirements

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

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.
- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
- Prepare a brief memo to City Officials outlining the recommended five-year maintenance program. The memo should include the amount of revenues available for pavement repair, a list of streets to be repaired, and the type of repair to be completed (listed in order of year of scheduled treatment), as well as any requests for specific budgetary actions.

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

The City of Sonoma has completed the foundation work necessary to execute a successful pavement management plan. The street system is on the low end of the ‘Good’ condition, indicating that the City has consistently applied sufficient funds to maintain their large capital investment in the street system.

As more ‘Good’ streets deteriorate into the ‘Poor’ and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the ‘Very Poor’ category (i.e. can not deteriorate any further). At that time, the network would have to be replaced at a cost of \$55.4 million.

Appendix A - Definitions

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

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

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

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

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

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$2.00/sq. yd.

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

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

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction.

Appendix B

Network Summary Statistics

Network Replacement Cost



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Network Summary Statistics

Printed: 02/24/2012

| | Total Sections | Total Center Miles | Total Lane Miles | PCI |
|-------------------|----------------|--------------------|------------------|-----|
| Arterial | 34 | 5.13 | 10.81 | 71 |
| Collector | 48 | 6.51 | 13.02 | 74 |
| Residential/Local | 218 | 22.15 | 44.36 | 68 |
| Total | 300 | 33.79 | 68.18 | |

Overall Network PCI as of 2/24/2012: 70



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Network Replacement Cost

Printed: 02/24/2012

| Functional Class | Surface Type | Lane Miles | Unit Cost/ Square Foot | Pavement Area/ Square Feet | Cost To Replace (in thousands) |
|-------------------|--------------|------------|---------------------------|-------------------------------|-----------------------------------|
| Arterial | AC | 5.2 | \$10.4 | 529,019 | \$5,525 |
| | AC/AC | 5.6 | \$10.4 | 531,453 | \$5,551 |
| Collector | AC | 9.7 | \$10.4 | 857,920 | \$8,960 |
| | AC/AC | 3.3 | \$10.4 | 322,297 | \$3,366 |
| Residential/Local | AC | 36.7 | \$8.4 | 3,131,645 | \$26,445 |
| | AC/AC | 7.4 | \$8.4 | 653,381 | \$5,517 |
| | ST | 0.2 | \$8.4 | 9,712 | \$82 |
| Grand Total: | | 68.2 | | 6,035,427 | \$55,447 |

Appendix C

Needs Analysis Reports



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Needs - Projected PCI/Cost Summary

Inflation Rate = 4.00 % Printed: 02/24/2012

| Year | PCI Treated | PCI Untreated | PM Cost | Rehab Cost | Cost |
|------|-------------|---------------|-------------|-------------|-------------|
| 2012 | 83 | 70 | \$1,827,960 | \$6,445,697 | \$8,273,657 |
| 2013 | 84 | 67 | \$654,523 | \$1,943,740 | \$2,598,263 |
| 2014 | 84 | 65 | \$160,111 | \$1,400,927 | \$1,561,038 |
| 2015 | 84 | 63 | \$43,251 | \$1,665,655 | \$1,708,906 |
| 2016 | 85 | 61 | \$129,178 | \$1,560,270 | \$1,689,448 |

| % PM | PM Total Cost | Rehab Total Cost | Total Cost |
|--------|---------------|------------------|--------------|
| 17.78% | \$2,815,023 | \$13,016,289 | \$15,831,312 |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 02/24/2012

| <u>Treatment</u> | <u>Year</u> | <u>Area Treated</u> | <u>Cost</u> |
|------------------|-------------|---------------------|-------------|
| SEAL CRACKS | | | |
| | 2012 | 688.76 ft. | \$2,073 |
| | 2013 | 54.86 ft. | \$175 |
| | 2014 | 8.23 ft. | \$27 |
| | 2015 | 1,780.04 ft. | \$6,027 |
| | 2016 | 5,340.9 ft. | \$18,806 |
| | Total | 7,872.78 | \$27,108 |
| SLURRY SEAL | | | |
| | 2012 | 224,029.67 sq.yd. | \$1,825,887 |
| | 2013 | 77,198 sq.yd. | \$654,348 |
| | 2014 | 18,160 sq.yd. | \$160,084 |
| | 2015 | 4,060 sq.yd. | \$37,224 |
| | 2016 | 11,575.78 sq.yd. | \$110,372 |
| | Total | 335,023.44 | \$2,787,915 |
| Total Quantity | | 342,896.22 | \$2,815,023 |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 4.00 % Printed: 02/24/2012

| <u>Treatment</u> | <u>Year</u> | <u>Area Treated</u> | | <u>Cost</u> |
|------------------------------|-------------|---------------------|--------|--------------|
| 3"OL w/Fab+33%Digout | 2012 | 18,143.78 | sq.yd. | \$564,818 |
| | 2013 | 8,980 | sq.yd. | \$290,730 |
| | 2014 | 1,416.67 | sq.yd. | \$47,700 |
| | 2015 | 2,243.56 | sq.yd. | \$78,563 |
| | Total | 30,784 | sq.yd. | \$981,811 |
| CrackSeal+SlurrySeal Typ III | 2012 | 48,754.22 | sq.yd. | \$543,620 |
| | 2013 | 20,525 | sq.yd. | \$238,014 |
| | 2014 | 20,291.67 | sq.yd. | \$244,719 |
| | 2015 | 14,590.56 | sq.yd. | \$183,002 |
| | 2016 | 12,386.33 | sq.yd. | \$161,568 |
| | Total | 116,547.78 | sq.yd. | \$1,370,923 |
| Edge Grind 2"OL w/Fab+33%Dig | 2012 | 17,073.67 | sq.yd. | \$531,509 |
| | 2013 | 6,359.56 | sq.yd. | \$205,893 |
| | 2014 | 3,318.67 | sq.yd. | \$111,741 |
| | 2015 | 7,201.78 | sq.yd. | \$252,186 |
| | 2016 | 2,090 | sq.yd. | \$76,114 |
| | Total | 36,043.67 | sq.yd. | \$1,177,443 |
| Edge Grind 2"OL w/Fabric | 2012 | 24,803.33 | sq.yd. | \$595,282 |
| | 2014 | 6,890.11 | sq.yd. | \$178,858 |
| | Total | 31,693.44 | sq.yd. | \$774,140 |
| RECONSTRUCT STRUCTURE (AC) | 2012 | 52,536.11 | sq.yd. | \$4,210,468 |
| | 2013 | 12,797.67 | sq.yd. | \$1,209,103 |
| | 2014 | 9,497.78 | sq.yd. | \$817,909 |
| | 2015 | 12,467.44 | sq.yd. | \$1,151,904 |
| | 2016 | 14,875.67 | sq.yd. | \$1,322,588 |
| | Total | 102,174.67 | sq.yd. | \$8,711,972 |
| Total Cost | | | | \$13,016,289 |

Appendix D

Scenario Analysis Reports



Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 02/24/2012

Scenario: (1) Unconstrained Needs

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|--------|------|-------------|--------|------|-------------|--------|
| 2012 | \$8,273,658 | 0% | 2013 | \$2,598,264 | 0% | 2014 | \$1,561,039 | 0% |
| 2015 | \$1,708,907 | 0% | 2016 | \$1,689,449 | 0% | | | |

Projected Network Average PCI by year

| <u>Year</u> | <u>Never Treated</u> | <u>With Selected Treatment</u> |
|-------------|----------------------|--------------------------------|
| 2012 | 70 | 83 |
| 2013 | 67 | 84 |
| 2014 | 65 | 84 |
| 2015 | 63 | 84 |
| 2016 | 61 | 85 |

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2012, prior to applying treatments.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 11.7% | 13.4% | 37.1% | 0.0% | 62.2% |
| II / III | 1.3% | 3.7% | 11.6% | 0.0% | 16.7% |
| IV | 3.8% | 1.4% | 8.1% | 0.0% | 13.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2012 after schedulable treatments applied.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 15.0% | 17.8% | 53.5% | 0.0% | 86.3% |
| II / III | 0.9% | 1.0% | 3.8% | 0.0% | 5.7% |
| IV | 1.7% | 0.8% | 5.6% | 0.0% | 8.1% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2016 after schedulable treatments applied.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 17.6% | 19.6% | 61.2% | 0.0% | 98.4% |
| II / III | 0.0% | 0.0% | 1.0% | 0.0% | 1.0% |
| IV | 0.0% | 0.0% | 0.7% | 0.0% | 0.7% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (1) Unconstrained Needs

| Year | PM Amt | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|--------|-------------|----------------|-------------|--------------------------|-------------|----------|----------|--------|-----|
| 2012 | 0% | \$8,273,658 | II | \$543,620 | Non-Project | \$1,827,960 | \$0 | \$0 | Funded | \$0 |
| | | | III | \$595,282 | | Project | | | \$0 | |
| | | | IV | \$1,096,327 | | | | | | |
| | | | V | \$4,210,468 | | | | | | |
| | | | Total | \$6,445,697 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2013 | 0% | \$2,598,264 | II | \$238,014 | Non-Project | \$654,523 | \$0 | \$0 | Funded | \$0 |
| | | | III | \$0 | | Project | | | \$0 | |
| | | | IV | \$496,623 | | | | | | |
| | | | V | \$1,209,103 | | | | | | |
| | | | Total | \$1,943,740 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2014 | 0% | \$1,561,039 | II | \$244,719 | Non-Project | \$160,111 | \$0 | \$0 | Funded | \$0 |
| | | | III | \$178,858 | | Project | | | \$0 | |
| | | | IV | \$159,441 | | | | | | |
| | | | V | \$817,909 | | | | | | |
| | | | Total | \$1,400,927 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2015 | 0% | \$1,708,907 | II | \$183,002 | Non-Project | \$43,251 | \$0 | \$0 | Funded | \$0 |
| | | | III | \$0 | | Project | | | \$0 | |
| | | | IV | \$330,749 | | | | | | |
| | | | V | \$1,151,904 | | | | | | |
| | | | Total | \$1,665,655 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2016 | 0% | \$1,689,449 | II | \$161,568 | Non-Project | \$129,178 | \$0 | \$0 | Funded | \$0 |
| | | | III | \$0 | | Project | | | \$0 | |
| | | | IV | \$76,114 | | | | | | |
| | | | V | \$1,322,588 | | | | | | |
| | | | Total | \$1,560,270 | | | | | | |
| | | | Project | \$0 | | | | | | |

Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|-------------------|----------------|--------------|-----------------|----------------|
| Arterial | \$2,443,630 | \$470,218 | \$0 | \$0 |
| Collector | \$2,222,528 | \$627,151 | \$0 | \$0 |
| Residential/Local | \$8,350,131 | \$1,717,654 | \$0 | \$0 |

| Year | PM Amt | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|--------------|--------|--------|----------------|-----------------------------|------------|----------|----------|
| Grand Total: | | | \$13,016,289 | \$2,815,023 | \$0 | \$0 | |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 02/24/2012

Scenario: (2) Current Projected Funding

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|----------|------|-------------|----------|------|----------|----------|
| 2012 | \$2,295,900 | \$60,000 | 2013 | \$3,689,800 | \$60,000 | 2014 | \$62,000 | \$60,000 |
| 2015 | \$62,000 | \$60,000 | 2016 | \$62,000 | \$60,000 | | | |

Projected Network Average PCI by year

| <u>Year</u> | <u>Never Treated</u> | <u>With Selected Treatment</u> |
|-------------|----------------------|--------------------------------|
| 2012 | 70 | 75 |
| 2013 | 67 | 78 |
| 2014 | 65 | 75 |
| 2015 | 63 | 74 |
| 2016 | 61 | 72 |

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2012, prior to applying treatments.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 11.7% | 13.4% | 37.1% | 0.0% | 62.2% |
| II / III | 1.3% | 3.7% | 11.6% | 0.0% | 16.7% |
| IV | 3.8% | 1.4% | 8.1% | 0.0% | 13.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2012 after schedulable treatments applied.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 14.2% | 16.7% | 47.5% | 0.0% | 78.4% |
| II / III | 0.9% | 1.0% | 3.8% | 0.0% | 5.7% |
| IV | 1.7% | 0.8% | 5.6% | 0.0% | 8.1% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2016 after schedulable treatments applied.

| <u>Condition</u> Class | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|---------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 16.2% | 12.4% | 45.5% | 0.0% | 74.2% |
| II / III | 0.7% | 4.8% | 7.1% | 0.0% | 12.5% |
| IV | 0.0% | 0.5% | 2.5% | 0.0% | 3.1% |
| V | 0.6% | 1.8% | 7.8% | 0.0% | 10.2% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (2) Current Projected Funding

| Year | PM Amt | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|----------|-------------|----------------|-------------|--------------------------|------------|----------|--------------|----------|-----|
| 2012 | \$60,000 | \$2,295,900 | II | \$543,620 | Non-Project Project | \$60,651 | \$0 | \$5,977,725 | Funded | \$0 |
| | | | III | \$595,282 | | Unmet | | | \$40,978 | |
| | | | IV | \$1,096,327 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$2,235,229 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2013 | \$60,000 | \$3,689,800 | II | \$238,014 | Non-Project Project | \$68,771 | \$0 | \$5,127,023 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$2,651 | |
| | | | IV | \$496,623 | | | | | | |
| | | | V | \$2,884,658 | | | | | | |
| | | | Total | \$3,619,295 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2014 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$60,910 | \$0 | \$6,832,220 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$12,453 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2015 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$61,676 | \$0 | \$8,778,796 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$16,513 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2016 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$61,848 | \$0 | \$10,741,115 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$18,550 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |

Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|-------------------|----------------|--------------|-----------------|----------------|
| Arterial | \$1,891,311 | \$157,725 | \$0 | \$8,260 |
| Collector | \$610,858 | \$61,275 | \$0 | \$15,294 |
| Residential/Local | \$3,352,355 | \$94,856 | \$0 | \$67,590 |

| Year | PM Amt | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|--------------|--------|--------|----------------|-----------------------------|------------|----------|----------|
| Grand Total: | | | \$5,854,524 | \$313,856 | \$0 | \$91,144 | |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 02/24/2012

Scenario: (3) Loss of CDA funding

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|----------|------|-----------|----------|------|----------|----------|
| 2012 | \$2,295,900 | \$60,000 | 2013 | \$450,000 | \$60,000 | 2014 | \$62,000 | \$60,000 |
| 2015 | \$62,000 | \$60,000 | 2016 | \$62,000 | \$60,000 | | | |

Projected Network Average PCI by year

| <u>Year</u> | <u>Never Treated</u> | <u>With Selected Treatment</u> |
|-------------|----------------------|--------------------------------|
| 2012 | 70 | 75 |
| 2013 | 67 | 73 |
| 2014 | 65 | 71 |
| 2015 | 63 | 69 |
| 2016 | 61 | 67 |

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2012, prior to applying treatments.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 11.7% | 13.4% | 37.1% | 0.0% | 62.2% |
| II / III | 1.3% | 3.7% | 11.6% | 0.0% | 16.7% |
| IV | 3.8% | 1.4% | 8.1% | 0.0% | 13.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2012 after schedulable treatments applied.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 14.2% | 16.7% | 47.5% | 0.0% | 78.4% |
| II / III | 0.9% | 1.0% | 3.8% | 0.0% | 5.7% |
| IV | 1.7% | 0.8% | 5.6% | 0.0% | 8.1% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2016 after schedulable treatments applied.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 14.4% | 12.1% | 40.3% | 0.0% | 66.8% |
| II / III | 0.7% | 5.1% | 8.6% | 0.0% | 14.3% |
| IV | 0.0% | 0.5% | 3.1% | 0.0% | 3.6% |
| V | 2.5% | 1.8% | 10.9% | 0.0% | 15.2% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (3) Loss of CDA funding

| Year | PM Amt | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|----------|-------------|----------------|-------------|--------------------------|------------|----------|--------------|----------|-----|
| 2012 | \$60,000 | \$2,295,900 | II | \$543,620 | Non-Project Project | \$60,651 | \$0 | \$5,977,725 | Funded | \$0 |
| | | | III | \$595,282 | | Unmet | | | \$40,978 | |
| | | | IV | \$1,096,327 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$2,235,229 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2013 | \$60,000 | \$450,000 | II | \$5,911 | Non-Project Project | \$65,662 | \$0 | \$8,366,655 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$13,857 | |
| | | | IV | \$376,845 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$382,756 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2014 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$60,572 | \$0 | \$10,201,776 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$12,453 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2015 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$61,676 | \$0 | \$12,280,920 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$16,417 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2016 | \$60,000 | \$62,000 | II | \$0 | Non-Project Project | \$61,244 | \$0 | \$14,212,421 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$17,461 | |
| | | | IV | \$0 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |

Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|-------------------|----------------|--------------|-----------------|----------------|
| Arterial | \$693,629 | \$176,509 | \$0 | \$14,171 |
| Collector | \$512,875 | \$60,974 | \$0 | \$15,458 |
| Residential/Local | \$1,411,481 | \$72,322 | \$0 | \$71,538 |

| Year | PM Amt | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|--------------|--------|--------|----------------|-----------------------------|------------|-----------|----------|
| Grand Total: | | | \$2,617,985 | \$309,805 | \$0 | \$101,166 | |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 02/24/2012

Scenario: (4) Maintain Current PCI

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|--------|------|-------------|--------|------|-------------|--------|
| 2012 | \$1,000,000 | 10% | 2013 | \$1,000,000 | 10% | 2014 | \$1,000,000 | 10% |
| 2015 | \$1,000,000 | 10% | 2016 | \$1,000,000 | 10% | | | |

Projected Network Average PCI by year

| <u>Year</u> | <u>Never Treated</u> | <u>With Selected Treatment</u> |
|-------------|----------------------|--------------------------------|
| 2012 | 70 | 72 |
| 2013 | 67 | 72 |
| 2014 | 65 | 71 |
| 2015 | 63 | 71 |
| 2016 | 61 | 70 |

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2012, prior to applying treatments.

| <u>Condition</u> <u>Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|----------------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 11.7% | 13.4% | 37.1% | 0.0% | 62.2% |
| II / III | 1.3% | 3.7% | 11.6% | 0.0% | 16.7% |
| IV | 3.8% | 1.4% | 8.1% | 0.0% | 13.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2012 after schedulable treatments applied.

| <u>Condition</u> <u>Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|----------------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 14.2% | 14.9% | 37.9% | 0.0% | 67.0% |
| II / III | 0.9% | 2.8% | 10.9% | 0.0% | 14.6% |
| IV | 1.7% | 0.8% | 8.1% | 0.0% | 10.6% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2016 after schedulable treatments applied.

| <u>Condition</u> <u>Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|----------------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 15.6% | 16.0% | 47.1% | 0.0% | 78.8% |
| II / III | 0.0% | 1.7% | 4.2% | 0.0% | 5.9% |
| IV | 0.0% | 0.0% | 1.1% | 0.0% | 1.1% |
| V | 2.0% | 1.8% | 10.4% | 0.0% | 14.3% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |



City of Sonoma
Number 1 The Plaza
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Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (4) Maintain Current PCI

| Year | PM Amt | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|--------|-------------|----------------|-----------|--------------------------|------------|----------|--------------|--------|-------|
| 2012 | 10% | \$1,000,000 | II | \$0 | Non-Project | \$99,965 | \$35 | \$7,274,946 | Funded | \$0 |
| | | | III | \$333,860 | | Project | | | \$0 | Unmet |
| | | | IV | \$564,818 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$898,678 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2013 | 10% | \$1,000,000 | II | \$37,279 | Non-Project | \$100,740 | \$0 | \$8,824,865 | Funded | \$0 |
| | | | III | \$91,934 | | Project | | | \$0 | Unmet |
| | | | IV | \$768,870 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$898,083 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2014 | 10% | \$1,000,000 | II | \$238,391 | Non-Project | \$104,579 | \$0 | \$9,449,608 | Funded | \$0 |
| | | | III | \$308,131 | | Project | | | \$0 | Unmet |
| | | | IV | \$347,891 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$894,413 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2015 | 10% | \$1,000,000 | II | \$369,688 | Non-Project | \$114,794 | \$0 | \$10,305,520 | Funded | \$0 |
| | | | III | \$0 | | Project | | | \$0 | Unmet |
| | | | IV | \$330,749 | | | | | | |
| | | | V | \$182,873 | | | | | | |
| | | | Total | \$883,310 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2016 | 10% | \$1,000,000 | II | \$337,802 | Non-Project | \$104,569 | \$0 | \$11,476,427 | Funded | \$0 |
| | | | III | \$0 | | Project | | | \$0 | Unmet |
| | | | IV | \$114,839 | | | | | | |
| | | | V | \$441,974 | | | | | | |
| | | | Total | \$894,615 | | | | | | |
| | | | Project | \$0 | | | | | | |

Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|-------------------|----------------|--------------|-----------------|----------------|
| Arterial | \$1,139,175 | \$281,108 | \$0 | \$12,677 |
| Collector | \$927,487 | \$113,161 | \$0 | \$13,661 |
| Residential/Local | \$2,402,437 | \$130,378 | \$0 | \$71,817 |

| Year | PM Amt | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|--------------|--------|--------|----------------|-----------------------------|------------|----------|----------|
| Grand Total: | | | \$4,469,099 | \$524,647 | \$0 | \$98,155 | |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 4%

Printed: 02/24/2012

Scenario: (5) Increase PCI 5 points

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|--------|------|-------------|--------|------|-------------|--------|
| 2012 | \$1,700,000 | 10% | 2013 | \$1,700,000 | 10% | 2014 | \$1,700,000 | 10% |
| 2015 | \$1,700,000 | 10% | 2016 | \$1,700,000 | 10% | | | |

Projected Network Average PCI by year

| <u>Year</u> | <u>Never Treated</u> | <u>With Selected Treatment</u> |
|-------------|----------------------|--------------------------------|
| 2012 | 70 | 74 |
| 2013 | 67 | 74 |
| 2014 | 65 | 74 |
| 2015 | 63 | 74 |
| 2016 | 61 | 75 |

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2012, prior to applying treatments.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 11.7% | 13.4% | 37.1% | 0.0% | 62.2% |
| II / III | 1.3% | 3.7% | 11.6% | 0.0% | 16.7% |
| IV | 3.8% | 1.4% | 8.1% | 0.0% | 13.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2012 after schedulable treatments applied.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 14.2% | 14.9% | 41.1% | 0.0% | 70.2% |
| II / III | 0.9% | 2.8% | 10.0% | 0.0% | 13.7% |
| IV | 1.7% | 0.8% | 5.8% | 0.0% | 8.3% |
| V | 0.7% | 1.1% | 6.0% | 0.0% | 7.8% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |

Percent Network Area by Functional Classification and Condition Class

Condition in year 2016 after schedulable treatments applied.

| <u>Condition Class</u> | <u>Arterial</u> | <u>Collector</u> | <u>Res/Loc</u> | <u>Other</u> | <u>Total</u> |
|------------------------|-----------------|------------------|----------------|--------------|--------------|
| I | 17.6% | 17.7% | 51.2% | 0.0% | 86.5% |
| II / III | 0.0% | 0.0% | 2.6% | 0.0% | 2.6% |
| IV | 0.0% | 0.0% | 0.7% | 0.0% | 0.7% |
| V | 0.0% | 1.8% | 8.5% | 0.0% | 10.3% |
| Total | 17.6% | 19.6% | 62.9% | 0.0% | 100.0% |



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Cost Summary

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (5) Increase PCI 5 points

| Year | PM Amt | Budget | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | |
|------|--------|-------------|----------------|-------------|--------------------------|------------|----------|-------------|----------|-----|
| 2012 | 10% | \$1,700,000 | II | \$0 | Non-Project Project | \$174,231 | \$0 | \$6,573,846 | Funded | \$0 |
| | | | III | \$475,762 | | Unmet | | | \$47,888 | |
| | | | IV | \$1,049,756 | | | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$1,525,518 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2013 | 10% | \$1,700,000 | II | \$617,841 | Non-Project Project | \$178,477 | \$0 | \$7,550,750 | Funded | \$0 |
| | | | III | \$124,301 | | Unmet | | | \$10,381 | |
| | | | IV | \$545,057 | | | | | | |
| | | | V | \$233,095 | | | | | | |
| | | | Total | \$1,520,294 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2014 | 10% | \$1,700,000 | II | \$168,609 | Non-Project Project | \$173,434 | \$0 | \$7,638,782 | Funded | \$0 |
| | | | III | \$178,858 | | Unmet | | | \$8,013 | |
| | | | IV | \$159,441 | | | | | | |
| | | | V | \$1,018,589 | | | | | | |
| | | | Total | \$1,525,497 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2015 | 10% | \$1,700,000 | II | \$309,548 | Non-Project Project | \$195,660 | \$0 | \$7,995,660 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$7,209 | |
| | | | IV | \$330,749 | | | | | | |
| | | | V | \$861,599 | | | | | | |
| | | | Total | \$1,501,896 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2016 | 10% | \$1,700,000 | II | \$378,527 | Non-Project Project | \$219,321 | \$0 | \$8,371,282 | Funded | \$0 |
| | | | III | \$0 | | Unmet | | | \$13,574 | |
| | | | IV | \$76,114 | | | | | | |
| | | | V | \$1,023,744 | | | | | | |
| | | | Total | \$1,478,385 | | | | | | |
| | | | Project | \$0 | | | | | | |

Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|-------------------|----------------|--------------|-----------------|----------------|
| Arterial | \$2,514,199 | \$447,916 | \$0 | \$9,783 |
| Collector | \$1,173,603 | \$173,186 | \$0 | \$11,417 |
| Residential/Local | \$3,863,788 | \$320,021 | \$0 | \$65,865 |

| Year | PM Amt | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|--------------|--------|--------|----------------|-----------------------------|------------|----------|----------|
| Grand Total: | | | \$7,551,590 | \$941,123 | \$0 | \$87,065 | |

Appendix E

Section PCI/RSL Listing

Map – Current PCI Condition



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Section PCI/RSL Listing

Printed: 02/24/2012

Street Name

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|--------------------|------------------------------|------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| ADLER | 117 | ALDER COURT | WILLIAM CUNNINGHAM AVENUE | CUL DE SAC | 243 | 33 | 8,019 | R - Residential/Local | A - AC | 74 | 25.13 |
| ANDRIE | 167A | ANDRIEUX STREET | CUL DE SAC | FIFTH STREET | 1,242 | 39 | 48,438 | R - Residential/Local | O - AC/AC | 96 | 55.65 |
| ANDRIE | 167B | ANDRIEUX STREET | FIFTH STREET WEST | FOURTH STREET WEST | 611 | 33 | 20,163 | C - Collector | O - AC/AC | 92 | 29.39 |
| ANDRIE | 167C | ANDRIEUX STREET | FOURTH STREET WEST | THIRD STREET WEST | 661 | 33 | 21,813 | C - Collector | O - AC/AC | 92 | 29.39 |
| ANDRIE | 167D | ANDRIEUX STREET | THIRD STREET WEST | SECOND STREET WEST | 641 | 38 | 24,358 | C - Collector | O - AC/AC | 92 | 36.76 |
| ANDRIE | 167E1 | ANDRIEUX STREET | SECOND STREET WEST | FIRST STREET WEST | 664 | 38 | 25,232 | C - Collector | O - AC/AC | 92 | 29.39 |
| ANDRIE | 167E2 | ANDRIEUX STREET | FIRST STREET WEST | BROADWAY | 332 | 38 | 12,616 | C - Collector | O - AC/AC | 74 | 19.53 |
| APPLET | 130 | APPLETON WAY | CUL DE SAC S. OF AVENIDA ORO | CUL DE SAC N. OF AVENIDA ORO | 328 | 33 | 10,824 | R - Residential/Local | A - AC | 54 | 11.96 |
| ARGUEL | 238 | ARGUELLO COURT | ROBINSON ROAD | CUL DE SAC | 249 | 33 | 8,217 | R - Residential/Local | A - AC | 89 | 31.56 |
| ARMSTR | 113 | ARMSTRONG DRIVE | CHARLES VAN DAMME WAY | EAST NAPA STREET | 421 | 46 | 19,366 | R - Residential/Local | A - AC | 76 | 27.17 |
| ARROY | 180 | ARROYO WAY | FOURTH STREET WEST | THIRD STREET WEST | 613 | 32 | 19,616 | R - Residential/Local | A - AC | 78 | 29.3 |
| AUREO | 121 | AUREO COURT | AVENUE DEL ORO | CUL DE SAC | 146 | 27 | 3,942 | R - Residential/Local | A - AC | 20 | 0 |
| AUSTIN | 162A | AUSTIN AVENUE | EAST MACARTHUR STREET | CHASE STREET | 611 | 36 | 21,996 | R - Residential/Local | A - AC | 45 | 7.23 |
| AUSTIN | 162B | AUSTIN AVENUE | CHASE STREET | FRANCE STREET | 615 | 36 | 22,140 | R - Residential/Local | A - AC | 33 | 2.88 |
| AUSTIN | 162C | AUSTIN AVENUE | FRANCE STREET | PATTEN STREET | 604 | 33 | 19,932 | R - Residential/Local | A - AC | 75 | 26.04 |
| AVENUE | 120A | AVENUE DEL ORO | FIFTH STREET EAST | CORDILLERAS DRIVE | 779 | 33 | 25,707 | R - Residential/Local | A - AC | 20 | 0 |
| AVENUE | 120B | AVENUE DEL ORO | CORDILLERAS DRIVE | HOUSE #693 | 801 | 33 | 26,433 | R - Residential/Local | A - AC | 51 | 10.37 |
| AVENUE | 120C | AVENUE DEL ORO | HOUSE #693 | APPLETON WAY | 331 | 33 | 10,923 | R - Residential/Local | A - AC | 73 | 21.77 |
| BANCHE | 176 | BANCHERO STREET | BARRACHI WAY | THIRD STREET WEST | 215 | 23 | 4,945 | R - Residential/Local | A - AC | 70 | 19.76 |
| BARRAC | 202 | BARRACHI WAY | PERKINS STREET | BACHERO STREET | 804 | 23 | 18,492 | R - Residential/Local | A - AC | 45 | 7.23 |
| BAUDIN | 252 | BAUDIN WAY | CASA BONNE LN | DEAD END | 186 | 20 | 3,720 | R - Residential/Local | A - AC | 93 | 33.47 |
| BEASLE | 194 | BEASLEY WAY | NEWCOMB STREET | COX STREET | 969 | 37 | 35,853 | R - Residential/Local | A - AC | 63 | 16.69 |
| BERRY | 188 | BERRYESSA COURT | BERRYESSA DRIVE | CUL DE SAC | 126 | 33 | 4,158 | R - Residential/Local | A - AC | 93 | 33.33 |
| BERRY | 186 | BERRYESSA DRIVE | LA QUINTA | EVANS AVENUE | 416 | 33 | 13,728 | R - Residential/Local | A - AC | 91 | 32.81 |
| BETTEN | 179A | BETTENCOURT STREET | FIFTH STREET WEST | FOURTH STREET WEST | 611 | 32 | 19,552 | R - Residential/Local | O - AC/AC | 94 | 37.93 |
| BETTEN | 179B | BETTENCOURT STREET | FOURTH STREET WEST | THIRD STREET WEST | 649 | 34 | 22,066 | R - Residential/Local | O - AC/AC | 94 | 37.93 |



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Section PCI/RSL Listing

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| Street ID | Section ID | | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|-----------------------|-------------------------------|-----------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| BETTEN | 179C | BETTENCOURT STREET | THIRD STREET WEST | SECOND STREET WEST | 643 | 34 | 21,862 | R - Residential/Local | O - AC/AC | 94 | 37.93 |
| BLUEWI | 102 | BLUE WING DRIVE | FIRST STREET EAST | SECOND STREET EAST | 628 | 32 | 20,096 | C - Collector | A - AC | 14 | 0 |
| BRAGG | 211 | BRAGG STREET | CLAY STREET | DEAD END NORTH OF COOPER ST | 335 | 33 | 11,055 | R - Residential/Local | A - AC | 89 | 31.55 |
| BRAZIL | 110 | BRAZIL STREET | FOURTH STREET EAST | CITY LIMITS/HOUSE #481 | 607 | 16 | 9,712 | R - Residential/Local | S - ST | 78 | 18.68 |
| BROCKM | 137A | BROCKMAN DRIVE | DENMARK STREET | CUL DE SAC | 664 | 33 | 21,912 | R - Residential/Local | A - AC | 91 | 32.44 |
| BROCKM | 137B | BROCKMAN DRIVE | CUL DE SAC/BULB | LOT #366/PAVE CHG | 1,000 | 26 | 26,000 | R - Residential/Local | A - AC | 76 | 27.78 |
| BROCKM | 137C | BROCKMAN DRIVE | JONES STREET | LOT #366/PAVE CHG | 405 | 30 | 12,150 | R - Residential/Local | A - AC | 90 | 41.65 |
| CARILL | 227 | CARILLO COURT | VERANO AVENUE | CUL DE SAC | 325 | 33 | 10,725 | R - Residential/Local | A - AC | 20 | 0 |
| CARSON | 231 | CARSON COURT | LASUEN STREET | CUL DE SAC | 193 | 33 | 6,369 | R - Residential/Local | A - AC | 91 | 32.45 |
| CASABO | 251 | CASA BONNE LANE | 4TH ST WEST | BAUDIN WAY | 336 | 20 | 6,720 | R - Residential/Local | A - AC | 93 | 33.33 |
| CHARLE | 114A | CHARLES VAN DAMME WAY | SOUTH CUL DE SAC | WILLIAM CUNNINGHAM AVENUE | 451 | 33 | 14,883 | R - Residential/Local | A - AC | 58 | 12.98 |
| CHARLE | 114B | CHARLES VAN DAMME WAY | WILLIAM CUNNINGHAM AVENUE | SIXTH STREET EAST | 1,436 | 48 | 68,928 | R - Residential/Local | A - AC | 74 | 25.13 |
| CHASES | 119A | CHASE STREET | BROADWAY | SECOND STREET EAST | 901 | 37 | 33,337 | C - Collector | A - AC | 68 | 11.05 |
| CHASES | 119B | CHASE STREET | SECOND STREET EAST | THIRD STREET EAST | 566 | 32 | 18,112 | C - Collector | A - AC | 73 | 12.59 |
| CHASES | 119C | CHASE STREET | THIRD STREET EAST | FOURTH STREET EAST | 676 | 32 | 21,632 | C - Collector | A - AC | 69 | 11.42 |
| CHASES | 119D | CHASE STREET | FOURTH STREET EAST | FIFTH STREET EAST | 631 | 32 | 20,192 | C - Collector | A - AC | 60 | 8.86 |
| CHASES | 119E | CHASE STREET | FIFTH STREET EAST | CUL DE SAC | 399 | 33 | 13,167 | R - Residential/Local | A - AC | 22 | 0 |
| CHURCH | 203A | CHURCH STREET | FIFTH STREET WEST | FOURTH STREET WEST | 631 | 32 | 20,192 | R - Residential/Local | A - AC | 27 | 0.76 |
| CHURCH | 203B | CHURCH STREET | FOURTH STREET WEST | THIRD STREET WEST | 611 | 32 | 19,552 | R - Residential/Local | A - AC | 93 | 33.33 |
| CHURCH | 203C | CHURCH STREET | SECOND STREET WEST | ALLEY | 408 | 28 | 11,424 | R - Residential/Local | A - AC | 55 | 10.55 |
| CLAUDI | 206 | CLAUDIA DRIVE | FIFTH STREET WEST | FOURTH STREET WEST | 641 | 31 | 19,871 | R - Residential/Local | A - AC | 73 | 23.21 |
| CLAYST | 159A | CLAY STREET | FRYER CREEK DRIVE | BROADWAY | 1,471 | 37 | 54,427 | R - Residential/Local | A - AC | 80 | 31.35 |
| CONTEN | 123 | CONTENTO COURT | CORDILLERAS DRIVE | CUL DE SAC | 202 | 27 | 5,454 | R - Residential/Local | A - AC | 86 | 29.93 |
| COOPER | 199 | COOPER STREET | PICKETT DRIVE | BRAGG STREET | 589 | 33 | 19,437 | R - Residential/Local | A - AC | 81 | 26.84 |
| CORDIL | 124A | CORDILLERAS DRIVE | MACARTHUR STREET | AVENUE DEL ORO | 552 | 33 | 18,216 | R - Residential/Local | A - AC | 87 | 30.5 |
| CORDIL | 124B | CORDILLERAS DRIVE | AVENUE DEL ORO | PRIVATE DRIVE | 297 | 33 | 9,801 | R - Residential/Local | A - AC | 90 | 32.03 |
| COXST | 191 | COX STREET | DEAD END SOUTH OF BEASLEY WAY | NEWCOMB STREET | 647 | 37 | 23,939 | R - Residential/Local | A - AC | 51 | 9.66 |



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| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|-----------------------|--------------------------------|--------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| CURTIN | 218A | CURTIN LANE | SEVENTH STREET WEST | HOUSE #601 | 351 | 33 | 11,583 | R - Residential/Local | A - AC | 39 | 4.86 |
| CURTIN | 218B | CURTIN LANE | HOUSE #601 | FIFTH STREET WEST | 603 | 33 | 19,899 | R - Residential/Local | A - AC | 14 | 0 |
| DANIEL | 118 | DANIEL YOUNG DRIVE | CHARLES VAN DAMME WAY | WILLIAM CUNNINGHAM AVENUE | 433 | 37 | 16,021 | R - Residential/Local | A - AC | 78 | 29.39 |
| DAVILA | 140 | DAVILA COURT | EASTIN DRIVE | CUL DE SAC | 317 | 33 | 10,461 | R - Residential/Local | A - AC | 90 | 32.02 |
| DENMAR | 138A | DENMARK STREET | DEAD END WEST OF BROCKMAN DR | GARRY LANE | 537 | 33 | 17,721 | R - Residential/Local | A - AC | 90 | 32.02 |
| DENMAR | 138B | DENMARK STREET | GARRY LANE | 254' WEST OF FIFTH STREET EAST | 541 | 22 | 11,902 | R - Residential/Local | A - AC | 21 | 0 |
| DENMAR | 138C | DENMARK STREET | 254' WEST OF FIFTH STREET EAST | FIFTH STREET EAST | 254 | 26 | 6,604 | R - Residential/Local | A - AC | 44 | 6.67 |
| DEWELL | 156 | DEWELL DRIVE | LARKIN DRIVE | FINE AVENUE | 969 | 38 | 36,822 | R - Residential/Local | A - AC | 68 | 18.77 |
| DONNER | 150 | DONNER AVENUE | MACARTHUR LANE | EAST MACARTHUR AVENUE | 250 | 26 | 6,500 | R - Residential/Local | A - AC | 89 | 31.56 |
| DONNER | 150A | DONNER AVENUE | EAST MACARTHUR AVENUE | CHASE STREET | 626 | 32 | 20,032 | R - Residential/Local | O - AC/AC | 89 | 46.74 |
| DONNER | 150B | DONNER AVENUE | CHASE STREET | DEAD END | 312 | 32 | 9,984 | R - Residential/Local | O - AC/AC | 83 | 35.89 |
| DONNER | 150C | DONNER AVENUE | FRANCE STREET | PATTEN STREET | 608 | 32 | 19,456 | R - Residential/Local | A - AC | 86 | 29.93 |
| MACARE | 133A | EAST MACARTHUR STREET | BROADWAY | AUSTIN STREET | 573 | 38 | 21,774 | C - Collector | O - AC/AC | 88 | 32.34 |
| MACARE | 133B | EAST MACARTHUR STREET | AUSTIN STREET | THIRD STREET EAST | 988 | 37 | 36,556 | C - Collector | O - AC/AC | 90 | 35.74 |
| MACARE | 133C | EAST MACARTHUR STREET | THIRD STREET EAST | FIFTH STREET EAST | 1,315 | 36 | 47,340 | C - Collector | A - AC | 89 | 20.15 |
| MACARE | 133D | EAST MACARTHUR STREET | FIFTH STREET EAST | CORDILLERAS DRIVE | 821 | 38 | 31,198 | C - Collector | A - AC | 88 | 19.62 |
| MACARE | 133E | EAST MACARTHUR STREET | CORDILLERAS DRIVE | CITY LIMITS/200' E. OF KNIGHT | 951 | 31 | 29,481 | C - Collector | A - AC | 87 | 19.1 |
| NAPAE | 161A | EAST NAPA STREET | BROADWAY | FIRST STREET EAST | 287 | 69 | 19,803 | A - Arterial | A - AC | 90 | 23.91 |
| NAPAE | 161B | EAST NAPA STREET | FIRST STREET EAST | THIRD STREET EAST | 1,323 | 38 | 50,274 | A - Arterial | A - AC | 86 | 22 |
| NAPAE | 161C | EAST NAPA STREET | THIRD STREET EAST | FOURTH STREET EAST | 633 | 38 | 24,054 | A - Arterial | A - AC | 90 | 23.91 |
| NAPAE | 161D | EAST NAPA STREET | FOURTH STREET EAST | FIFTH STREET EAST | 664 | 38 | 25,232 | A - Arterial | A - AC | 89 | 23.22 |
| NAPAE | 161E | EAST NAPA STREET | FIFTH STREET EAST | CITY LIMITS/HOUSE #836 | 1,159 | 30 | 34,770 | R - Residential/Local | O - AC/AC | 85 | 40.67 |



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|-----------|------------|-------------------|------------------------------|------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| SPAINE | 105A | EAST SPAIN STREET | FIRST STREET WEST | FIRST STREET EAST | 624 | 60 | 37,440 | R - Residential/Local | O - AC/AC | 79 | 23.73 |
| SPAINE | 105B | EAST SPAIN STREET | FIRST STREET EAST | SECOND STREET EAST | 655 | 37 | 24,235 | R - Residential/Local | O - AC/AC | 79 | 23.73 |
| SPAINE | 105C | EAST SPAIN STREET | SECOND STREET EAST | FOURTH STREET EAST | 1,247 | 37 | 46,139 | R - Residential/Local | O - AC/AC | 77 | 27.52 |
| EASTIN | 139 | EASTIN DRIVE | DENMARK STREET | FIFTH STREET EAST | 1,308 | 33 | 43,164 | R - Residential/Local | A - AC | 88 | 31.04 |
| EDACT | 232 | EDA COURT | JOAQUIN DRIVE | CUL DE SAC | 130 | 20 | 2,600 | R - Residential/Local | A - AC | 84 | 28.73 |
| ELNIDO | 122 | EL NIDO COURT | AVENUE DEL ORO | CUL DE SAC | 292 | 28 | 8,176 | R - Residential/Local | A - AC | 21 | 0 |
| ELLIOT | 129 | ELLIOT STREET | CUL DE SAC @ KNIGHT STREET | CUL DE SAC NORTH OF TOWNE ST | 464 | 33 | 15,312 | R - Residential/Local | A - AC | 61 | 16.09 |
| ENGLER | 246 | ENGLER STREET | BROCKMAN DRIVE | FIFTH STREET WEST | 1,000 | 26 | 26,000 | R - Residential/Local | A - AC | 86 | 37.42 |
| ESTECT | 136 | ESTE MADERA COURT | ESTE MADERA DRIVE | CUL DE SAC | 302 | 27 | 8,154 | R - Residential/Local | A - AC | 11 | 0 |
| ESTEDR | 134A | ESTE MADERA DRIVE | EAST MACARTHUR STREET | ESTE MADERA LANE | 797 | 33 | 26,301 | R - Residential/Local | A - AC | 34 | 3.28 |
| ESTEDR | 134B | ESTE MADERA DRIVE | ESTE MADERA LANE | END OF LOOP | 1,044 | 33 | 34,452 | R - Residential/Local | A - AC | 17 | 0 |
| ESTEDR | 134C | ESTE MADERA DRIVE | ESTE MADERA DRIVE | CUL DE SAC | 396 | 33 | 13,068 | R - Residential/Local | A - AC | 19 | 0 |
| ESTELN | 135 | ESTE MADERA LANE | EAST FIFTH STREET | ESTE MADERA DRIVE | 232 | 33 | 7,656 | R - Residential/Local | A - AC | 37 | 4.06 |
| EVANS | 185 | EVANS AVENUE | CUL DE SAC WEST OF BERRYESSA | MANOR DRIVE | 602 | 33 | 19,866 | R - Residential/Local | A - AC | 92 | 33.1 |
| FANOLN | 237A | FANO LANE | ROBINSON ROAD | JUNIPERO SERRA STREET | 454 | 33 | 14,982 | R - Residential/Local | O - AC/AC | 59 | 15.83 |
| FANOLN | 237B | FANO LANE | JUNIPERO SERRA STREET | FIFTH STREET WEST | 1,157 | 33 | 38,181 | R - Residential/Local | O - AC/AC | 95 | 48.2 |
| FIFTHE | 143 | FIFTH STREET EAST | CITY LIMITS / HOUSE #20419 | DENMARK STREET | 1,240 | 30 | 37,200 | A - Arterial | A - AC | 85 | 21.55 |
| FIFTHE | 143A | FIFTH STREET EAST | DENMARK STREET | ESTE MADERA LANE | 603 | 30 | 18,090 | A - Arterial | O - AC/AC | 73 | 17.86 |
| FIFTHE | 143B | FIFTH STREET EAST | ESTE MADERA LANE | EAST MACARTHUR STREET | 683 | 27 | 18,441 | A - Arterial | O - AC/AC | 87 | 26.52 |
| FIFTHE | 143C | FIFTH STREET EAST | EAST MACARTHUR STREET | FRANCE STREET | 1,247 | 37 | 46,139 | A - Arterial | O - AC/AC | 78 | 21.55 |
| FIFTHE | 143D | FIFTH STREET EAST | FRANCE STREET | PATTEN STREET | 684 | 37 | 25,308 | R - Residential/Local | O - AC/AC | 89 | 35.59 |
| FIFTHE | 143E | FIFTH STREET EAST | PATTEN STREET | EAST NAPA STREET | 660 | 37 | 24,420 | R - Residential/Local | O - AC/AC | 82 | 34.14 |
| FIFTHW | 173A1 | FIFTH STREET WEST | 175' SOUTH OF W MACARTHUR ST | HARRINGTON DRIVE | 1,287 | 49 | 63,063 | A - Arterial | A - AC | 45 | 5.58 |



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|-----------|------------|--------------------|-------------------------------|------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| FIFTHW | 173A2 | FIFTH STREET WEST | W MACARTHUR STREET | 175' SOUTH OF W MACARTHUR ST | 175 | 49 | 8,575 | A - Arterial | A - AC | 33 | 2.02 |
| FIFTHW | 173B | FIFTH STREET WEST | WEST MACARTHUR STREET | ANDRIEUX STREET | 1,134 | 49 | 55,566 | A - Arterial | O - AC/AC | 93 | 36.18 |
| FIFTHW | 173C | FIFTH STREET WEST | ANDRIEUX STREET | WEST NAPA ROAD | 1,462 | 64 | 93,568 | A - Arterial | O - AC/AC | 93 | 36.18 |
| FIFTHW | 173D | FIFTH STREET WEST | WEST NAPA ROAD | WEST SPAIN STREET | 619 | 37 | 22,903 | A - Arterial | O - AC/AC | 87 | 26.52 |
| FIFTHW | 173E | FIFTH STREET WEST | WEST SPAIN STREET | CLAUDIA DRIVE | 1,111 | 37 | 41,107 | A - Arterial | O - AC/AC | 82 | 24.98 |
| FIFTHW | 173F | FIFTH STREET WEST | CLAUDIA DRIVE | HARASZTHY DRIVE | 531 | 37 | 19,647 | A - Arterial | O - AC/AC | 79 | 22.37 |
| FIFTHW | 173G | FIFTH STREET WEST | HARASZTHY DRIVE | VERANO AVENUE | 956 | 29 | 27,724 | A - Arterial | O - AC/AC | 83 | 25.91 |
| FINEAV | 153 | FINE AVENUE | DEAD END WEST OF DEWELL DRIVE | LARKIN AVENUE | 606 | 33 | 19,998 | R - Residential/Local | A - AC | 61 | 16.09 |
| FIRSTE | 100A | FIRST STREET EAST | PATTEN STREET | EAST NAPA STREET | 612 | 34 | 20,808 | C - Collector | A - AC | 77 | 14.27 |
| FIRSTE | 100B | FIRST STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | 608 | 65 | 39,520 | C - Collector | A - AC | 90 | 20.67 |
| FIRSTE | 100C | FIRST STREET EAST | EAST SPAIN STREET | HIKING PATH | 771 | 35 | 26,985 | C - Collector | A - AC | 53 | 6.51 |
| FIRSTE | 100D | FIRST STREET EAST | HIKING PATH | BLUE WING DRIVE | 892 | 41 | 36,572 | C - Collector | A - AC | 65 | 9.97 |
| FIRSTW | 169A | FIRST STREET WEST | NEWCOMB STREET | HOUSE #20054 | 291 | 20 | 5,820 | R - Residential/Local | A - AC | 86 | 29.93 |
| FIRSTW | 169B | FIRST STREET WEST | HOUSE #20054 | MALET STREET | 354 | 26 | 9,204 | R - Residential/Local | A - AC | 86 | 29.93 |
| FIRSTW | 169C | FIRST STREET WEST | MALET STREET | HOUSE #19995 | 337 | 20 | 6,740 | R - Residential/Local | A - AC | 86 | 29.93 |
| FIRSTW | 169D | FIRST STREET WEST | HOUSE #19995 | WEST MACARTHUR STREET | 305 | 36 | 10,980 | R - Residential/Local | A - AC | 88 | 31.04 |
| FIRSTW | 169E | FIRST STREET WEST | WEST MACARTHUR STREET | ANDRIEUX STREET | 1,256 | 32 | 40,192 | R - Residential/Local | A - AC | 85 | 29.34 |
| FIRSTW | 169F | FIRST STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | 1,245 | 36 | 44,820 | R - Residential/Local | A - AC | 68 | 18.77 |
| FIRSTW | 169G | FIRST STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | 596 | 60 | 35,760 | A - Arterial | A - AC | 82 | 20.18 |
| FIRSTW | 169H | FIRST STREET WEST | WEST SPAIN STREET | HOUSE #344 | 387 | 38 | 14,706 | A - Arterial | A - AC | 89 | 23.58 |
| FIRSTW | 169I | FIRST STREET WEST | HOUSE #344 | HIKING PATH | 571 | 32 | 18,272 | A - Arterial | A - AC | 23 | 0 |
| FIRSTW | 169J | FIRST STREET WEST | HIKING PATH | MOUNTAIN CEMETERY ROAD | 1,109 | 31 | 34,379 | A - Arterial | A - AC | 27 | 0.43 |
| FOURTE | 112A | FOURTH STREET EAST | EAST MACARTHUR STREET | CHASE STREET | 624 | 32 | 19,968 | R - Residential/Local | O - AC/AC | 89 | 46.74 |
| FOURTE | 112B | FOURTH STREET EAST | CHASE STREET | PATTEN STREET | 1,247 | 32 | 39,904 | R - Residential/Local | A - AC | 60 | 15.46 |
| FOURTE | 112C | FOURTH STREET EAST | PATTEN STREET | EAST NAPA STREET | 636 | 29 | 18,444 | R - Residential/Local | A - AC | 55 | 10.55 |



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|-----------|------------|--------------------|-------------------------------|--------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| FOURTE | 112H | FOURTH STREET EAST | EAST NAPA STREET | NATHANSON CREEK | 504 | 28 | 14,112 | A - Arterial | A - AC | 90 | 23.91 |
| FOURTE | 112I | FOURTH STREET EAST | NATHANSON CREEK | EAST SPAIN STREET | 130 | 32 | 4,160 | A - Arterial | A - AC | 89 | 23.22 |
| FOURTE | 112O | FOURTH STREET EAST | EAST SPAIN STREET | 150' SOUTH OF LUCCA COURT | 942 | 32 | 29,648 | C - Collector | A - AC | 86 | 18.58 |
| FOURTE | 112P | FOURTH STREET EAST | 150' SOUTH OF LUCCA COURT | BRAZIL STREET | 1,039 | 28 | 27,296 | C - Collector | A - AC | 91 | 21.2 |
| FOURTW | 172A | FOURTH STREET WEST | WEST MACARTHUR STREET | 175' NORTH OF ARROYO WAY | 646 | 18 | 11,628 | R - Residential/Local | A - AC | 62 | 15.39 |
| FOURTW | 172B | FOURTH STREET WEST | 175' NORTH OF ARROYO WAY | BETTENCOURT STREET | 145 | 37 | 5,365 | R - Residential/Local | A - AC | 79 | 30.48 |
| FOURTW | 172C | FOURTH STREET WEST | BETTENCOURT STREET | ANDRIEUX STREET | 265 | 37 | 9,805 | R - Residential/Local | A - AC | 17 | 0 |
| FOURTW | 172D | FOURTH STREET WEST | ANDRIEUX STREET | NORTH DEAD END | 445 | 20 | 8,900 | R - Residential/Local | A - AC | 69 | 19.35 |
| FOURTW | 172E | FOURTH STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | 604 | 37 | 22,348 | R - Residential/Local | A - AC | 66 | 18.19 |
| FOURTW | 172F | FOURTH STREET WEST | ROSALIE DRIVE | DEAD END NORTH OF CLAUDIA DR | 516 | 25 | 12,900 | R - Residential/Local | A - AC | 7 | 0 |
| FOURTW | 172G | FOURTH STREET WEST | DEAD END SOUTH OF LINDA DRIVE | DEAD END NORTH OF HARASZTHY DR | 428 | 33 | 14,124 | R - Residential/Local | A - AC | 19 | 0 |
| FOURTW | 172H | FOURTH STREET WEST | WEST SPAIN ST | 300' N OF CASA BONNE | 580 | 30 | 17,400 | R - Residential/Local | A - AC | 93 | 33.33 |
| FRANCE | 151A | FRANCE STREET | BROADWAY | SECOND STREET | 919 | 32 | 29,408 | C - Collector | A - AC | 26 | 0.18 |
| FRANCE | 151B | FRANCE STREET | SECOND STREET | OAK LANE | 749 | 35 | 26,215 | C - Collector | A - AC | 22 | 0 |
| FRANCE | 151C | FRANCE STREET | OAK LANE | FOURTH STREET EAST | 491 | 35 | 17,185 | C - Collector | A - AC | 30 | 0.97 |
| FRANCE | 151D | FRANCE STREET | FOURTH STREET EAST | FIFTH STREET EAST | 631 | 37 | 23,347 | C - Collector | A - AC | 75 | 13.42 |
| FRYERC | 195A | FRYER CREEK DRIVE | LEVERONI ROAD | CLAY STREET | 691 | 37 | 25,567 | R - Residential/Local | A - AC | 81 | 32.89 |
| FRYERC | 195B | FRYER CREEK DRIVE | CLAY STREET | HIKING PATH | 648 | 37 | 23,976 | R - Residential/Local | A - AC | 28 | 1.1 |
| FRYERC | 195C | FRYER CREEK DRIVE | HIKING PATH | NEWCOMB STREET | 665 | 37 | 24,605 | R - Residential/Local | A - AC | 33 | 2.88 |
| FRYERC | 195D | FRYER CREEK DRIVE | NEWCOMB STREET | MALET STREET | 735 | 33 | 24,255 | R - Residential/Local | A - AC | 77 | 26.27 |
| GARLAN | 216 | GARLAND COURT | DEAD END SOUTH OF WHITE BRIAR | CUL DE SAC NORTH OF WHITEBRIAR | 305 | 33 | 10,065 | R - Residential/Local | O - AC/AC | 94 | 37.93 |
| GRANTC | 187 | GRANT COURT | MANOR DRIVE | CUL DE SAC | 158 | 34 | 5,372 | R - Residential/Local | A - AC | 93 | 33.33 |



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|-----------|------------|----------------------|--------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| GREVEL | 109 | GREVE LANE | FOURTH STREET EAST | 449 | 33 | 14,817 | R - Residential/Local | A - AC | 77 | 26.27 |
| HARASZ | 208 | HARASZTHY DRIVE | FIFTH STREET WEST | 640 | 33 | 21,120 | R - Residential/Local | A - AC | 87 | 30.5 |
| HARRIN | 190 | HARRINGTON DRIVE | FIFTH STREET WEST | 365 | 26 | 9,490 | R - Residential/Local | A - AC | 86 | 29.93 |
| HARRIN | 191 | HARRINGTON DRIVE | LOT #440/ PAVE CHG | 544 | 17 | 9,248 | R - Residential/Local | A - AC | 14 | 0 |
| HAYES | 209A | HAYES STREET | BEG. OF PAVEMENT | 294 | 16 | 4,704 | R - Residential/Local | A - AC | 20 | 0 |
| HAYES | 209B | HAYES STREET | ROAD WIDENS | 187 | 33 | 6,171 | R - Residential/Local | A - AC | 17 | 0 |
| HEATHE | 214 | HEATHER LANE | DEAD END S. OF WHITEBRIAR DR | 496 | 33 | 16,368 | R - Residential/Local | O - AC/AC | 94 | 37.93 |
| HUDSON | 145 | HUDSON COURT | FRANCE STREET | 371 | 33 | 12,243 | R - Residential/Local | A - AC | 59 | 14.84 |
| INGRAM | 242 | INGRAM DRIVE | ENGLER STREET | 750 | 26 | 19,500 | R - Residential/Local | A - AC | 89 | 31.55 |
| IVYCT | 215 | IVY COURT | HEATHER LANE | 213 | 27 | 5,751 | R - Residential/Local | O - AC/AC | 93 | 37.46 |
| JOAQUI | 224A | JOAQUIN DRIVE | DEAD END SOUTH OF MITCHELL WAY | 216 | 33 | 7,128 | R - Residential/Local | A - AC | 89 | 31.56 |
| JOAQUI | 224B | JOAQUIN DRIVE | 100' SOUTH OF MITCHELL WAY | 546 | 33 | 18,018 | R - Residential/Local | A - AC | 90 | 32.03 |
| JOAQUI | 224C | JOAQUIN DRIVE | LASUEN STREET | 1,395 | 33 | 46,035 | R - Residential/Local | A - AC | 87 | 30.5 |
| JONES | 243 | JONES STREET | TEMP DEAD END SOUTH | 466 | 26 | 12,116 | R - Residential/Local | A - AC | 88 | 39.36 |
| JONES | 243A | JONES STREET | NAPA ROAD | 290 | 24 | 6,960 | R - Residential/Local | A - AC | 91 | 32.44 |
| JUNIBE | 217 | JUNIPER COURT | WHITE BRIAR DRIVE | 173 | 27 | 4,671 | R - Residential/Local | A - AC | 49 | 8.61 |
| JUNIBE | 223A | JUNIPERO SERRA DRIVE | WEST SPAIN STREET | 897 | 37 | 33,189 | R - Residential/Local | O - AC/AC | 95 | 48.2 |
| JUNIBE | 223B | JUNIPERO SERRA DRIVE | LASUEN STREET | 567 | 37 | 20,979 | R - Residential/Local | O - AC/AC | 95 | 48.2 |
| JUNIBE | 223C | JUNIPERO SERRA DRIVE | VASQUEZ COURT | 379 | 37 | 14,023 | R - Residential/Local | O - AC/AC | 95 | 48.2 |
| JUNIBE | 223D | JUNIPERO SERRA DRIVE | FANO LANE | 702 | 37 | 25,974 | R - Residential/Local | O - AC/AC | 62 | 17.61 |
| KNIGHT | 132 | KNIGHT STREET | EAST MACARTHUR STREET | 887 | 33 | 29,271 | R - Residential/Local | A - AC | 61 | 14.37 |
| LAQUIN | 212 | LA QUINTA LANE | FIFTH STREET WEST | 636 | 33 | 20,988 | R - Residential/Local | A - AC | 86 | 29.93 |
| LARKIN | 155A | LARKIN DRIVE | NAPA ROAD | 447 | 38 | 16,986 | R - Residential/Local | A - AC | 69 | 19.35 |



City of Sonoma
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Section PCI/RSL Listing

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Street Name

| Street ID | Section ID | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|--------------------|--------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| LARKIN | 155B | LARKIN DRIVE | DEWELL DRIVE | 811 | 38 | 30,818 | R - Residential/Local | A - AC | 70 | 19.95 |
| LASCAS | 104 | LAS CASITAS COURT | EAST SPAIN STREET | 479 | 33 | 15,807 | R - Residential/Local | A - AC | 42 | 6.13 |
| LASUEN | 235A | LASUEN STREET | ROBINSON ROAD | 603 | 37 | 22,311 | R - Residential/Local | A - AC | 88 | 31.04 |
| LASUEN | 235B | LASUEN STREET | JOAQUIN DRIVE | 919 | 37 | 34,003 | R - Residential/Local | A - AC | 90 | 32.03 |
| LEECT | 183 | LEE COURT | MANOR DRIVE | 159 | 42 | 6,678 | R - Residential/Local | A - AC | 92 | 33.1 |
| LEVERO | 160A | LEVERONI ROAD | HIKING PATH | 650 | 48 | 31,200 | A - Arterial | A - AC | 25 | 0 |
| LEVERO | 160B | LEVERONI ROAD | DAVID STREET | 695 | 38 | 26,410 | A - Arterial | A - AC | 24 | 0 |
| LEVERO | 160C | LEVERONI ROAD | 234' WEST OF BROADWAY | 234 | 38 | 8,892 | A - Arterial | O - AC/AC | 93 | 28.97 |
| LINDA | 207A | LINDA DRIVE | MITCHELL WAY | 591 | 33 | 19,503 | R - Residential/Local | A - AC | 88 | 31.04 |
| LINDA | 207B | LINDA DRIVE | FIFTH STREET WEST | 646 | 33 | 21,318 | R - Residential/Local | A - AC | 86 | 29.93 |
| LOVALL | 107A | LOVALL VALLEY ROAD | FOURTH STREET EAST | 629 | 39 | 24,531 | R - Residential/Local | A - AC | 63 | 17.4 |
| LOVALL | 107B | LOVALL VALLEY ROAD | 175' EAST OF WILKING WAY | 1,253 | 25 | 31,325 | R - Residential/Local | A - AC | 14 | 0 |
| LUBECK | 201 | LUBECK STREET | FRYER CREEK DRIVE | 417 | 33 | 13,761 | R - Residential/Local | A - AC | 76 | 26.94 |
| LUCCAC | 111 | LUCCA COURT | FOURTH STREET EAST | 258 | 33 | 8,514 | R - Residential/Local | A - AC | 76 | 26.68 |
| LYONLA | 254 | LYON LANE | SONOMA HWY | 290 | 30 | 8,700 | R - Residential/Local | A - AC | 93 | 33.33 |
| MACARL | 249 | MACARTHUR LANE | SECOND STREET EAST | 518 | 29 | 15,022 | R - Residential/Local | A - AC | 89 | 31.55 |
| MALET | 184A | MALET STREET | NEWCOMB ST | 951 | 16 | 15,216 | R - Residential/Local | A - AC | 34 | 3.28 |
| MALET | 184B | MALET STREET | FIRST STREET WEST | 277 | 30 | 8,310 | R - Residential/Local | A - AC | 38 | 4.46 |
| MANOR | 189A | MANOR DRIVE | HARRINGTON DRIVE | 513 | 33 | 16,929 | R - Residential/Local | A - AC | 24 | 0 |
| MANOR | 189B | MANOR DRIVE | HIKING PATH | 1,186 | 34 | 40,324 | R - Residential/Local | A - AC | 91 | 32.45 |
| MAPLE | 166 | MAPLE STREET | FIRST STREET WEST | 266 | 28 | 7,448 | R - Residential/Local | A - AC | 34 | 3.28 |
| MARIAN | 225 | MARIANO COURT | MARIANO DRIVE | 198 | 33 | 6,534 | R - Residential/Local | A - AC | 88 | 31.04 |
| MARIAN | 225A | MARIANO DRIVE | FANO LANE | 302 | 33 | 9,966 | R - Residential/Local | A - AC | 88 | 31.04 |
| MARIAN | 225B | MARIANO DRIVE | HOUSE #705 | 955 | 33 | 31,515 | R - Residential/Local | A - AC | 87 | 30.5 |
| MCDONN | 165 | MCDONELL STREET | WEST FIRST STREET | 278 | 31 | 8,618 | R - Residential/Local | A - AC | 62 | 16.73 |
| MERRIT | 228 | MERRITT COURT | JUNIPERO SERRA DRIVE | 179 | 33 | 5,907 | R - Residential/Local | A - AC | 74 | 22.39 |



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|-----------|------------|-----------------|--------------------------------|--------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| MISSIO | 103 | MISSION TERRACE | FIRST STREET EAST | DEAD END | 306 | 27 | 8,262 | R - Residential/Local | A - AC | 83 | 28.11 |
| MITCHE | 236 | MITCHELL WAY | JOAQUIN DRIVE | CUL DE SAC EAST OF LINDA DRIVE | 702 | 33 | 23,166 | R - Residential/Local | A - AC | 89 | 31.55 |
| MOLLCT | 163A | MOLL COURT | EAST SPAIN STREET | END OF TANGENT | 315 | 26 | 8,190 | R - Residential/Local | A - AC | 44 | 7.01 |
| MOLLCT | 163B | MOLL COURT | END OF TANGENT | EAST DEAD END | 150 | 59 | 8,850 | R - Residential/Local | A - AC | 82 | 27.48 |
| MONTIN | 253 | MONTINI LANE | 4TH ST WEST | 5TH ST WEST | 630 | 30 | 18,900 | R - Residential/Local | A - AC | 89 | 40.28 |
| NAPARD | 158A | NAPA ROAD | BROADWAY | 742' EAST OF BROADWAY | 742 | 40 | 29,680 | A - Arterial | A - AC | 33 | 2.02 |
| NAPARD | 158B | NAPA ROAD | 742' EAST OF BROADWAY | CITY LIMITS/175' E. OF PUEBLO | 1,197 | 32 | 38,304 | A - Arterial | A - AC | 43 | 4.95 |
| NASHST | 198 | NASH STREET | CLAY STREET | PICKETT STREET | 481 | 33 | 15,873 | R - Residential/Local | A - AC | 30 | 1.8 |
| NATALI | 233 | NATALINA COURT | JOAQUIN DRIVE | CUL DE SAC | 111 | 64 | 7,104 | R - Residential/Local | A - AC | 87 | 30.5 |
| NEILCT | 133 | NEIL COURT | BEASLEY WAY | CUL DE SAC | 208 | 33 | 6,864 | R - Residential/Local | A - AC | 52 | 10.17 |
| NEWCOM | 192A | NEWCOMB STREET | DEAD END WEST OF FRYER CREEK | BROADWAY | 1,521 | 28 | 42,588 | R - Residential/Local | A - AC | 33 | 2.9 |
| NEWCOM | 192B | NEWCOMB STREET | BROADWAY | HIGH SCHOOL PARKING LOT | 300 | 41 | 12,300 | R - Residential/Local | A - AC | 77 | 24.29 |
| NICOLI | 181 | NICOLI LANE | FOURTH STREET WEST | CUL DE SAC | 563 | 32 | 18,016 | R - Residential/Local | A - AC | 76 | 27.08 |
| NORRBO | 210 | NORRBOMM ROAD | MOUNTAIN CEMETERY ROAD | 2500' N. OF MTN. CEMETERY ROAD | 2,500 | 20 | 50,000 | R - Residential/Local | O - AC/AC | 19 | 0 |
| OAK | 147A | OAK LANE | EAST MACARTHUR STREET | CHASE STREET | 630 | 32 | 20,160 | R - Residential/Local | A - AC | 90 | 32.03 |
| OAK | 147B | OAK LANE | CHASE STREET | CUL DE SAC | 428 | 32 | 13,696 | R - Residential/Local | A - AC | 91 | 32.45 |
| OAK | 147C | OAK LANE | FRANCE STREET | PATTEN STREET | 608 | 33 | 20,064 | R - Residential/Local | A - AC | 61 | 16.09 |
| OFARRE | 241 | OFARREL COURT | ROBINSON ROAD | CUL DE SAC | 115 | 33 | 3,795 | R - Residential/Local | A - AC | 90 | 32.03 |
| OREGON | 219A | OREGON STREET | STUDLEY STREET | SEVENTH STREET WEST | 1,222 | 37 | 45,214 | R - Residential/Local | A - AC | 54 | 11.96 |
| OREGON | 219B | OREGON STREET | 200' WEST OF SEVENTH ST WEST | 200' EAST OF SIXTH ST WEST | 591 | 37 | 21,867 | R - Residential/Local | A - AC | 17 | 0 |
| OREGON | 219C | OREGON STREET | 200' EAST OF SIXTH STREET WEST | FIFTH STREET WEST | 478 | 33 | 15,774 | R - Residential/Local | A - AC | 31 | 2.16 |
| ORTEGA | 226 | ORTEGA COURT | MARIANO DRIVE | CUL DE SAC | 141 | 33 | 4,653 | R - Residential/Local | A - AC | 91 | 32.45 |
| OSENDA | 234 | OSENDA COURT | JOAQUIN DRIVE | CUL DE SAC | 105 | 64 | 6,720 | R - Residential/Local | A - AC | 88 | 31.04 |



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|-----------|------------|--------------------|--------------------------------|-------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| PALOU | 221 | PALOU STREET | DEAD END WEST OF ROBINSON ROAD | JUNIPERO SERRA DRIVE | 359 | 33 | 11,847 | R - Residential/Local | A - AC | 71 | 20.55 |
| PATTEN | 152A | PATTEN STREET | BROADWAY | AUSTIN STREET | 588 | 30 | 17,640 | C - Collector | A - AC | 49 | 5.12 |
| PATTEN | 152B | PATTEN STREET | AUSTIN STREET | SECOND STREET EAST | 352 | 22 | 7,744 | C - Collector | A - AC | 75 | 13.42 |
| PATTEN | 152C | PATTEN STREET | SECOND STREET EAST | OAK LANE | 754 | 25 | 18,850 | C - Collector | A - AC | 75 | 13.42 |
| PATTEN | 152D | PATTEN STREET | OAK LANE | FOURTH STREET EAST | 510 | 25 | 12,750 | C - Collector | A - AC | 55 | 7.14 |
| PATTEN | 152E | PATTEN STREET | FOURTH STREET EAST | FIFTH STREET EAST | 638 | 25 | 15,950 | C - Collector | A - AC | 72 | 12.2 |
| PATTEN | 152F | PATTEN STREET | FIFTH STREET EAST | CHARLES VAN DAMME WAY | 355 | 46 | 16,330 | R - Residential/Local | A - AC | 63 | 16.15 |
| PEARTR | 142 | PEAR TREE COURT | FIFTH STREET EAST | CUL DE SAC | 223 | 29 | 6,467 | R - Residential/Local | A - AC | 75 | 26.04 |
| PEARCE | 244 | PEARCE DRIVE | ENGLER STREET | DEAD END | 750 | 26 | 19,500 | R - Residential/Local | A - AC | 88 | 31.04 |
| PERKIN | 168A | PERKINS STREET | PARKING LOT W. OF BARRACHI WAY | THIRD STREET WEST | 301 | 32 | 9,632 | R - Residential/Local | A - AC | 60 | 14.93 |
| PERKIN | 168B | PERKINS STREET | THIRD STREET WEST | SECOND STREET WEST | 596 | 32 | 19,072 | R - Residential/Local | A - AC | 69 | 21.4 |
| PICKET | 197 | PICKETT STREET | CLAY STREET | FRYER CREEK DRIVE | 862 | 33 | 28,446 | R - Residential/Local | A - AC | 28 | 1.1 |
| PINAAV | 154 | PINA AVENUE | DEWELL DRIVE | LARKIN DRIVE | 328 | 33 | 10,824 | R - Residential/Local | A - AC | 67 | 18.18 |
| PUEBLA | 157A | PUEBLO AVENUE | TEMP DEAD END S | BROCKMAN LANE | 110 | 30 | 3,300 | R - Residential/Local | A - AC | 91 | 32.45 |
| QUEDO | 126 | QUEDO COURT | AVENUE DEL ORO | CUL DE SAC | 161 | 27 | 4,347 | R - Residential/Local | A - AC | 67 | 18.18 |
| RAYCT | 141 | RAY COURT | EASTIN DRIVE | CUL DE SAC | 183 | 29 | 5,307 | R - Residential/Local | A - AC | 91 | 32.45 |
| ROBINR | 222A | ROBINSON ROAD | PALOU STREET | LASUEN STREET | 626 | 33 | 20,658 | R - Residential/Local | A - AC | 84 | 28.73 |
| ROBINR | 222B | ROBINSON ROAD | LASUEN STREET | 150' NORTH OF FANO LANE | 1,149 | 33 | 37,917 | R - Residential/Local | A - AC | 86 | 29.93 |
| ROBINS | 177 | ROBINSON STREET | THE VILLAGE GREEN | THIRD STREET WEST | 321 | 33 | 10,593 | R - Residential/Local | A - AC | 80 | 30.15 |
| ROSALI | 205 | ROSALIE DRIVE | FIFTH STREET WEST | FOURTH STREET WEST | 642 | 30 | 19,260 | R - Residential/Local | A - AC | 61 | 13.98 |
| SANLOR | 255 | SAN LORENZO COURT | EAST NAPA ST | CUL-DE-SAC | 700 | 30 | 21,000 | R - Residential/Local | A - AC | 93 | 33.33 |
| SAUNDE | 245 | SAUNDERS DRIVE | BROCKMAN LANE | FIFTH STREET EAST | 1,000 | 26 | 26,000 | R - Residential/Local | A - AC | 89 | 31.55 |
| SECONE | 101A | SECOND STREET EAST | EAST MACARTHUR | CHASE STREET | 628 | 32 | 20,096 | C - Collector | A - AC | 78 | 14.71 |
| SECONE | 101A1 | SECOND STREET EAST | MACARTHUR LANE | EAST MACARTHUR STREET | 239 | 32 | 7,648 | R - Residential/Local | A - AC | 89 | 31.55 |
| SECONE | 101B | SECOND STREET EAST | CHASE STREET | FRANCE STREET | 660 | 32 | 21,120 | C - Collector | A - AC | 72 | 12.2 |



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|-----------|------------|---------------------|------------------------|--------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| SECONE | 101C | SECOND STREET EAST | FRANCE STREET | PATTEN STREET | 643 | 32 | 20,576 | C - Collector | A - AC | 76 | 13.84 |
| SECONE | 101D | SECOND STREET EAST | PATTEN STREET | EAST NAPA STREET | 652 | 32 | 20,864 | C - Collector | A - AC | 72 | 12.2 |
| SECONE | 101D1 | SECOND STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | 611 | 33 | 20,163 | C - Collector | A - AC | 43 | 3.62 |
| SECONE | 101E | SECOND STREET EAST | EAST SPAIN STREET | HOUSE #327 | 401 | 23 | 9,223 | C - Collector | A - AC | 68 | 11.05 |
| SECONE | 101F | SECOND STREET EAST | HOUSE #327 | HIKING PATH | 290 | 33 | 9,570 | C - Collector | A - AC | 64 | 9.63 |
| SECONE | 101G | SECOND STREET EAST | HIKING PATH | BLUE WING DR | 983 | 30 | 29,490 | C - Collector | A - AC | 77 | 14.27 |
| SECONE | 101H | SECOND STREET EAST | BLUE WING DRIVE | HOUSE #80 | 290 | 34 | 9,860 | R - Residential/Local | A - AC | 63 | 16.91 |
| SECONE | 101I | SECOND STREET EAST | HOUSE #80 | CYPRESS STREET (PRIVATE) | 350 | 34 | 11,900 | R - Residential/Local | A - AC | 39 | 4.86 |
| SECOND | 170A | SECOND STREET WEST | WEST MACARTHUR STREET | ROAD WIDENS | 342 | 31 | 10,602 | C - Collector | A - AC | 87 | 19.1 |
| SECOND | 170B | SECOND STREET WEST | ROAD WIDENS | ANDRIEUX STREET | 744 | 38 | 28,272 | C - Collector | A - AC | 88 | 19.62 |
| SECOND | 170C | SECOND STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | 1,464 | 38 | 55,632 | C - Collector | A - AC | 67 | 10.68 |
| SECOND | 170D | SECOND STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | 616 | 29 | 17,864 | C - Collector | A - AC | 16 | 0 |
| SEREN | 125 | SERENO COURT | AVENUE DEL ORO | CUL DE SAC | 172 | 27 | 4,644 | R - Residential/Local | A - AC | 74 | 22.39 |
| SEVENW | 175A | SEVENTH STREET WEST | CURTIN LANE | OREGON STREET | 239 | 37 | 8,843 | R - Residential/Local | A - AC | 72 | 21.16 |
| SEVENW | 175B | SEVENTH STREET WEST | OREGON STREET | STUDLEY STREET | 301 | 37 | 11,137 | R - Residential/Local | A - AC | 21 | 0 |
| SEVENW | 175C | SEVENTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | 319 | 37 | 11,803 | R - Residential/Local | A - AC | 42 | 6.13 |
| SEVENW | 175D | SEVENTH STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | 663 | 37 | 24,531 | R - Residential/Local | A - AC | 31 | 2.16 |
| SHERMA | 230 | SHERMAN COURT | JOAQUIN DRIVE | CUL DE SAC | 126 | 33 | 4,158 | R - Residential/Local | A - AC | 91 | 32.45 |
| SIXTHE | 100 | SIXTH STREET EAST | WILLIAM CUNNINGHAM AVE | EAST NAPA STREET | 900 | 36 | 32,400 | R - Residential/Local | A - AC | 80 | 26.88 |



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|-----------|------------|-----------------------|-----------------------------|--------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| SIXTHW | 174A | SIXTH STREET WEST | OREGON STREET | STUDLEY STREET | 307 | 37 | 11,359 | R - Residential/Local | A - AC | 11 | 0 |
| SIXTHW | 174B | SIXTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | 311 | 37 | 11,507 | R - Residential/Local | A - AC | 31 | 2.16 |
| STUDLE | 220A1 | STUDLEY STREET | OREGON ST | 300' W OF 7TH ST W AT #790 | 600 | 37 | 22,200 | R - Residential/Local | A - AC | 59 | 14.84 |
| STUDLE | 220A2 | STUDLEY STREET | 300' W OF 7TH ST W AT #790 | SEVENTH STREET WEST | 479 | 37 | 17,723 | R - Residential/Local | A - AC | 34 | 3.28 |
| STUDLE | 220B | STUDLEY STREET | SEVENTH STREET WEST | SIXTH STREET WEST | 411 | 37 | 15,207 | R - Residential/Local | A - AC | 10 | 0 |
| STUDLE | 220C1 | STUDLEY STREET | SIXTH STREET WEST | FIFTH STREET WEST | 629 | 37 | 22,273 | R - Residential/Local | A - AC | 87 | 30.5 |
| THIRDE | 149A | THIRD STREET EAST | CHASE STREET | CUL DE SAC | 403 | 32 | 12,896 | R - Residential/Local | O - AC/AC | 70 | 20.06 |
| THIRDE | 149B | THIRD STREET EAST | PATTEN STREET | 200' NORTH OF PATTEN STREET | 200 | 32 | 6,400 | R - Residential/Local | O - AC/AC | 90 | 36.12 |
| THIRDE | 149C | THIRD STREET EAST | 200' NORTH OF PATTEN STREET | EAST NAPA STREET | 431 | 20 | 8,620 | R - Residential/Local | O - AC/AC | 88 | 35.01 |
| THIRDW | 171A | THIRD STREET WEST | ARROYO WAY | BETTENCOURT STREET | 390 | 34 | 13,260 | R - Residential/Local | O - AC/AC | 95 | 38.1 |
| THIRDW | 171B | THIRD STREET WEST | BETTENCOURT STREET | ANDRIEUX STREET | 264 | 37 | 9,768 | R - Residential/Local | O - AC/AC | 88 | 45.13 |
| THIRDW | 171C | THIRD STREET WEST | ANDRIEUX STREET | ROBINSON STREET | 896 | 37 | 33,152 | C - Collector | O - AC/AC | 87 | 27.19 |
| THIRDW | 171D | THIRD STREET WEST | ROBINSON STREET | WEST NAPA STREET | 549 | 40 | 21,960 | C - Collector | O - AC/AC | 85 | 30.08 |
| THIRDW | 171E | THIRD STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | 609 | 38 | 23,142 | C - Collector | A - AC | 91 | 21.2 |
| TODDAV | 200 | TODD AVENUE | FRYER CREEK DRIVE | DEAD END EAST OF LUBOCK STREET | 477 | 33 | 15,741 | R - Residential/Local | A - AC | 75 | 25.9 |
| TOWNE | 128 | TOWNE STREET | EAST MACARTHUR STREET | ELLIOT STREET | 892 | 33 | 29,436 | R - Residential/Local | A - AC | 47 | 8.1 |
| TRONAD | 127 | TRONADO COURT | AVENUE DEL ORO | CUL DE SAC | 119 | 33 | 3,927 | R - Residential/Local | A - AC | 57 | 13.65 |
| VASQUE | 229 | VASQUEZ COURT | JUNIPERO SERRA DRIVE | CUL DE SAC | 139 | 33 | 4,587 | R - Residential/Local | A - AC | 70 | 19.95 |
| VERANO | 239 | VERANO AVENUE | FIFTH STREET WEST | CITY LIMITS/HOUSE #775 | 1,455 | 37 | 53,835 | A - Arterial | A - AC | 50 | 7.23 |
| VIGNA | 178 | VIGNA STREET | BARRACHI WAY | THIRD STREET WEST | 182 | 23 | 4,186 | R - Residential/Local | A - AC | 69 | 18.93 |
| VIRGIN | 144 | VIRGINIA COURT | CHASE STREET | CUL DE SAC | 436 | 33 | 14,388 | R - Residential/Local | A - AC | 85 | 29.34 |
| VISCHE | 148 | VISCHER COURT | FRANCE STREET | CUL DE SAC | 218 | 32 | 6,976 | R - Residential/Local | A - AC | 44 | 7.01 |
| WALNUT | 115 | WALNUT STREET | FOURTH STREET EAST | FIFTH STREET EAST | 624 | 26 | 16,224 | R - Residential/Local | A - AC | 46 | 7.66 |
| MACARW | 182A | WEST MACARTHUR STREET | WEST DEAD END | FIFTH STREET WEST | 1,061 | 39 | 41,379 | R - Residential/Local | A - AC | 77 | 24.29 |



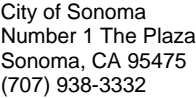
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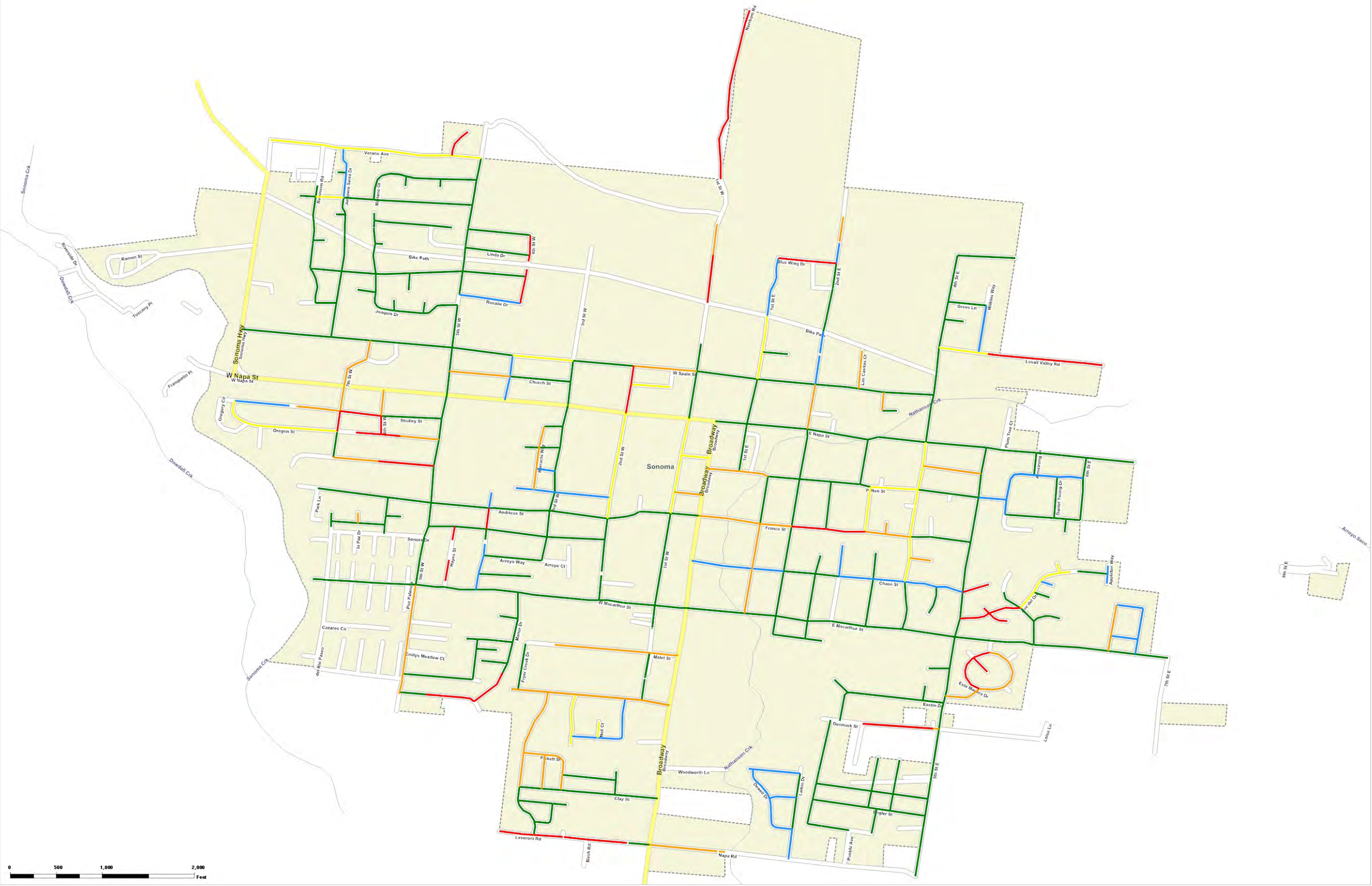
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|-----------|------------|---------------------------|----------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| MACARW | 182B | WEST MACARTHUR STREET | FIFTH STREET WEST | 1,014 | 37 | 37,518 | C - Collector | O - AC/AC | 86 | 29.35 |
| MACARW | 182C | WEST MACARTHUR STREET | MANOR DRIVE | 883 | 37 | 32,671 | C - Collector | O - AC/AC | 88 | 32.34 |
| MACARW | 182D | WEST MACARTHUR STREET | SECOND STREET WEST | 932 | 37 | 34,484 | C - Collector | O - AC/AC | 83 | 25.46 |
| SPAINW | 204A | WEST SPAIN STREET | SONOMA HIGHWAY | 903 | 37 | 33,411 | A - Arterial | O - AC/AC | 90 | 28.18 |
| SPAINW | 204B | WEST SPAIN STREET | JUNIPERO SERRA DRIVE | 1,306 | 37 | 48,322 | A - Arterial | O - AC/AC | 90 | 28.18 |
| SPAINW | 204C | WEST SPAIN STREET | FIFTH STREET WEST | 669 | 37 | 24,753 | A - Arterial | O - AC/AC | 87 | 29.29 |
| SPAINW | 204D | WEST SPAIN STREET | FOURTH STREET WEST | 668 | 37 | 24,716 | A - Arterial | O - AC/AC | 67 | 14.7 |
| SPAINW | 204F | WEST SPAIN STREET | THIRD STREET WEST | 650 | 37 | 24,050 | A - Arterial | O - AC/AC | 73 | 18.06 |
| SPAINW | 204G | WEST SPAIN STREET | SECOND STREET WEST | 652 | 37 | 24,124 | A - Arterial | O - AC/AC | 48 | 6.73 |
| WHITEB | 213 | WHITE BRIAR DRIVE | GARLAND AVENUE | 567 | 33 | 18,711 | R - Residential/Local | O - AC/AC | 93 | 37.46 |
| WILKIN | 108A | WILKING WAY | LOVALL VALLEY ROAD | 651 | 33 | 21,483 | R - Residential/Local | A - AC | 66 | 18.19 |
| WILKIN | 108B | WILKING WAY | GREVE LANE | 236 | 33 | 7,788 | R - Residential/Local | A - AC | 74 | 25.95 |
| WILLIA | 116 | WILLIAM CUNNINGHAM AVENUE | CHARLES VAN DAMME | 749 | 33 | 24,717 | R - Residential/Local | A - AC | 74 | 25.13 |
| YORKCT | 146 | YORK COURT | FOURTH STREET EAST | 408 | 33 | 13,464 | R - Residential/Local | A - AC | 48 | 8.87 |
| YOUNT | 131 | YOUNT STREET | KNIGHT STREET | 266 | 33 | 8,778 | R - Residential/Local | A - AC | 56 | 11.43 |



- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



Appendix F

Sections Selected for Treatment

Current Budget Scenario

Loss of CDA funding Budget Scenario

Maps – Scenario Treatments

Maps – Scenario Pavement Condition (in 2016)



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (2) Current Projected Funding

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|----------|------|-------------|----------|------|----------|----------|
| 2012 | \$2,295,900 | \$60,000 | 2013 | \$3,689,800 | \$60,000 | 2014 | \$62,000 | \$60,000 |
| 2015 | \$62,000 | \$60,000 | 2016 | \$62,000 | \$60,000 | | | |

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|----------------------|-------------------------------|------------------------------|-----------|------------|----|---------|-----|----------|--------|------------------------------|
| Year: 2012 | | | | | | | | | | |
| BEASLEY WAY | NEWCOMB STREET | COX STREET | BEASLE | 194 | R | AC | 73 | \$44,418 | 11,026 | CrackSeal+SlurrySeal Typ III |
| CHASE STREET | BROADWAY | SECOND STREET EAST | CHASES | 119A | C | AC | 77 | \$41,301 | 9,684 | CrackSeal+SlurrySeal Typ III |
| CHASE STREET | THIRD STREET EAST | FOURTH STREET EAST | CHASES | 119C | C | AC | 77 | \$26,800 | 9,871 | CrackSeal+SlurrySeal Typ III |
| DEWELL DRIVE | LARKIN DRIVE | FINE AVENUE | DEWELL | 156 | R | AC | 77 | \$45,619 | 10,548 | CrackSeal+SlurrySeal Typ III |
| ELLIOT STREET | CUL DE SAC @ KNIGHT STREET | CUL DE SAC NORTH OF TOWNE ST | ELLIOT | 129 | R | AC | 71 | \$18,970 | 12,031 | CrackSeal+SlurrySeal Typ III |
| FINE AVENUE | DEAD END WEST OF DEWELL DRIVE | LARKIN AVENUE | FINEAV | 153 | R | AC | 71 | \$24,776 | 12,031 | CrackSeal+SlurrySeal Typ III |
| FIRST STREET EAST | HIKING PATH | BLUE WING DRIVE | FIRSTE | 100D | C | AC | 75 | \$45,309 | 9,337 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | WEST MACARTHUR STREET | 175' NORTH OF ARROYO WAY | FOURTW | 172A | R | AC | 71 | \$14,406 | 9,870 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | ANDRIEUX STREET | NORTH DEAD END | FOURTW | 172D | R | AC | 78 | \$11,027 | 10,613 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | FOURTW | 172E | R | AC | 75 | \$27,687 | 10,945 | CrackSeal+SlurrySeal Typ III |
| JUNIPERO SERRA DRIVE | FANO LANE | VERANO AVENUE | JUNIPER | 223D | R | AC/AC | 72 | \$32,179 | 10,838 | CrackSeal+SlurrySeal Typ III |
| KNIGHT STREET | EAST MACARTHUR STREET | ELLIOT STREET | KNIGHT | 132 | R | AC | 71 | \$36,264 | 9,285 | CrackSeal+SlurrySeal Typ III |
| LARKIN DRIVE | NAPA ROAD | DEWELL DRIVE | LARKIN | 155A | R | AC | 78 | \$21,044 | 10,613 | CrackSeal+SlurrySeal Typ III |
| PATTEN STREET | FIFTH STREET EAST | CHARLES VAN DAMME WAY | PATTEN | 152F | R | AC | 73 | \$20,232 | 10,306 | CrackSeal+SlurrySeal Typ III |
| PERKINS STREET | THIRD STREET WEST | SECOND STREET WEST | PERKIN | 168B | R | AC | 78 | \$23,629 | 13,291 | CrackSeal+SlurrySeal Typ III |
| PINA AVENUE | DEWELL DRIVE | LARKIN DRIVE | PINAAV | 154 | R | AC | 76 | \$13,410 | 10,437 | CrackSeal+SlurrySeal Typ III |
| QUEDO COURT | AVENUE DEL ORO | CUL DE SAC | QUEDO | 126 | R | AC | 76 | \$5,386 | 10,437 | CrackSeal+SlurrySeal Typ III |
| ROSALIE DRIVE | FIFTH STREET WEST | FOURTH STREET WEST | ROSALI | 205 | R | AC | 70 | \$23,861 | 8,823 | CrackSeal+SlurrySeal Typ III |

** - Treatment from Project Selection

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|--------------------------------|-------------------------------|-----------|------------|----|---------|-----|-----------|--------|-------------------------------|
| SECOND STREET EAST | EAST SPAIN STREET | HOUSE #327 | SECONE | 101E | C | AC | 77 | \$11,427 | 9,684 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | HOUSE #327 | HIKING PATH | SECONE | 101F | C | AC | 73 | \$11,857 | 8,907 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | BLUE WING DRIVE | HOUSE #80 | SECONE | 101H | R | AC | 72 | \$12,216 | 11,240 | CrackSeal+SlurrySeal Typ III |
| VIGNA STREET | BARRACHI WAY | THIRD STREET WEST | VIGNA | 178 | R | AC | 77 | \$5,186 | 10,130 | CrackSeal+SlurrySeal Typ III |
| WILKING WAY | LOVALL VALLEY ROAD | GREVE LANE | WILKIN | 108A | R | AC | 75 | \$26,616 | 10,945 | CrackSeal+SlurrySeal Typ III |
| Treatment Total | | | | | | | | \$543,620 | | |
| BANCHERO STREET | BARRACHI WAY | THIRD STREET WEST | BANCHE | 176 | R | AC | 100 | \$13,187 | 15,623 | Edge Grind 2"OL w/Fabric |
| FIRST STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | FIRSTW | 169F | R | AC | 100 | \$119,520 | 16,068 | Edge Grind 2"OL w/Fabric |
| FOURTH STREET EAST | CHASE STREET | PATTEN STREET | FOURTE | 112B | R | AC | 100 | \$106,411 | 18,363 | Edge Grind 2"OL w/Fabric |
| LOVALL VALLEY ROAD | FOURTH STREET EAST | 175' EAST OF WILKING WAY | LOVALL | 107A | R | AC | 100 | \$65,416 | 17,215 | Edge Grind 2"OL w/Fabric |
| MCDONELL STREET | WEST FIRST STREET | BROADWAY | MCDONN | 165 | R | AC | 100 | \$22,982 | 17,622 | Edge Grind 2"OL w/Fabric |
| OAK LANE | FRANCE STREET | PATTEN STREET | OAK | 147C | R | AC | 100 | \$53,504 | 18,002 | Edge Grind 2"OL w/Fabric |
| SECOND STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | SECOND | 170C | C | AC | 100 | \$148,352 | 20,576 | Edge Grind 2"OL w/Fabric |
| WEST SPAIN STREET | FOURTH STREET WEST | THIRD STREET WEST | SPAINW | 204D | A | AC/AC | 100 | \$65,910 | 25,738 | Edge Grind 2"OL w/Fabric |
| Treatment Total | | | | | | | | \$595,282 | | |
| FIFTH STREET WEST | 175' SOUTH OF W MACARTHUR ST | HARRINGTON DRIVE | FIFTHW | 173A1 | A | AC | 100 | \$218,128 | 26,348 | 3"OL w/Fab+33%Digout |
| NAPA ROAD | 742' EAST OF BROADWAY | CITY LIMITS/175' E. OF PUEBLO | NAPARD | 158B | A | AC | 100 | \$132,490 | 26,653 | 3"OL w/Fab+33%Digout |
| PATTEN STREET | BROADWAY | AUSTIN STREET | PATTEN | 152A | C | AC | 100 | \$61,015 | 18,832 | 3"OL w/Fab+33%Digout |
| SECOND STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | SECONE | 101D1 | C | AC | 100 | \$69,742 | 19,508 | 3"OL w/Fab+33%Digout |
| WEST SPAIN STREET | SECOND STREET WEST | FIRST STREET WEST | SPAINW | 204G | A | AC/AC | 100 | \$83,443 | 26,039 | 3"OL w/Fab+33%Digout |
| Treatment Total | | | | | | | | \$564,818 | | |
| AUSTIN AVENUE | EAST MACARTHUR STREET | CHASE STREET | AUSTIN | 162A | R | AC | 100 | \$76,082 | 17,041 | Edge Grind 2"OL w/Fab+33% Dig |
| BARRACHI WAY | PERKINS STREET | BACHERO STREET | BARRAC | 202 | R | AC | 100 | \$63,962 | 17,041 | Edge Grind 2"OL w/Fab+33% Dig |
| DENMARK STREET | 254' WEST OF FIFTH STREET EAST | FIFTH STREET EAST | DENMAR | 138C | R | AC | 100 | \$22,843 | 17,060 | Edge Grind 2"OL w/Fab+33% Dig |
| JUNIPER COURT | WHITE BRIAR DRIVE | CUL DE SAC | JUNIP | 217 | R | AC | 100 | \$16,157 | 16,630 | Edge Grind 2"OL w/Fab+33% Dig |
| LAS CASITAS COURT | EAST SPAIN STREET | CUL DE SAC | LASCAS | 104 | R | AC | 100 | \$54,675 | 17,203 | Edge Grind 2"OL w/Fab+33% Dig |
| MOLL COURT | EAST SPAIN STREET | END OF TANGENT | MOLLCT | 163A | R | AC | 100 | \$28,329 | 17,012 | Edge Grind 2"OL w/Fab+33% Dig |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|-----------------------|--------------------------|------------------------|-----------|------------|----|---------|-----|-------------|-----------|-------------------------------|
| SEVENTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | SEVENW | 175C | R | AC | 100 | \$40,826 | 17,203 | Edge Grind 2"OL w/Fab+33% Dig |
| TOWNE STREET | EAST MACARTHUR STREET | ELLIOT STREET | TOWNE | 128 | R | AC | 100 | \$101,816 | 16,717 | Edge Grind 2"OL w/Fab+33% Dig |
| VISCHER COURT | FRANCE STREET | CUL DE SAC | VISCHE | 148 | R | AC | 100 | \$24,130 | 17,012 | Edge Grind 2"OL w/Fab+33% Dig |
| WALNUT STREET | FOURTH STREET EAST | FIFTH STREET EAST | WALNUT | 115 | R | AC | 100 | \$56,118 | 16,935 | Edge Grind 2"OL w/Fab+33% Dig |
| YORK COURT | FOURTH STREET EAST | CUL DE SAC | YORKCT | 146 | R | AC | 100 | \$46,571 | 16,536 | Edge Grind 2"OL w/Fab+33% Dig |
| Treatment Total | | | | | | | | \$531,509 | | |
| FIFTH STREET WEST | CLAUDIA DRIVE | HARASZTHY DRIVE | FIFTHW | 173F | A | AC/AC | 87 | \$17,792 | 31,296 | SLURRY SEAL |
| FIFTH STREET WEST | HARASZTHY DRIVE | VERANO AVENUE | FIFTHW | 173G | A | AC/AC | 90 | \$25,106 | 36,000 | SLURRY SEAL |
| FOURTH STREET EAST | NATHANSON CREEK | EAST SPAIN STREET | FOURTE | 112I | A | AC | 93 | \$3,768 | 12,589 | SLURRY SEAL |
| FOURTH STREET WEST | 175' NORTH OF ARROYO WAY | BETTENCOURT STREET | FOURTW | 172B | R | AC | 86 | \$4,859 | 22,749 | SLURRY SEAL |
| WILKING WAY | GREVE LANE | CUL DE SAC | WILKIN | 108B | R | AC | 82 | \$7,053 | 22,124 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$58,578 | | |
| ANDRIEUX STREET | FIRST STREET WEST | BROADWAY | ANDRIE | 167E2 | C | AC/AC | 75 | \$162 | 360,799 | SEAL CRACKS |
| BRAZIL STREET | FOURTH STREET EAST | CITY LIMITS/HOUSE #481 | BRAZIL | 110 | R | ST | 81 | \$100 | 65,230 | SEAL CRACKS |
| EAST MACARTHUR STREET | BROADWAY | AUSTIN STREET | MACARE | 133A | C | AC/AC | 88 | \$26 | 2,619,175 | SEAL CRACKS |
| WEST MACARTHUR STREET | FIFTH STREET WEST | MANOR DRIVE | MACARW | 182B | C | AC/AC | 86 | \$148 | 830,092 | SEAL CRACKS |
| WEST MACARTHUR STREET | MANOR DRIVE | SECOND STREET WEST | MACARW | 182C | C | AC/AC | 88 | \$38 | 2,619,175 | SEAL CRACKS |
| WEST MACARTHUR STREET | SECOND STREET WEST | BROADWAY | MACARW | 182D | C | AC/AC | 83 | \$253 | 469,083 | SEAL CRACKS |
| MONTINI LANE | 4TH ST WEST | 5TH ST WEST | MONTIN | 253 | R | AC | 89 | \$89 | 467,891 | SEAL CRACKS |
| EAST SPAIN STREET | FIRST STREET WEST | FIRST STREET EAST | SPAINE | 105A | R | AC/AC | 79 | \$402 | 233,269 | SEAL CRACKS |
| EAST SPAIN STREET | FIRST STREET EAST | SECOND STREET EAST | SPAINE | 105B | R | AC/AC | 79 | \$260 | 233,269 | SEAL CRACKS |
| EAST SPAIN STREET | SECOND STREET EAST | FOURTH STREET EAST | SPAINE | 105C | R | AC/AC | 78 | \$531 | 317,574 | SEAL CRACKS |
| WEST SPAIN STREET | FIFTH STREET WEST | FOURTH STREET WEST | SPAINW | 204C | A | AC/AC | 87 | \$64 | 1,761,332 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$2,073 | | |
| Year 2012 Total | | | | | | | | \$2,295,880 | | |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|--------------------------------|-------------------------------|-----------|------------|----|---------|-----|-----------|------------|-------------------------------|
| Year: 2013 | | | | | | | | | | |
| CHASE STREET | SECOND STREET EAST | THIRD STREET EAST | CHASES | 119B | C | AC | 78 | \$23,337 | 9,546 | CrackSeal+SlurrySeal Typ III |
| KNIGHT STREET | EAST MACARTHUR STREET | ELLIOT STREET | KNIGHT | 132 | R | AC | 78 | \$37,715 | 9,487 | CrackSeal+SlurrySeal Typ III |
| LARKIN DRIVE | DEWELL DRIVE | DEAD END NORTH OF FINE AVENUE | LARKIN | 155B | R | AC | 77 | \$39,708 | 10,164 | CrackSeal+SlurrySeal Typ III |
| PALOU STREET | DEAD END WEST OF ROBINSON ROAD | JUNIPERO SERRA DRIVE | PALOU | 221 | R | AC | 78 | \$15,265 | 10,238 | CrackSeal+SlurrySeal Typ III |
| PATTEN STREET | FOURTH STREET EAST | FIFTH STREET EAST | PATTEN | 152E | C | AC | 77 | \$20,551 | 9,400 | CrackSeal+SlurrySeal Typ III |
| ROSALIE DRIVE | FIFTH STREET WEST | FOURTH STREET WEST | ROSALI | 205 | R | AC | 78 | \$24,816 | 8,915 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | CHASE STREET | FRANCE STREET | SECONE | 101B | C | AC | 77 | \$27,212 | 9,401 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | PATTEN STREET | EAST NAPA STREET | SECONE | 101D | C | AC | 77 | \$26,883 | 9,401 | CrackSeal+SlurrySeal Typ III |
| THIRD STREET EAST | CHASE STREET | CUL DE SAC | THIRDE | 149A | R | AC/AC | 77 | \$16,616 | 8,998 | CrackSeal+SlurrySeal Typ III |
| VASQUEZ COURT | JUNIPERO SERRA DRIVE | CUL DE SAC | VASQUE | 229 | R | AC | 77 | \$5,911 | 10,164 | CrackSeal+SlurrySeal Typ III |
| Treatment Total | | | | | | | | \$238,014 | | |
| FIRST STREET EAST | EAST SPAIN STREET | HIKING PATH | FIRSTE | 100C | C | AC | 100 | \$97,072 | 18,148 | 3"OL w/Fab+33%Digout |
| VERANO AVENUE | FIFTH STREET WEST | CITY LIMITS/HOUSE #775 | VERANO | 239 | A | AC | 100 | \$193,658 | 25,003 | 3"OL w/Fab+33%Digout |
| Treatment Total | | | | | | | | \$290,730 | | |
| AVENUE DEL ORO | CORDILLERAS DRIVE | HOUSE #693 | AVENUE | 120B | R | AC | 100 | \$95,086 | 15,761 | Edge Grind 2"OL w/Fab+33% Dig |
| COX STREET | DEAD END SOUTH OF BEASLEY WAY | NEWCOMB STREET | COXST | 191 | R | AC | 100 | \$86,115 | 15,904 | Edge Grind 2"OL w/Fab+33% Dig |
| NEIL COURT | BEASLEY WAY | CUL DE SAC | NEILCT | 133 | R | AC | 100 | \$24,692 | 15,763 | Edge Grind 2"OL w/Fab+33% Dig |
| Treatment Total | | | | | | | | \$205,893 | | |
| FIFTH STREET WEST | WEST SPAIN STREET | CLAUDIA DRIVE | FIFTHW | 173E | A | AC/AC | 88 | \$38,714 | 34,063 | SLURRY SEAL |
| THIRD STREET WEST | BETTENCOURT STREET | ANDRIEUX STREET | THIRDW | 171B | R | AC/AC | 93 | \$9,200 | 20,654 | SLURRY SEAL |
| THIRD STREET WEST | ROBINSON STREET | WEST NAPA STREET | THIRDW | 171D | C | AC/AC | 91 | \$20,682 | 28,296 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$68,596 | | |
| ANDRIEUX STREET | FIFTH STREET WEST | FOURTH STREET WEST | ANDRIE | 167B | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |
| ANDRIEUX STREET | FOURTH STREET WEST | THIRD STREET WEST | ANDRIE | 167C | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |
| ANDRIEUX STREET | SECOND STREET WEST | FIRST STREET WEST | ANDRIE | 167E1 | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|-----------------------|-----------------------------------|-----------|------------|----|---------|-----|-------------|---------|-------------------------------|
| BAUDIN WAY | CASA BONNE LN | DEAD END | BAUDIN | 252 | R | AC | 90 | \$17 | 221,286 | SEAL CRACKS |
| CASA BONNE LANE | 4TH ST WEST | BAUDIN WAY | CASABO | 251 | R | AC | 90 | \$32 | 225,852 | SEAL CRACKS |
| FOURTH STREET WEST | WEST SPAIN ST | 300' N OF CASA BONNE | FOURTW | 172H | R | AC | 90 | \$82 | 225,852 | SEAL CRACKS |
| LYON LANE | SONOMA HWY | PALOU ST | LYONLA | 254 | R | AC | 90 | \$41 | 225,852 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$175 | | |
| AUREO COURT | AVENUE DEL ORO | CUL DE SAC | AUREO | 121 | R | AC | 100 | \$34,620 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| AVENUE DEL ORO | FIFTH STREET EAST | CORDILLERAS DRIVE | AVENUE | 120A | R | AC | 100 | \$225,765 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| CARILLO COURT | VERANO AVENUE | CUL DE SAC | CARILL | 227 | R | AC | 100 | \$94,190 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| CHASE STREET | FIFTH STREET EAST | CUL DE SAC | CHASES | 119E | R | AC | 100 | \$115,636 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| CHURCH STREET | FIFTH STREET WEST | FOURTH STREET WEST | CHURCH | 203A | R | AC | 100 | \$177,331 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| CURTIN LANE | HOUSE #601 | FIFTH STREET WEST | CURTIN | 218B | R | AC | 100 | \$174,758 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| DENMARK STREET | GARRY LANE | 254' WEST OF FIFTH STREET EAST | DENMAR | 138B | R | AC | 100 | \$104,527 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| EL NIDO COURT | AVENUE DEL ORO | CUL DE SAC | ELNIDO | 122 | R | AC | 100 | \$71,804 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| ESTE MADERA COURT | ESTE MADERA DRIVE | CUL DE SAC | ESTECT | 136 | R | AC | 100 | \$71,611 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| ESTE MADERA DRIVE | ESTE MADERA LANE | END OF LOOP | ESTEDR | 134B | R | AC | 100 | \$302,566 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| ESTE MADERA DRIVE | ESTE MADERA DRIVE | CUL DE SAC | ESTEDR | 134C | R | AC | 100 | \$114,767 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| FIRST STREET WEST | HOUSE #344 | HIKING PATH | FIRSTW | 169I | A | AC | 100 | \$198,475 | 7,733 | RECONSTRUCT STRUCTURE (AC) |
| FIRST STREET WEST | HIKING PATH | MOUNTAIN CEMETERY ROAD | FIRSTW | 169J | A | AC | 100 | \$373,433 | 7,733 | RECONSTRUCT STRUCTURE (AC) |
| FOURTH STREET WEST | BETTENCOURT STREET | ANDRIEUX STREET | FOURTW | 172C | R | AC | 100 | \$86,110 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| FOURTH STREET WEST | ROSALIE DRIVE | DEAD END NORTH OF CLAUDIA DR | FOURTW | 172F | R | AC | 100 | \$113,291 | 6,517 | RECONSTRUCT STRUCTURE (AC) |
| LEVERONI ROAD | HIKING PATH | DAVID STREET | LEVERO | 160A | A | AC | 100 | \$338,902 | 7,733 | RECONSTRUCT STRUCTURE (AC) |
| LEVERONI ROAD | DAVID STREET | 234' WEST OF BROADWAY | LEVERO | 160B | A | AC | 100 | \$286,872 | 7,733 | RECONSTRUCT STRUCTURE (AC) |
| Treatment Total | | | | | | | | \$2,884,658 | | |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|-------------------------------|--------------------------------|-----------|------------|-----------------|---------|-----|-------------|-----------|-------------|
| | | | | | Year 2013 Total | | | \$3,688,066 | | |
| Year: 2014 | | | | | | | | | | |
| DANIEL YOUNG DRIVE | CHARLES VAN DAMME WAY | WILLIAM CUNNINGHAM AVENUE | DANIEL | 118 | R | AC | 84 | \$15,692 | 20,137 | SLURRY SEAL |
| FIFTH STREET EAST | EAST MACARTHUR STREET | FRANCE STREET | FIFTH | 143C | A | AC/AC | 83 | \$45,191 | 27,976 | SLURRY SEAL |
| | | | | | Treatment Total | | | \$60,883 | | |
| LEVERONI ROAD | 234' WEST OF BROADWAY | BROADWAY | LEVERO | 160C | A | AC/AC | 87 | \$27 | 970,332 | SEAL CRACKS |
| | | | | | Treatment Total | | | \$27 | | |
| | | | | | Year 2014 Total | | | \$60,910 | | |
| Year: 2015 | | | | | | | | | | |
| FRYER CREEK DRIVE | LEVERONI ROAD | CLAY STREET | FRYERC | 195A | R | AC | 86 | \$26,044 | 20,955 | SLURRY SEAL |
| LUCCA COURT | FOURTH STREET EAST | CUL DE SAC | LUCCAC | 111 | R | AC | 81 | \$8,673 | 16,777 | SLURRY SEAL |
| WEST SPAIN STREET | FIFTH STREET WEST | FOURTH STREET WEST | SPAINW | 204C | A | AC/AC | 91 | \$25,215 | 28,585 | SLURRY SEAL |
| | | | | | Treatment Total | | | \$59,932 | | |
| ANDRIEUX STREET | FIRST STREET WEST | BROADWAY | ANDRIE | 167E2 | C | AC/AC | 73 | \$194 | 306,842 | SEAL CRACKS |
| BETTENCOURT STREET | FIFTH STREET WEST | FOURTH STREET WEST | BETTEN | 179A | R | AC/AC | 88 | \$21 | 1,390,669 | SEAL CRACKS |
| BETTENCOURT STREET | FOURTH STREET WEST | THIRD STREET WEST | BETTEN | 179B | R | AC/AC | 88 | \$24 | 1,390,669 | SEAL CRACKS |
| BETTENCOURT STREET | THIRD STREET WEST | SECOND STREET WEST | BETTEN | 179C | R | AC/AC | 88 | \$23 | 1,390,669 | SEAL CRACKS |
| CHASE STREET | THIRD STREET EAST | FOURTH STREET EAST | CHASES | 119C | C | AC | 73 | \$351 | 208,101 | SEAL CRACKS |
| FIFTH STREET WEST | 175' SOUTH OF W MACARTHUR ST | HARRINGTON DRIVE | FIFTHW | 173A1 | A | AC | 87 | \$197 | 933,012 | SEAL CRACKS |
| FIFTH STREET WEST | CLAUDIA DRIVE | HARASZTHY DRIVE | FIFTHW | 173F | A | AC/AC | 84 | \$147 | 722,139 | SEAL CRACKS |
| FIFTH STREET WEST | HARASZTHY DRIVE | VERANO AVENUE | FIFTHW | 173G | A | AC/AC | 88 | \$63 | 2,054,223 | SEAL CRACKS |
| FOURTH STREET EAST | NATHANSON CREEK | EAST SPAIN STREET | FOURTE | 112I | A | AC | 86 | \$30 | 390,608 | SEAL CRACKS |
| GARLAND COURT | DEAD END SOUTH OF WHITE BRIAR | CUL DE SAC NORTH OF WHITEBRIAR | GARLAN | 216 | R | AC/AC | 88 | \$12 | 1,256,777 | SEAL CRACKS |
| HEATHER LANE | DEAD END S. OF WHITEBRIAR DR | ANDRIEUX STREET | HEATHE | 214 | R | AC/AC | 88 | \$20 | 1,256,777 | SEAL CRACKS |
| IVY COURT | HEATHER LANE | CUL DE SAC | IVYCT | 215 | R | AC/AC | 88 | \$14 | 713,126 | SEAL CRACKS |
| NAPA ROAD | 742' EAST OF BROADWAY | CITY LIMITS/175' E. OF PUEBLO | NAPARD | 158B | A | AC | 87 | \$120 | 933,012 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|-----------------------|--------------------------------|------------------------|-----------|------------|----|---------|-----|----------|-----------|-------------|
| PATTEN STREET | BROADWAY | AUSTIN STREET | PATTEN | 152A | C | AC | 87 | \$57 | 650,983 | SEAL CRACKS |
| SECOND STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | SECOND | 170C | C | AC | 87 | \$178 | 650,983 | SEAL CRACKS |
| SECOND STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | SECONE | 101D1 | C | AC | 87 | \$65 | 650,983 | SEAL CRACKS |
| WEST SPAIN STREET | FOURTH STREET WEST | THIRD STREET WEST | SPAINW | 204D | A | AC/AC | 87 | \$78 | 933,012 | SEAL CRACKS |
| WEST SPAIN STREET | SECOND STREET WEST | FIRST STREET WEST | SPAINW | 204G | A | AC/AC | 87 | \$76 | 933,012 | SEAL CRACKS |
| THIRD STREET WEST | ARROYO WAY | BETTENCOURT STREET | THIRDW | 171A | R | AC/AC | 88 | \$31 | 713,126 | SEAL CRACKS |
| WHITE BRIAR DRIVE | GARLAND AVENUE | HEATHER LANE | WHITEB | 213 | R | AC/AC | 88 | \$43 | 713,126 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$1,744 | | |
| Year 2015 Total | | | | | | | | \$61,676 | | |
| Year: 2016 | | | | | | | | | | |
| EDA COURT | JOAQUIN DRIVE | CUL DE SAC | EDACT | 232 | R | AC | 85 | \$2,755 | 12,356 | SLURRY SEAL |
| JONES STREET | TEMP DEAD END SOUTH | ENGLER STREET | JONES | 243 | R | AC | 91 | \$12,836 | 19,238 | SLURRY SEAL |
| EAST MACARTHUR STREET | AUSTIN STREET | THIRD STREET EAST | MACARE | 133B | C | AC/AC | 92 | \$38,727 | 23,699 | SLURRY SEAL |
| PUEBLO AVENUE | TEMP DEAD END S | BROCKMAN LANE | PUEBLA | 157A | R | AC | 90 | \$3,496 | 10,675 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$57,814 | | |
| AUSTIN AVENUE | EAST MACARTHUR STREET | CHASE STREET | AUSTIN | 162A | R | AC | 88 | \$53 | 685,698 | SEAL CRACKS |
| BANCHERO STREET | BARRACHI WAY | THIRD STREET WEST | BANCHE | 176 | R | AC | 88 | \$12 | 685,698 | SEAL CRACKS |
| BARRACHI WAY | PERKINS STREET | BACHERO STREET | BARRAC | 202 | R | AC | 88 | \$45 | 685,698 | SEAL CRACKS |
| CHASE STREET | SECOND STREET EAST | THIRD STREET EAST | CHASES | 119B | C | AC | 73 | \$301 | 204,167 | SEAL CRACKS |
| DENMARK STREET | 254' WEST OF FIFTH STREET EAST | FIFTH STREET EAST | DENMAR | 138C | R | AC | 88 | \$16 | 685,698 | SEAL CRACKS |
| DEWELL DRIVE | LARKIN DRIVE | FINE AVENUE | DEWELL | 156 | R | AC | 73 | \$611 | 223,809 | SEAL CRACKS |
| FIFTH STREET WEST | WEST SPAIN STREET | CLAUDIA DRIVE | FIFTHW | 173E | A | AC/AC | 86 | \$210 | 1,041,881 | SEAL CRACKS |
| FIRST STREET EAST | EAST SPAIN STREET | HIKING PATH | FIRSTE | 100C | C | AC | 87 | \$90 | 625,945 | SEAL CRACKS |
| FIRST STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | FIRSTW | 169F | R | AC | 88 | \$107 | 685,698 | SEAL CRACKS |
| FIRST STREET WEST | HOUSE #344 | HIKING PATH | FIRSTW | 169I | A | AC | 87 | \$125 | 355,226 | SEAL CRACKS |
| FIRST STREET WEST | HIKING PATH | MOUNTAIN CEMETERY ROAD | FIRSTW | 169J | A | AC | 87 | \$234 | 355,226 | SEAL CRACKS |
| FOURTH STREET EAST | CHASE STREET | PATTEN STREET | FOURTE | 112B | R | AC | 88 | \$96 | 685,698 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|---------------------|--------------------------|--------------------------|-----------|------------|----|---------|-----|-------------|---------|-------------|
| FOURTH STREET WEST | 175' NORTH OF ARROYO WAY | BETTENCOURT STREET | FOURTW | 172B | R | AC | 84 | \$48 | 439,689 | SEAL CRACKS |
| FOURTH STREET WEST | ANDRIEUX STREET | NORTH DEAD END | FOURTW | 172D | R | AC | 74 | \$143 | 229,937 | SEAL CRACKS |
| JUNIPER COURT | WHITE BRIAR DRIVE | CUL DE SAC | JUNIFE | 217 | R | AC | 88 | \$12 | 685,698 | SEAL CRACKS |
| LARKIN DRIVE | NAPA ROAD | DEWELL DRIVE | LARKIN | 155A | R | AC | 74 | \$273 | 229,937 | SEAL CRACKS |
| LAS CASITAS COURT | EAST SPAIN STREET | CUL DE SAC | LASCAS | 104 | R | AC | 88 | \$38 | 685,698 | SEAL CRACKS |
| LEVERONI ROAD | HIKING PATH | DAVID STREET | LEVERO | 160A | A | AC | 87 | \$213 | 355,226 | SEAL CRACKS |
| LEVERONI ROAD | DAVID STREET | 234' WEST OF BROADWAY | LEVERO | 160B | A | AC | 87 | \$180 | 355,226 | SEAL CRACKS |
| LOVALL VALLEY ROAD | FOURTH STREET EAST | 175' EAST OF WILKING WAY | LOVALL | 107A | R | AC | 88 | \$59 | 685,698 | SEAL CRACKS |
| MCDONELL STREET | WEST FIRST STREET | BROADWAY | MCDONN | 165 | R | AC | 88 | \$21 | 685,698 | SEAL CRACKS |
| MOLL COURT | EAST SPAIN STREET | END OF TANGENT | MOLLCT | 163A | R | AC | 88 | \$20 | 685,698 | SEAL CRACKS |
| OAK LANE | FRANCE STREET | PATTEN STREET | OAK | 147C | R | AC | 88 | \$48 | 685,698 | SEAL CRACKS |
| PERKINS STREET | THIRD STREET WEST | SECOND STREET WEST | PERKIN | 168B | R | AC | 75 | \$294 | 300,336 | SEAL CRACKS |
| PINA AVENUE | DEWELL DRIVE | LARKIN DRIVE | PINAAV | 154 | R | AC | 72 | \$185 | 219,535 | SEAL CRACKS |
| QUEDO COURT | AVENUE DEL ORO | CUL DE SAC | QUEDO | 126 | R | AC | 72 | \$75 | 219,535 | SEAL CRACKS |
| SEVENTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | SEVENW | 175C | R | AC | 88 | \$29 | 685,698 | SEAL CRACKS |
| TOWNE STREET | EAST MACARTHUR STREET | ELLIOT STREET | TOWNE | 128 | R | AC | 88 | \$71 | 685,698 | SEAL CRACKS |
| VERANO AVENUE | FIFTH STREET WEST | CITY LIMITS/HOUSE #775 | VERANO | 239 | A | AC | 87 | \$175 | 897,127 | SEAL CRACKS |
| VIGNA STREET | BARRACHI WAY | THIRD STREET WEST | VIGNA | 178 | R | AC | 73 | \$70 | 215,625 | SEAL CRACKS |
| VISCHER COURT | FRANCE STREET | CUL DE SAC | VISCHE | 148 | R | AC | 88 | \$17 | 685,698 | SEAL CRACKS |
| WALNUT STREET | FOURTH STREET EAST | FIFTH STREET EAST | WALNUT | 115 | R | AC | 88 | \$39 | 685,698 | SEAL CRACKS |
| WILKING WAY | GREVE LANE | CUL DE SAC | WILKIN | 108B | R | AC | 81 | \$91 | 407,294 | SEAL CRACKS |
| YORK COURT | FOURTH STREET EAST | CUL DE SAC | YORKCT | 146 | R | AC | 88 | \$33 | 685,698 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$4,034 | | |
| Year 2016 Total | | | | | | | | \$61,848 | | |
| Grand Total | | | | | | | | \$6,168,380 | | |

** - Treatment from Project Selection

Scenarios Criteria:



City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 4.00%

Printed: 02/24/2012

Scenario: (3) Loss of CDA funding

| Year | Budget | PM Amt | Year | Budget | PM Amt | Year | Budget | PM Amt |
|------|-------------|----------|------|-----------|----------|------|----------|----------|
| 2012 | \$2,295,900 | \$60,000 | 2013 | \$450,000 | \$60,000 | 2014 | \$62,000 | \$60,000 |
| 2015 | \$62,000 | \$60,000 | 2016 | \$62,000 | \$60,000 | | | |

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|----------------------|-------------------------------|------------------------------|-----------|------------|----|---------|-----|----------|--------|------------------------------|
| Year: 2012 | | | | | | | | | | |
| BEASLEY WAY | NEWCOMB STREET | COX STREET | BEASLE | 194 | R | AC | 73 | \$44,418 | 11,026 | CrackSeal+SlurrySeal Typ III |
| CHASE STREET | BROADWAY | SECOND STREET EAST | CHASES | 119A | C | AC | 77 | \$41,301 | 9,684 | CrackSeal+SlurrySeal Typ III |
| CHASE STREET | THIRD STREET EAST | FOURTH STREET EAST | CHASES | 119C | C | AC | 77 | \$26,800 | 9,871 | CrackSeal+SlurrySeal Typ III |
| DEWELL DRIVE | LARKIN DRIVE | FINE AVENUE | DEWELL | 156 | R | AC | 77 | \$45,619 | 10,548 | CrackSeal+SlurrySeal Typ III |
| ELLIOT STREET | CUL DE SAC @ KNIGHT STREET | CUL DE SAC NORTH OF TOWNE ST | ELLIOT | 129 | R | AC | 71 | \$18,970 | 12,031 | CrackSeal+SlurrySeal Typ III |
| FINE AVENUE | DEAD END WEST OF DEWELL DRIVE | LARKIN AVENUE | FINEAV | 153 | R | AC | 71 | \$24,776 | 12,031 | CrackSeal+SlurrySeal Typ III |
| FIRST STREET EAST | HIKING PATH | BLUE WING DRIVE | FIRSTE | 100D | C | AC | 75 | \$45,309 | 9,337 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | WEST MACARTHUR STREET | 175' NORTH OF ARROYO WAY | FOURTW | 172A | R | AC | 71 | \$14,406 | 9,870 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | ANDRIEUX STREET | NORTH DEAD END | FOURTW | 172D | R | AC | 78 | \$11,027 | 10,613 | CrackSeal+SlurrySeal Typ III |
| FOURTH STREET WEST | WEST NAPA STREET | WEST SPAIN STREET | FOURTW | 172E | R | AC | 75 | \$27,687 | 10,945 | CrackSeal+SlurrySeal Typ III |
| JUNIPERO SERRA DRIVE | FANO LANE | VERANO AVENUE | JUNIPER | 223D | R | AC/AC | 72 | \$32,179 | 10,838 | CrackSeal+SlurrySeal Typ III |
| KNIGHT STREET | EAST MACARTHUR STREET | ELLIOT STREET | KNIGHT | 132 | R | AC | 71 | \$36,264 | 9,285 | CrackSeal+SlurrySeal Typ III |
| LARKIN DRIVE | NAPA ROAD | DEWELL DRIVE | LARKIN | 155A | R | AC | 78 | \$21,044 | 10,613 | CrackSeal+SlurrySeal Typ III |
| PATTEN STREET | FIFTH STREET EAST | CHARLES VAN DAMME WAY | PATTEN | 152F | R | AC | 73 | \$20,232 | 10,306 | CrackSeal+SlurrySeal Typ III |
| PERKINS STREET | THIRD STREET WEST | SECOND STREET WEST | PERKIN | 168B | R | AC | 78 | \$23,629 | 13,291 | CrackSeal+SlurrySeal Typ III |
| PINA AVENUE | DEWELL DRIVE | LARKIN DRIVE | PINAAV | 154 | R | AC | 76 | \$13,410 | 10,437 | CrackSeal+SlurrySeal Typ III |
| QUEDO COURT | AVENUE DEL ORO | CUL DE SAC | QUEDO | 126 | R | AC | 76 | \$5,386 | 10,437 | CrackSeal+SlurrySeal Typ III |
| ROSALIE DRIVE | FIFTH STREET WEST | FOURTH STREET WEST | ROSALI | 205 | R | AC | 70 | \$23,861 | 8,823 | CrackSeal+SlurrySeal Typ III |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|--------------------------------|-------------------------------|-----------|------------|----|---------|-----|-----------|--------|-------------------------------|
| SECOND STREET EAST | EAST SPAIN STREET | HOUSE #327 | SECONE | 101E | C | AC | 77 | \$11,427 | 9,684 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | HOUSE #327 | HIKING PATH | SECONE | 101F | C | AC | 73 | \$11,857 | 8,907 | CrackSeal+SlurrySeal Typ III |
| SECOND STREET EAST | BLUE WING DRIVE | HOUSE #80 | SECONE | 101H | R | AC | 72 | \$12,216 | 11,240 | CrackSeal+SlurrySeal Typ III |
| VIGNA STREET | BARRACHI WAY | THIRD STREET WEST | VIGNA | 178 | R | AC | 77 | \$5,186 | 10,130 | CrackSeal+SlurrySeal Typ III |
| WILKING WAY | LOVALL VALLEY ROAD | GREVE LANE | WILKIN | 108A | R | AC | 75 | \$26,616 | 10,945 | CrackSeal+SlurrySeal Typ III |
| Treatment Total | | | | | | | | \$543,620 | | |
| BANCHERO STREET | BARRACHI WAY | THIRD STREET WEST | BANCHE | 176 | R | AC | 100 | \$13,187 | 15,623 | Edge Grind 2"OL w/Fabric |
| FIRST STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | FIRSTW | 169F | R | AC | 100 | \$119,520 | 16,068 | Edge Grind 2"OL w/Fabric |
| FOURTH STREET EAST | CHASE STREET | PATTEN STREET | FOURTE | 112B | R | AC | 100 | \$106,411 | 18,363 | Edge Grind 2"OL w/Fabric |
| LOVALL VALLEY ROAD | FOURTH STREET EAST | 175' EAST OF WILKING WAY | LOVALL | 107A | R | AC | 100 | \$65,416 | 17,215 | Edge Grind 2"OL w/Fabric |
| MCDONELL STREET | WEST FIRST STREET | BROADWAY | MCDONN | 165 | R | AC | 100 | \$22,982 | 17,622 | Edge Grind 2"OL w/Fabric |
| OAK LANE | FRANCE STREET | PATTEN STREET | OAK | 147C | R | AC | 100 | \$53,504 | 18,002 | Edge Grind 2"OL w/Fabric |
| SECOND STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | SECOND | 170C | C | AC | 100 | \$148,352 | 20,576 | Edge Grind 2"OL w/Fabric |
| WEST SPAIN STREET | FOURTH STREET WEST | THIRD STREET WEST | SPAINW | 204D | A | AC/AC | 100 | \$65,910 | 25,738 | Edge Grind 2"OL w/Fabric |
| Treatment Total | | | | | | | | \$595,282 | | |
| FIFTH STREET WEST | 175' SOUTH OF W MACARTHUR ST | HARRINGTON DRIVE | FIFTHW | 173A1 | A | AC | 100 | \$218,128 | 26,348 | 3"OL w/Fab+33%Digout |
| NAPA ROAD | 742' EAST OF BROADWAY | CITY LIMITS/175' E. OF PUEBLO | NAPARD | 158B | A | AC | 100 | \$132,490 | 26,653 | 3"OL w/Fab+33%Digout |
| PATTEN STREET | BROADWAY | AUSTIN STREET | PATTEN | 152A | C | AC | 100 | \$61,015 | 18,832 | 3"OL w/Fab+33%Digout |
| SECOND STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | SECONE | 101D1 | C | AC | 100 | \$69,742 | 19,508 | 3"OL w/Fab+33%Digout |
| WEST SPAIN STREET | SECOND STREET WEST | FIRST STREET WEST | SPAINW | 204G | A | AC/AC | 100 | \$83,443 | 26,039 | 3"OL w/Fab+33%Digout |
| Treatment Total | | | | | | | | \$564,818 | | |
| AUSTIN AVENUE | EAST MACARTHUR STREET | CHASE STREET | AUSTIN | 162A | R | AC | 100 | \$76,082 | 17,041 | Edge Grind 2"OL w/Fab+33% Dig |
| BARRACHI WAY | PERKINS STREET | BACHERO STREET | BARRAC | 202 | R | AC | 100 | \$63,962 | 17,041 | Edge Grind 2"OL w/Fab+33% Dig |
| DENMARK STREET | 254' WEST OF FIFTH STREET EAST | FIFTH STREET EAST | DENMAR | 138C | R | AC | 100 | \$22,843 | 17,060 | Edge Grind 2"OL w/Fab+33% Dig |
| JUNIPER COURT | WHITE BRIAR DRIVE | CUL DE SAC | JUNIP | 217 | R | AC | 100 | \$16,157 | 16,630 | Edge Grind 2"OL w/Fab+33% Dig |
| LAS CASITAS COURT | EAST SPAIN STREET | CUL DE SAC | LASCAS | 104 | R | AC | 100 | \$54,675 | 17,203 | Edge Grind 2"OL w/Fab+33% Dig |
| MOLL COURT | EAST SPAIN STREET | END OF TANGENT | MOLLCT | 163A | R | AC | 100 | \$28,329 | 17,012 | Edge Grind 2"OL w/Fab+33% Dig |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|-----------------------|--------------------------|------------------------|-----------|------------|----|---------|-----|-------------|-----------|-------------------------------|
| SEVENTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | SEVENW | 175C | R | AC | 100 | \$40,826 | 17,203 | Edge Grind 2"OL w/Fab+33% Dig |
| TOWNE STREET | EAST MACARTHUR STREET | ELLIOT STREET | TOWNE | 128 | R | AC | 100 | \$101,816 | 16,717 | Edge Grind 2"OL w/Fab+33% Dig |
| VISCHER COURT | FRANCE STREET | CUL DE SAC | VISCHE | 148 | R | AC | 100 | \$24,130 | 17,012 | Edge Grind 2"OL w/Fab+33% Dig |
| WALNUT STREET | FOURTH STREET EAST | FIFTH STREET EAST | WALNUT | 115 | R | AC | 100 | \$56,118 | 16,935 | Edge Grind 2"OL w/Fab+33% Dig |
| YORK COURT | FOURTH STREET EAST | CUL DE SAC | YORKCT | 146 | R | AC | 100 | \$46,571 | 16,536 | Edge Grind 2"OL w/Fab+33% Dig |
| Treatment Total | | | | | | | | \$531,509 | | |
| FIFTH STREET WEST | CLAUDIA DRIVE | HARASZTHY DRIVE | FIFTHW | 173F | A | AC/AC | 87 | \$17,792 | 31,296 | SLURRY SEAL |
| FIFTH STREET WEST | HARASZTHY DRIVE | VERANO AVENUE | FIFTHW | 173G | A | AC/AC | 90 | \$25,106 | 36,000 | SLURRY SEAL |
| FOURTH STREET EAST | NATHANSON CREEK | EAST SPAIN STREET | FOURTE | 112I | A | AC | 93 | \$3,768 | 12,589 | SLURRY SEAL |
| FOURTH STREET WEST | 175' NORTH OF ARROYO WAY | BETTENCOURT STREET | FOURTW | 172B | R | AC | 86 | \$4,859 | 22,749 | SLURRY SEAL |
| WILKING WAY | GREVE LANE | CUL DE SAC | WILKIN | 108B | R | AC | 82 | \$7,053 | 22,124 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$58,578 | | |
| ANDRIEUX STREET | FIRST STREET WEST | BROADWAY | ANDRIE | 167E2 | C | AC/AC | 75 | \$162 | 360,799 | SEAL CRACKS |
| BRAZIL STREET | FOURTH STREET EAST | CITY LIMITS/HOUSE #481 | BRAZIL | 110 | R | ST | 81 | \$100 | 65,230 | SEAL CRACKS |
| EAST MACARTHUR STREET | BROADWAY | AUSTIN STREET | MACARE | 133A | C | AC/AC | 88 | \$26 | 2,619,175 | SEAL CRACKS |
| WEST MACARTHUR STREET | FIFTH STREET WEST | MANOR DRIVE | MACARW | 182B | C | AC/AC | 86 | \$148 | 830,092 | SEAL CRACKS |
| WEST MACARTHUR STREET | MANOR DRIVE | SECOND STREET WEST | MACARW | 182C | C | AC/AC | 88 | \$38 | 2,619,175 | SEAL CRACKS |
| WEST MACARTHUR STREET | SECOND STREET WEST | BROADWAY | MACARW | 182D | C | AC/AC | 83 | \$253 | 469,083 | SEAL CRACKS |
| MONTINI LANE | 4TH ST WEST | 5TH ST WEST | MONTIN | 253 | R | AC | 89 | \$89 | 467,891 | SEAL CRACKS |
| EAST SPAIN STREET | FIRST STREET WEST | FIRST STREET EAST | SPAIN E | 105A | R | AC/AC | 79 | \$402 | 233,269 | SEAL CRACKS |
| EAST SPAIN STREET | FIRST STREET EAST | SECOND STREET EAST | SPAIN E | 105B | R | AC/AC | 79 | \$260 | 233,269 | SEAL CRACKS |
| EAST SPAIN STREET | SECOND STREET EAST | FOURTH STREET EAST | SPAIN E | 105C | R | AC/AC | 78 | \$531 | 317,574 | SEAL CRACKS |
| WEST SPAIN STREET | FIFTH STREET WEST | FOURTH STREET WEST | SPAINW | 204C | A | AC/AC | 87 | \$64 | 1,761,332 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$2,073 | | |
| Year 2012 Total | | | | | | | | \$2,295,880 | | |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|-------------------------------|------------------------|-----------|------------|----|---------|-----|-----------|------------|-------------------------------|
| Year: 2013 | | | | | | | | | | |
| VASQUEZ COURT | JUNIPERO SERRA DRIVE | CUL DE SAC | VASQUE | 229 | R | AC | 77 | \$5,911 | 10,164 | CrackSeal+SlurrySeal Typ III |
| Treatment Total | | | | | | | | \$5,911 | | |
| FIRST STREET EAST | EAST SPAIN STREET | HIKING PATH | FIRSTE | 100C | C | AC | 100 | \$97,072 | 18,148 | 3"OL w/Fab+33%Digout |
| VERANO AVENUE | FIFTH STREET WEST | CITY LIMITS/HOUSE #775 | VERANO | 239 | A | AC | 100 | \$193,658 | 25,003 | 3"OL w/Fab+33%Digout |
| Treatment Total | | | | | | | | \$290,730 | | |
| COX STREET | DEAD END SOUTH OF BEASLEY WAY | NEWCOMB STREET | COXST | 191 | R | AC | 100 | \$86,115 | 15,904 | Edge Grind 2"OL w/Fab+33% Dig |
| Treatment Total | | | | | | | | \$86,115 | | |
| FIFTH STREET WEST | WEST SPAIN STREET | CLAUDIA DRIVE | FIFTHW | 173E | A | AC/AC | 88 | \$38,714 | 34,063 | SLURRY SEAL |
| PEAR TREE COURT | FIFTH STREET EAST | CUL DE SAC | PEARTR | 142 | R | AC | 82 | \$6,091 | 18,758 | SLURRY SEAL |
| THIRD STREET WEST | ROBINSON STREET | WEST NAPA STREET | THIRDW | 171D | C | AC/AC | 91 | \$20,682 | 28,296 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$65,487 | | |
| ANDRIEUX STREET | FIFTH STREET WEST | FOURTH STREET WEST | ANDRIE | 167B | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |
| ANDRIEUX STREET | FOURTH STREET WEST | THIRD STREET WEST | ANDRIE | 167C | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |
| ANDRIEUX STREET | SECOND STREET WEST | FIRST STREET WEST | ANDRIE | 167E1 | C | AC/AC | 89 | \$1 | 65,641,499 | SEAL CRACKS |
| BAUDIN WAY | CASA BONNE LN | DEAD END | BAUDIN | 252 | R | AC | 90 | \$17 | 221,286 | SEAL CRACKS |
| CASA BONNE LANE | 4TH ST WEST | BAUDIN WAY | CASABO | 251 | R | AC | 90 | \$32 | 225,852 | SEAL CRACKS |
| FOURTH STREET WEST | WEST SPAIN ST | 300' N OF CASA BONNE | FOURTW | 172H | R | AC | 90 | \$82 | 225,852 | SEAL CRACKS |
| LYON LANE | SONOMA HWY | PALOU ST | LYONLA | 254 | R | AC | 90 | \$41 | 225,852 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$175 | | |
| Year 2013 Total | | | | | | | | \$448,418 | | |
| Year: 2014 | | | | | | | | | | |
| FIFTH STREET EAST | EAST MACARTHUR STREET | FRANCE STREET | FIFTHE | 143C | A | AC/AC | 83 | \$45,191 | 27,976 | SLURRY SEAL |
| MERRITT COURT | JUNIPERO SERRA DRIVE | CUL DE SAC | MERRIT | 228 | R | AC | 79 | \$5,786 | 13,575 | SLURRY SEAL |
| THIRD STREET WEST | BETTENCOURT STREET | ANDRIEUX STREET | THIRDW | 171B | R | AC/AC | 92 | \$9,568 | 20,545 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$60,545 | | |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|--------------------|-------------------------------|--------------------------------|-----------|------------|----|---------|-----|----------|-----------|-------------|
| LEVERONI ROAD | 234' WEST OF BROADWAY | BROADWAY | LEVERO | 160C | A | AC/AC | 87 | \$27 | 970,332 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$27 | | |
| Year 2014 Total | | | | | | | | \$60,572 | | |
| Year: 2015 | | | | | | | | | | |
| FRYER CREEK DRIVE | LEVERONI ROAD | CLAY STREET | FRYERC | 195A | R | AC | 86 | \$26,044 | 20,955 | SLURRY SEAL |
| LUCCA COURT | FOURTH STREET EAST | CUL DE SAC | LUCCAC | 111 | R | AC | 81 | \$8,673 | 16,777 | SLURRY SEAL |
| WEST SPAIN STREET | FIFTH STREET WEST | FOURTH STREET WEST | SPAINW | 204C | A | AC/AC | 91 | \$25,215 | 28,585 | SLURRY SEAL |
| Treatment Total | | | | | | | | \$59,932 | | |
| ANDRIEUX STREET | FIRST STREET WEST | BROADWAY | ANDRIE | 167E2 | C | AC/AC | 73 | \$194 | 306,842 | SEAL CRACKS |
| BETTENCOURT STREET | FIFTH STREET WEST | FOURTH STREET WEST | BETTEN | 179A | R | AC/AC | 88 | \$21 | 1,390,669 | SEAL CRACKS |
| BETTENCOURT STREET | FOURTH STREET WEST | THIRD STREET WEST | BETTEN | 179B | R | AC/AC | 88 | \$24 | 1,390,669 | SEAL CRACKS |
| BETTENCOURT STREET | THIRD STREET WEST | SECOND STREET WEST | BETTEN | 179C | R | AC/AC | 88 | \$23 | 1,390,669 | SEAL CRACKS |
| CHASE STREET | THIRD STREET EAST | FOURTH STREET EAST | CHASES | 119C | C | AC | 73 | \$351 | 208,101 | SEAL CRACKS |
| FIFTH STREET WEST | 175' SOUTH OF W MACARTHUR ST | HARRINGTON DRIVE | FIFTHW | 173A1 | A | AC | 87 | \$197 | 933,012 | SEAL CRACKS |
| FIFTH STREET WEST | CLAUDIA DRIVE | HARASZTHY DRIVE | FIFTHW | 173F | A | AC/AC | 84 | \$147 | 722,139 | SEAL CRACKS |
| FIFTH STREET WEST | HARASZTHY DRIVE | VERANO AVENUE | FIFTHW | 173G | A | AC/AC | 88 | \$63 | 2,054,223 | SEAL CRACKS |
| FOURTH STREET EAST | NATHANSON CREEK | EAST SPAIN STREET | FOURTE | 112I | A | AC | 86 | \$30 | 390,608 | SEAL CRACKS |
| GARLAND COURT | DEAD END SOUTH OF WHITE BRIAR | CUL DE SAC NORTH OF WHITEBRIAR | GARLAN | 216 | R | AC/AC | 88 | \$12 | 1,256,777 | SEAL CRACKS |
| HEATHER LANE | DEAD END S. OF WHITEBRIAR DR | ANDRIEUX STREET | HEATHE | 214 | R | AC/AC | 88 | \$20 | 1,256,777 | SEAL CRACKS |
| IVY COURT | HEATHER LANE | CUL DE SAC | IVYCT | 215 | R | AC/AC | 88 | \$14 | 713,126 | SEAL CRACKS |
| NAPA ROAD | 742' EAST OF BROADWAY | CITY LIMITS/175' E. OF PUEBLO | NAPARD | 158B | A | AC | 87 | \$120 | 933,012 | SEAL CRACKS |
| PATTEN STREET | BROADWAY | AUSTIN STREET | PATTEN | 152A | C | AC | 87 | \$57 | 650,983 | SEAL CRACKS |
| SECOND STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | SECOND | 170C | C | AC | 87 | \$178 | 650,983 | SEAL CRACKS |
| SECOND STREET EAST | EAST NAPA STREET | EAST SPAIN STREET | SECONE | 101D1 | C | AC | 87 | \$65 | 650,983 | SEAL CRACKS |
| WEST SPAIN STREET | FOURTH STREET WEST | THIRD STREET WEST | SPAINW | 204D | A | AC/AC | 87 | \$78 | 933,012 | SEAL CRACKS |
| WEST SPAIN STREET | SECOND STREET WEST | FIRST STREET WEST | SPAINW | 204G | A | AC/AC | 87 | \$76 | 933,012 | SEAL CRACKS |
| THIRD STREET WEST | ARROYO WAY | BETTENCOURT STREET | THIRDW | 171A | R | AC/AC | 88 | \$31 | 713,126 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|-----------------------|--------------------------------|--------------------------|-----------|------------|-----------------|---------|-----|----------|-----------|-------------|
| WHITE BRIAR DRIVE | GARLAND AVENUE | HEATHER LANE | WHITEB | 213 | R | AC/AC | 88 | \$43 | 713,126 | SEAL CRACKS |
| | | | | | Treatment Total | | | \$1,744 | | |
| | | | | | Year 2015 Total | | | \$61,676 | | |
| Year: 2016 | | | | | | | | | | |
| FIFTH STREET EAST | ESTE MADERA LANE | EAST MACARTHUR STREET | FIFTHE | 143B | A | AC/AC | 88 | \$19,536 | 21,356 | SLURRY SEAL |
| EAST MACARTHUR STREET | AUSTIN STREET | THIRD STREET EAST | MACARE | 133B | C | AC/AC | 92 | \$38,727 | 23,699 | SLURRY SEAL |
| | | | | | Treatment Total | | | \$58,263 | | |
| AUSTIN AVENUE | EAST MACARTHUR STREET | CHASE STREET | AUSTIN | 162A | R | AC | 88 | \$53 | 685,698 | SEAL CRACKS |
| BANCHERO STREET | BARRACHI WAY | THIRD STREET WEST | BANCHE | 176 | R | AC | 88 | \$12 | 685,698 | SEAL CRACKS |
| BARRACHI WAY | PERKINS STREET | BACHERO STREET | BARRAC | 202 | R | AC | 88 | \$45 | 685,698 | SEAL CRACKS |
| DENMARK STREET | 254' WEST OF FIFTH STREET EAST | FIFTH STREET EAST | DENMAR | 138C | R | AC | 88 | \$16 | 685,698 | SEAL CRACKS |
| DEWELL DRIVE | LARKIN DRIVE | FINE AVENUE | DEWELL | 156 | R | AC | 73 | \$611 | 223,809 | SEAL CRACKS |
| FIFTH STREET WEST | WEST SPAIN STREET | CLAUDIA DRIVE | FIFTHW | 173E | A | AC/AC | 86 | \$210 | 1,041,881 | SEAL CRACKS |
| FIRST STREET EAST | EAST SPAIN STREET | HIKING PATH | FIRSTE | 100C | C | AC | 87 | \$90 | 625,945 | SEAL CRACKS |
| FIRST STREET WEST | ANDRIEUX STREET | WEST NAPA STREET | FIRSTW | 169F | R | AC | 88 | \$107 | 685,698 | SEAL CRACKS |
| FOURTH STREET EAST | CHASE STREET | PATTEN STREET | FOURTE | 112B | R | AC | 88 | \$96 | 685,698 | SEAL CRACKS |
| FOURTH STREET WEST | 175' NORTH OF ARROYO WAY | BETTENCOURT STREET | FOURTW | 172B | R | AC | 84 | \$48 | 439,689 | SEAL CRACKS |
| FOURTH STREET WEST | ANDRIEUX STREET | NORTH DEAD END | FOURTW | 172D | R | AC | 74 | \$143 | 229,937 | SEAL CRACKS |
| JUNIPER COURT | WHITE BRIAR DRIVE | CUL DE SAC | JUNIFE | 217 | R | AC | 88 | \$12 | 685,698 | SEAL CRACKS |
| LARKIN DRIVE | NAPA ROAD | DEWELL DRIVE | LARKIN | 155A | R | AC | 74 | \$273 | 229,937 | SEAL CRACKS |
| LAS CASITAS COURT | EAST SPAIN STREET | CUL DE SAC | LASCAS | 104 | R | AC | 88 | \$38 | 685,698 | SEAL CRACKS |
| LOVALL VALLEY ROAD | FOURTH STREET EAST | 175' EAST OF WILKING WAY | LOVALL | 107A | R | AC | 88 | \$59 | 685,698 | SEAL CRACKS |
| MCDONELL STREET | WEST FIRST STREET | BROADWAY | MCDONN | 165 | R | AC | 88 | \$21 | 685,698 | SEAL CRACKS |
| MOLL COURT | EAST SPAIN STREET | END OF TANGENT | MOLLCT | 163A | R | AC | 88 | \$20 | 685,698 | SEAL CRACKS |
| OAK LANE | FRANCE STREET | PATTEN STREET | OAK | 147C | R | AC | 88 | \$48 | 685,698 | SEAL CRACKS |
| PERKINS STREET | THIRD STREET WEST | SECOND STREET WEST | PERKIN | 168B | R | AC | 75 | \$294 | 300,336 | SEAL CRACKS |
| PINA AVENUE | DEWELL DRIVE | LARKIN DRIVE | PINAAV | 154 | R | AC | 72 | \$185 | 219,535 | SEAL CRACKS |
| QUEDO COURT | AVENUE DEL ORO | CUL DE SAC | QUEDO | 126 | R | AC | 72 | \$75 | 219,535 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

| Street Name | Begin Location | End Location | Street ID | Section ID | FC | Surface | PCI | Cost | Rating | Treatment |
|---------------------|-----------------------|------------------------|-----------|------------|----|---------|-----|-------------|---------|-------------|
| SEVENTH STREET WEST | STUDLEY STREET | WEST NAPA STREET | SEVENW | 175C | R | AC | 88 | \$29 | 685,698 | SEAL CRACKS |
| TOWNE STREET | EAST MACARTHUR STREET | ELLIOT STREET | TOWNE | 128 | R | AC | 88 | \$71 | 685,698 | SEAL CRACKS |
| VERANO AVENUE | FIFTH STREET WEST | CITY LIMITS/HOUSE #775 | VERANO | 239 | A | AC | 87 | \$175 | 897,127 | SEAL CRACKS |
| VIGNA STREET | BARRACHI WAY | THIRD STREET WEST | VIGNA | 178 | R | AC | 73 | \$70 | 215,625 | SEAL CRACKS |
| VISCHER COURT | FRANCE STREET | CUL DE SAC | VISCHE | 148 | R | AC | 88 | \$17 | 685,698 | SEAL CRACKS |
| WALNUT STREET | FOURTH STREET EAST | FIFTH STREET EAST | WALNUT | 115 | R | AC | 88 | \$39 | 685,698 | SEAL CRACKS |
| WILKING WAY | GREVE LANE | CUL DE SAC | WILKIN | 108B | R | AC | 81 | \$91 | 407,294 | SEAL CRACKS |
| YORK COURT | FOURTH STREET EAST | CUL DE SAC | YORKCT | 146 | R | AC | 88 | \$33 | 685,698 | SEAL CRACKS |
| Treatment Total | | | | | | | | \$2,981 | | |
| Year 2016 Total | | | | | | | | \$61,244 | | |
| Grand Total | | | | | | | | \$2,927,790 | | |

** - Treatment from Project Selection

Scenarios Criteria:

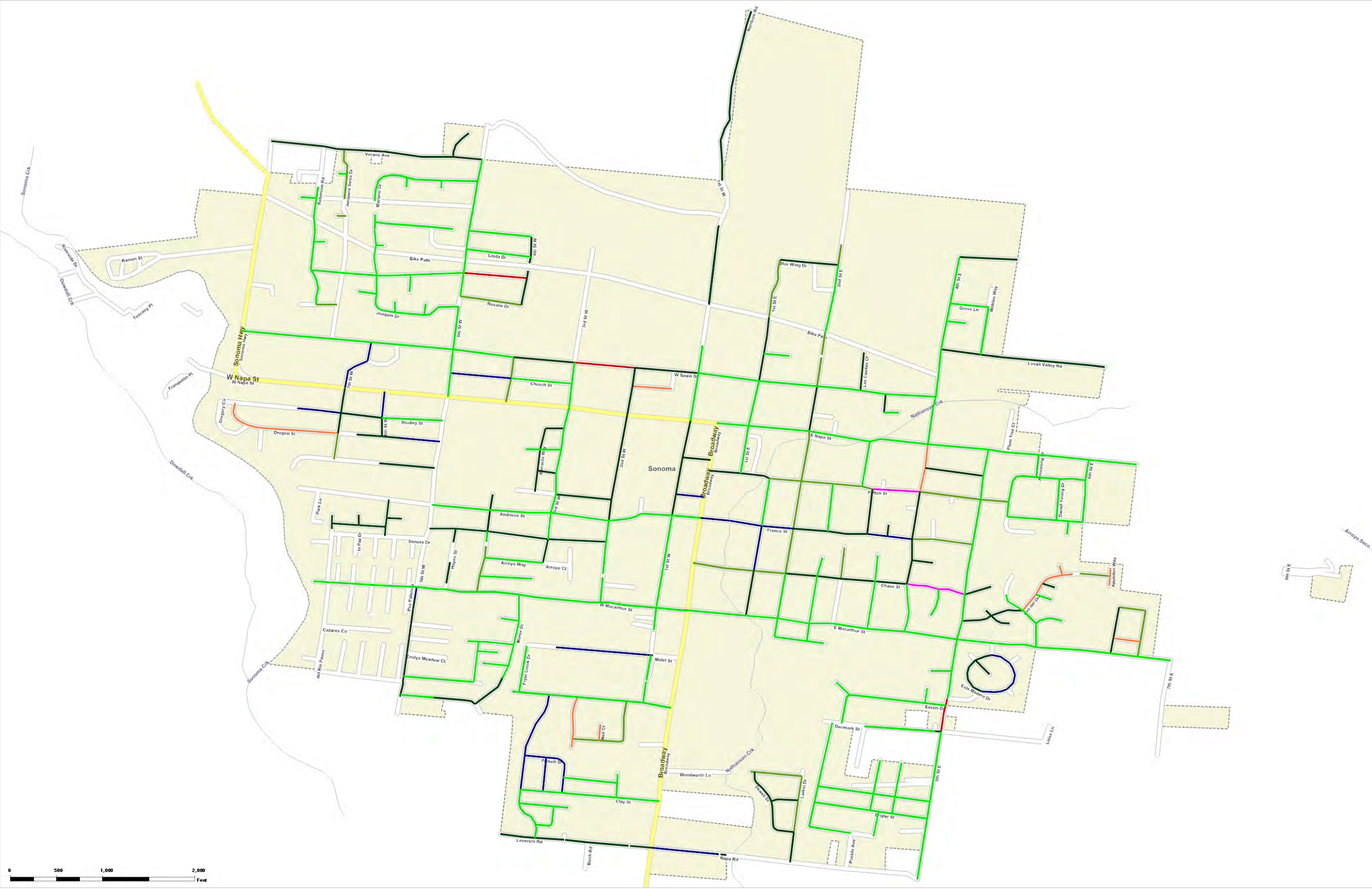


City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenario Treatments

(1) Unconstrained Needs - All Project Periods

- 3" OL w/Fab+33%Digout
- CrackSeal+SlurrySeal Typ III
- Edge Grind 2" OL w/Fab+33%Dig
- Edge Grind 2" OL w/Fabric
- RECONSTRUCT STRUCTURE (AC)
- SEAL CRACKS
- SLURRY SEAL



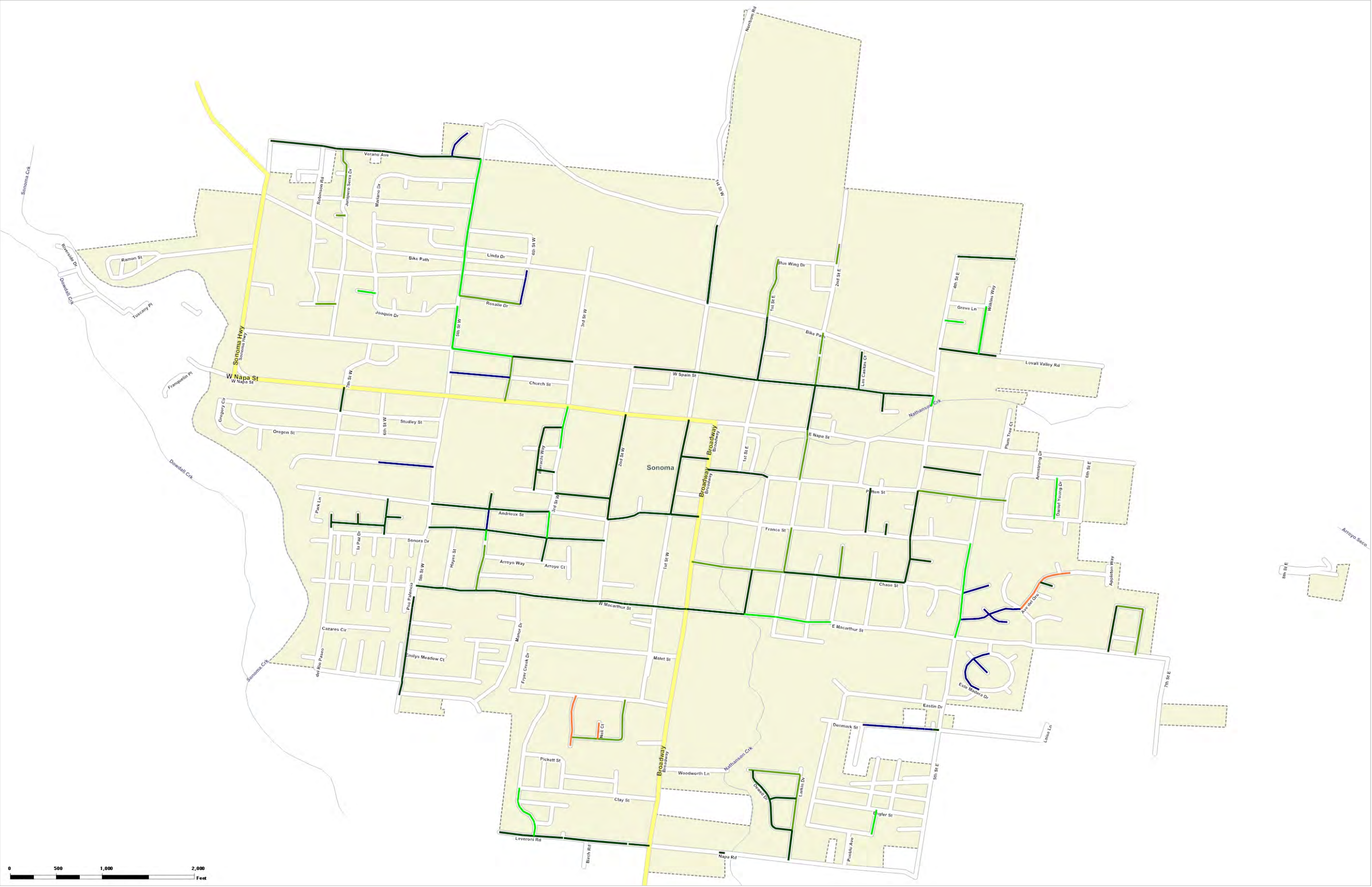


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Scenario Treatments

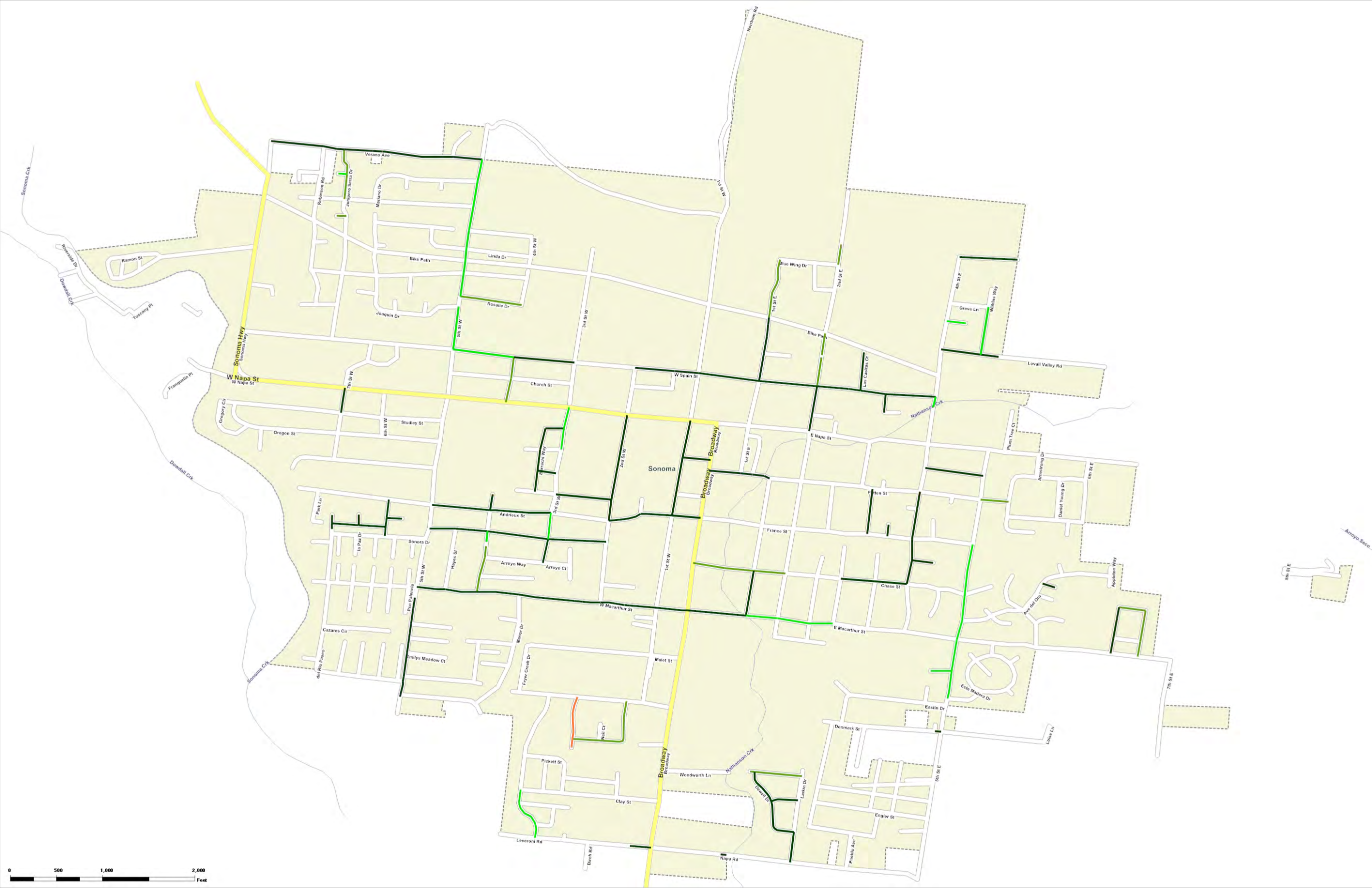
(2) Current Projected Funding - All Project Periods

- 3" OL w/Fab+33%Digout
- CrackSeal+SlurrySeal Typ III
- Edge Grind 2" OL w/Fab+33%Dig
- Edge Grind 2" OL w/Fabric
- RECONSTRUCT STRUCTURE (AC)
- SEAL CRACKS
- SLURRY SEAL



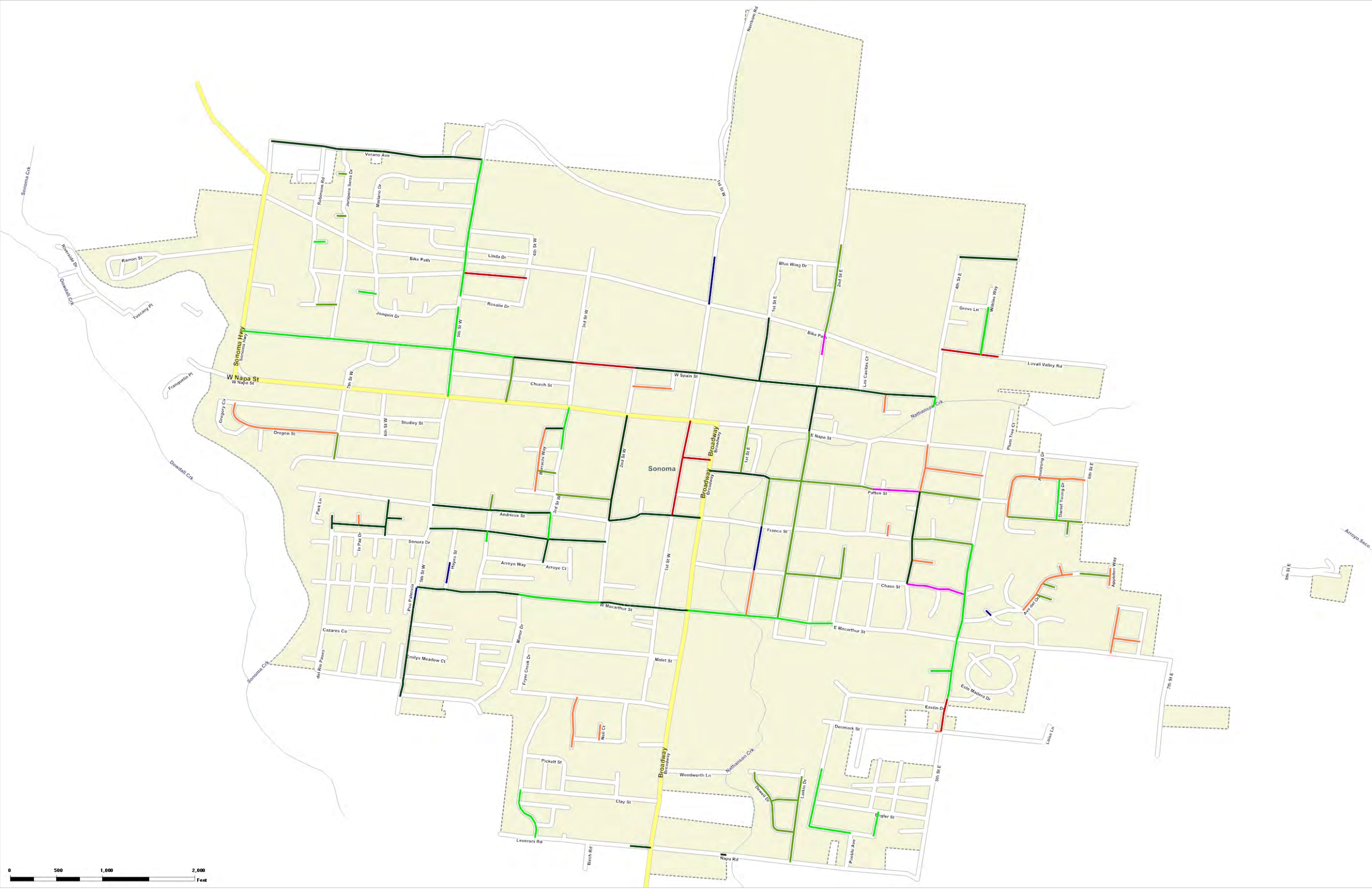


- 3" OL w/Fab+33%Digout
- CrackSeal+SlurrySeal Typ III
- Edge Grind 2" OL w/Fab+33%Dig
- Edge Grind 2" OL w/Fabric
- SEAL CRACKS
- SLURRY SEAL





- 3" OL w/Fab+33%Digout
- CrackSeal+SlurrySeal Typ III
- Edge Grind 2" OL w/Fab+33%Dig
- Edge Grind 2" OL w/Fabric
- RECONSTRUCT STRUCTURE (AC)
- SEAL CRACKS
- SLURRY SEAL



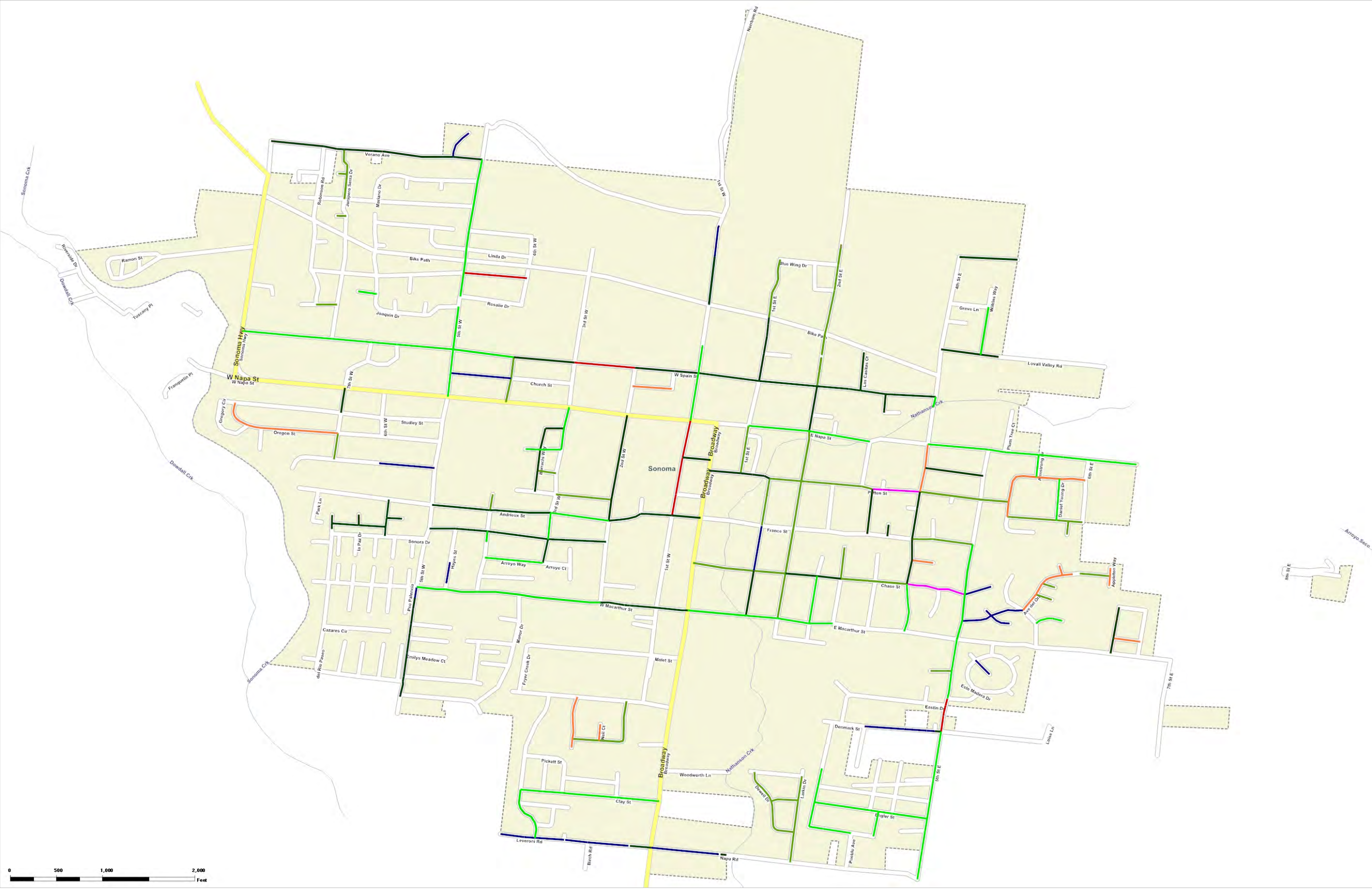


City of Sonoma
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Scenario Treatments

(5) Increase PCI 5 points - All Project Periods

- 3" OL w/Fab+33%Digout
- CrackSeal+SlurrySeal Typ III
- Edge Grind 2" OL w/Fab+33%Dig
- Edge Grind 2" OL w/Fabric
- RECONSTRUCT STRUCTURE (AC)
- SEAL CRACKS
- SLURRY SEAL



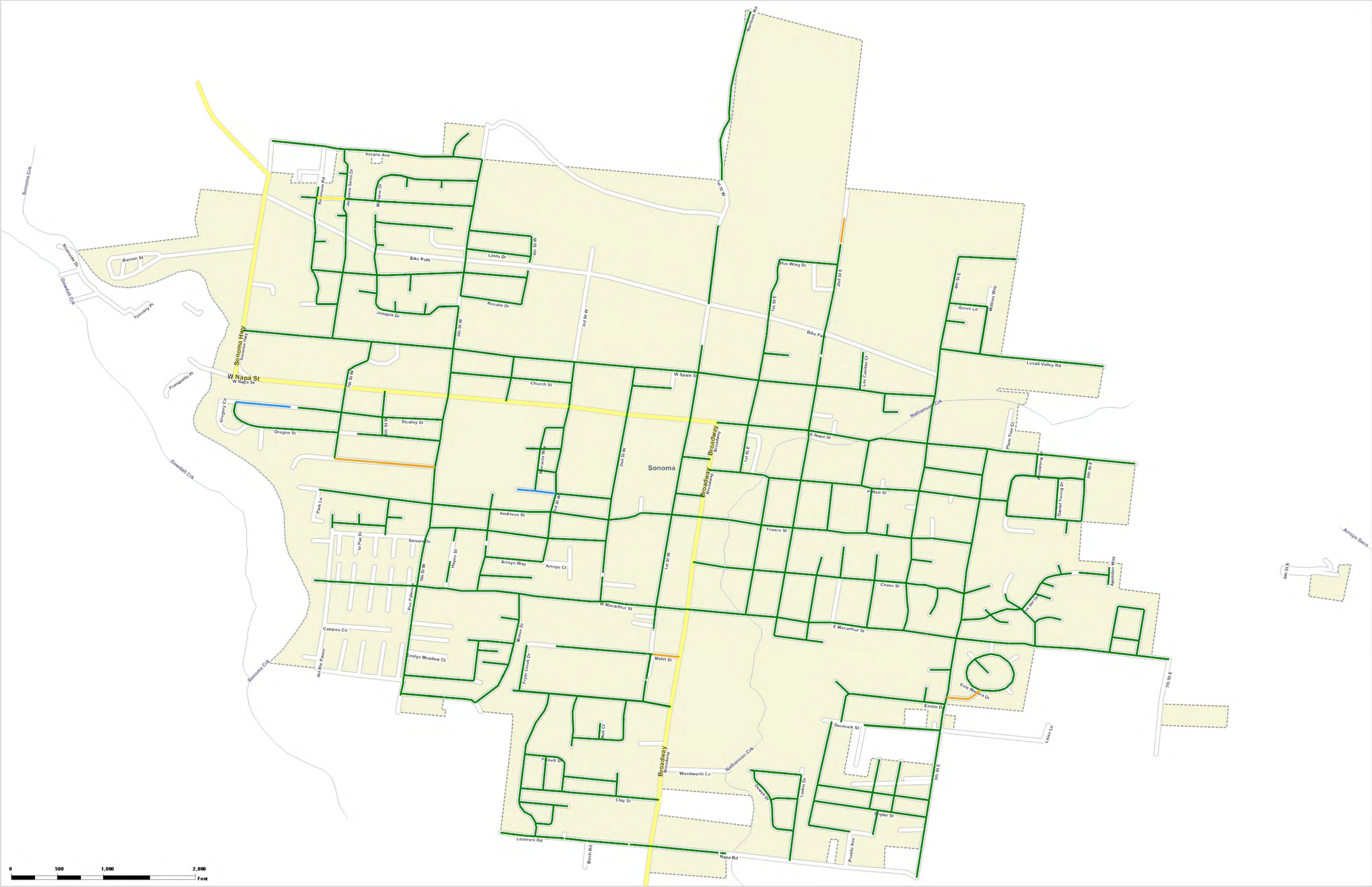


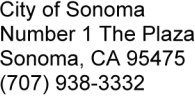
City of Sonoma
Number 1 The Plaza
Sonoma, CA 95475
(707) 938-3332

Scenario PCI Condition

(1) Unconstrained Needs - 2016

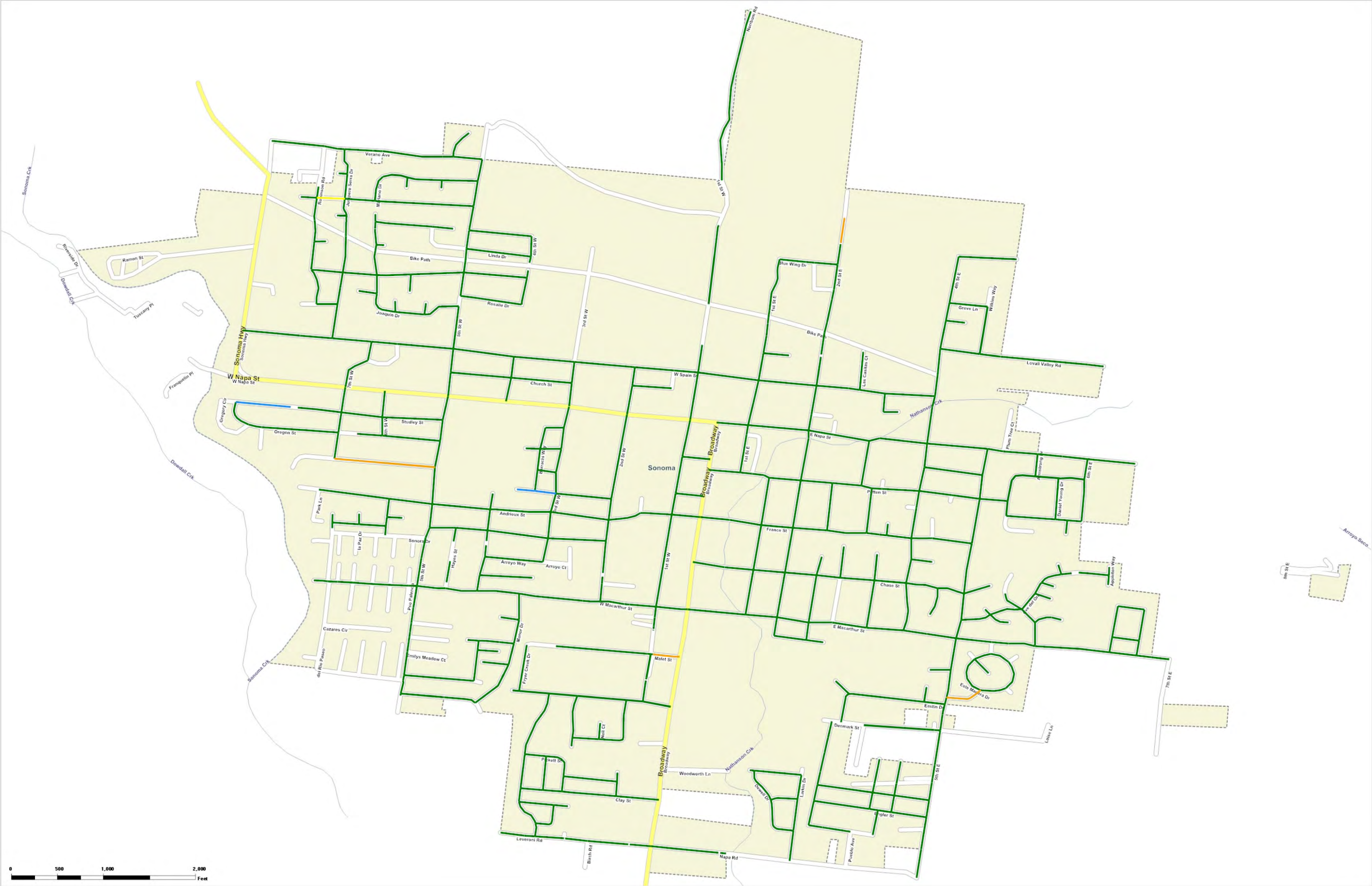
- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor





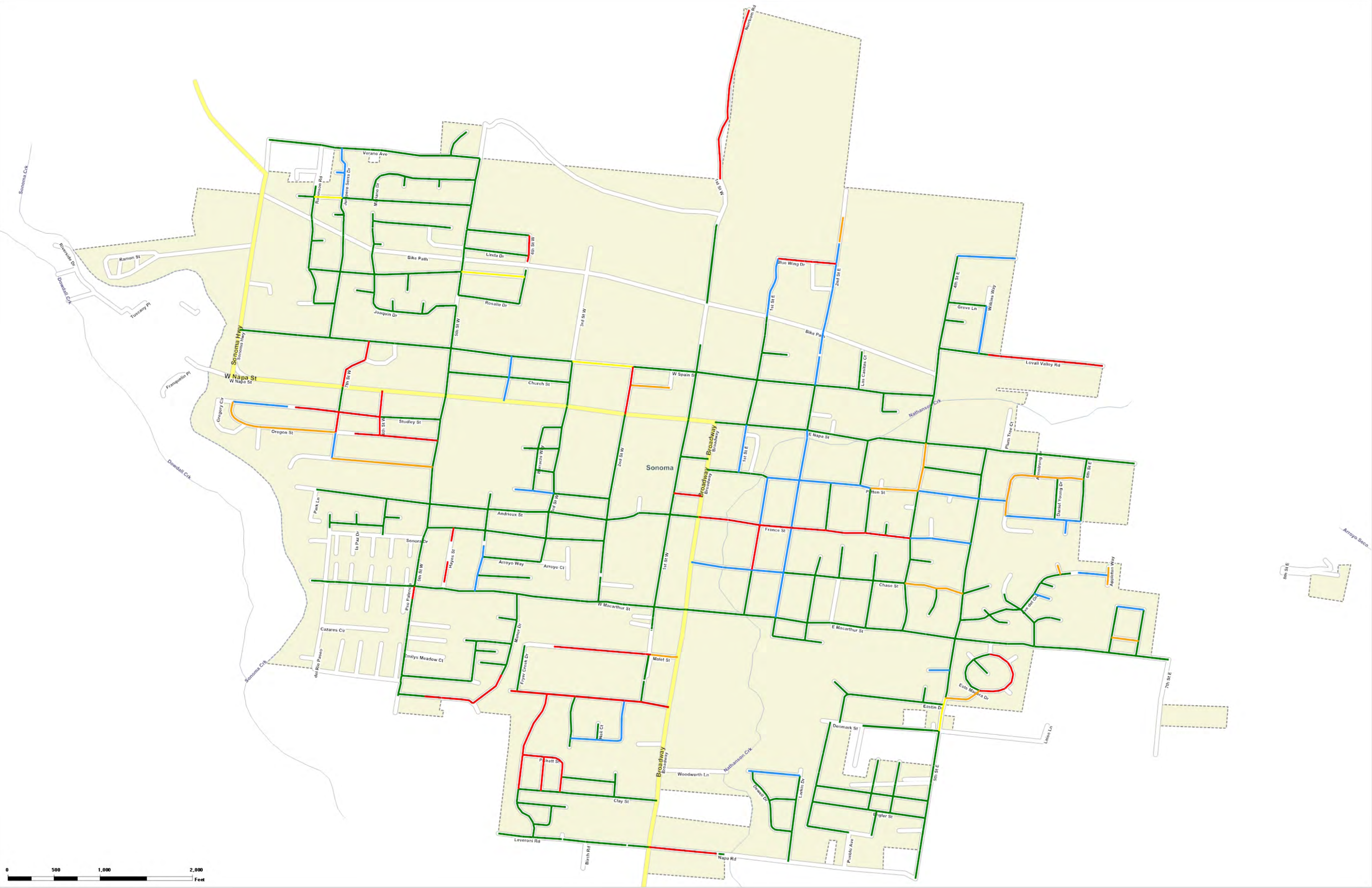
Scenario PCI Condition

(1) Unconstrained Needs - 2016



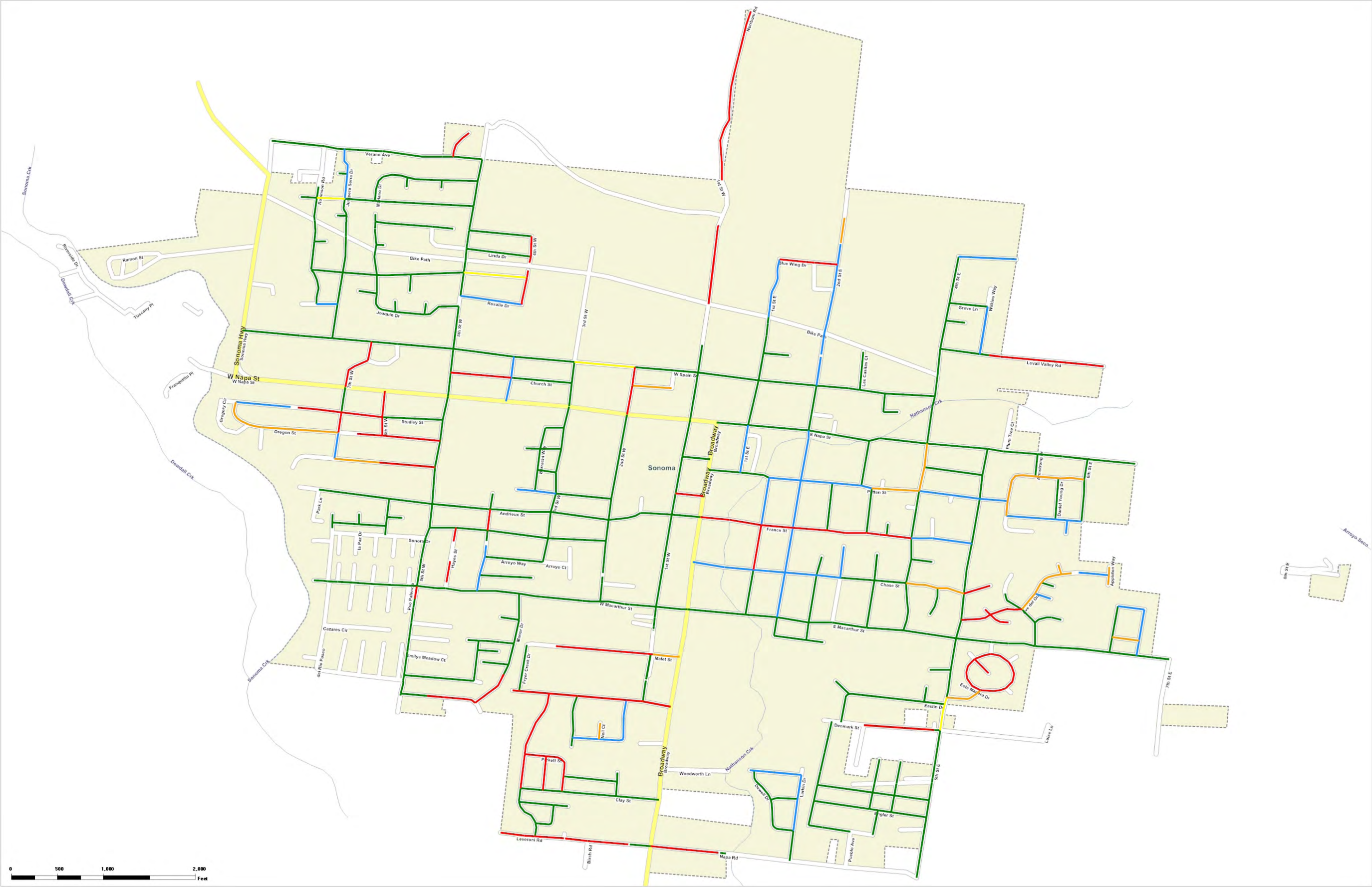


- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor



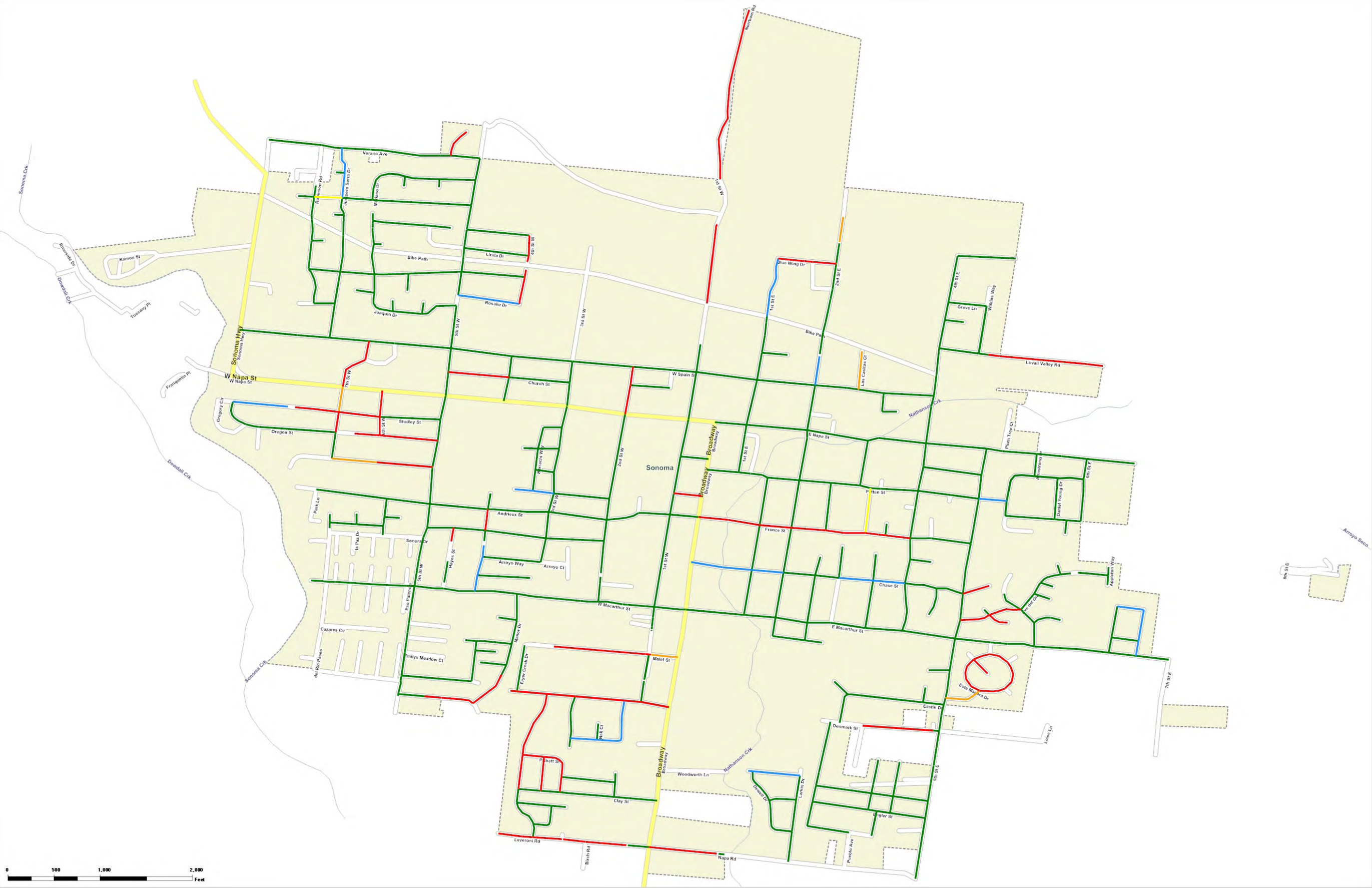


- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor





- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor





- I - Very Good
- II - Good (non-load)
- III - Good (load-related)
- IV - Poor
- V - Very Poor

