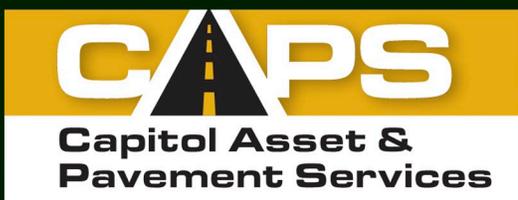


Pavement Management Program Budget Options Report



April, 2015

City of Belmont

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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 Belmont (City). All 69.04 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards, and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in November 2014.

The maintenance decision tree treatments and costs were reviewed and updated to reflect current pavement maintenance treatment prices. A Budgetary Needs analysis was performed based on the updated inspections and treatment costs and four budget scenarios were evaluated to compare the effects of various funding levels.

The City's street network consists of 69.04 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 56. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 56 places the City's street network in the 'Fair' 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, are represented in the Streetsaver 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 \$38.1 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 82. 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).

The current Unconstrained Needs amount of \$38.1 million is \$6.2 million less than the \$44.2 million Needs in the 2012 (P-TAP13) report. The needs amount in this report is lower due to two main reasons: 1) A lower "optimal" target of 82 (vs 84 in the 2012 report), and 2) Lower treatment costs. The "optimal" PCI, as determined by the Streetsaver analysis engine, is not a hard target, but a moving target that is usually in the low to mid 80's. This optimal PCI is a function of current PCI values, decision tree treatment strategies, and the timing as to when treatments are placed on street sections. The other factor contributing to the lower Unconstrained Needs in this report, is that treatment costs are lower currently than they were in 2012. MTC regionwide survey of treatment costs has found that average treatment costs have declined over the last few years.

Comparing this with the current funding level of \$1.8 million over the next five years shows that the average network PCI decreases by 6 points, to 50, by 2019. Scenarios were also run to determine the funding level required to maintain the current network PCI of 56, as well as increase the overall PCI by 5 points over the next five years. Scenario analyses show that at current funding levels, the overall street condition will likely decline. Table 1 summarizes the findings of the Scenarios.

Table 1 – Summary of outcome of different funding levels (Scenarios)

Average yearly budget	\$7.6 million (1.Unconstrained)	\$360,000 (2.Current Funding)	\$1.2 million (3.Maintain PCI)	\$2.1 million (4.Increase PCI)
Total budget for 5 years	\$38.1 million	\$1.8 million	\$6.0 million	\$10.5 million
Current PCI	56	56	56	56
Current % in 'Good' condition	48.9%	48.9%	48.9%	48.9%
PCI after 5 years (change)	82 (+26)	50 (-6)	56 (0)	61 (+5)
Backlog after 5 years	\$0	\$36.3 million	\$34.0 million	\$29.5 million
% 'Good' after 5 years	94.2%	45.4%	61.5%	67.0%

Purpose

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

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

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

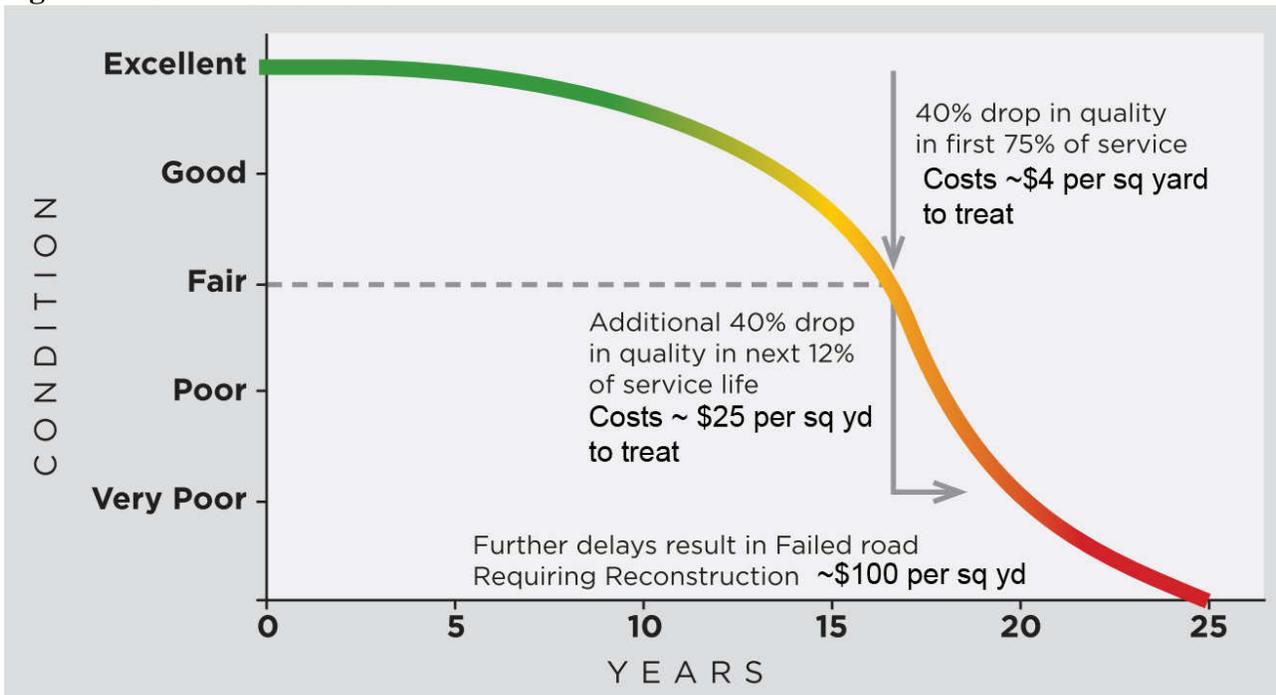
Pavement Management Strategy

Pavement Management is a set of tools and philosophies designed to manage the maintenance activities of Asphalt Concrete and Portland Concrete Pavements. A Pavement Management System consists of a module to keep track of existing and historical pavement condition data and a decision making process to help choose the most cost-effective maintenance strategies and which streets to treat when.

Conventional wisdom of most public works and street department agencies has been to treat streets in a “worst-first” philosophy. Under this “worst-first” policy, streets are allowed to deteriorate to a nearly failed condition before any rehabilitation (such as Overlays or Reconstructions), are applied. This can also be called the “don’t fix if it isn’t broke” mentality.

Pavement Management Systems are designed with a more cost-effective, “Best-first” approach. The reasoning behind this philosophy is that it is better to treat streets with lower-cost, preventative maintenance treatments, such as Slurry Seals, Chip Seals, and Crack Seals, and extend their life cycle before the street condition deteriorates to a state where it requires more costly rehabilitation and reconstruction treatments. Generally, paved streets spend about three-quarters of their life-cycle in fair to excellent condition, where the street shows little sign of deterioration and has a high service level. After this time, the street condition begins to deteriorate at a rapid rate and, if not maintained properly, soon reaches a condition where it will require costly overlays and reconstructions. If treated with a surface seal and other preventative measures, the street condition will remain at a good level for a longer period of time. Figure 1 shows a typical condition deterioration curve for a street.

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 69.04 centerline miles of paved streets. The City's street network replacement value is estimated at \$102.2 million.¹ This asset valuation assumes replacement of the entire street network in present day dollars. This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City's street network is 56, which indicates that the street network is in 'Fair' 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 street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

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

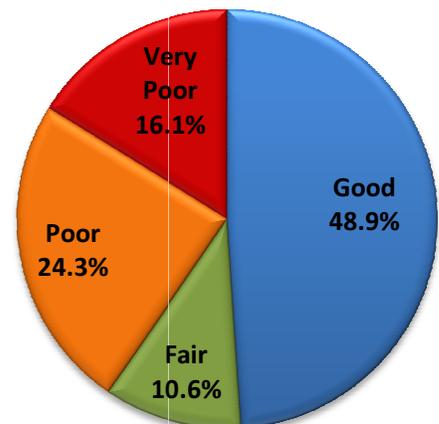
Table 2 – Street Network Statistics and Average PCI by Functional Class

Functional Class	# of Sections	Centerline Miles	Lane Miles	Average PCI
Arterial	40	7.46	13.34	67
Collector	114	19.18	40.01	60
Residential	304	42.40	84.36	52
Totals	458	69.04	137.71	56

Table 2 details the percentage of the street network area by each PCI range or condition category.

Table 3 and Figure 2 – Percent Network Area by Functional Class and Condition Class

Condition Class	PCI Range	Arterial	Collector	Residential/ Other	Total
Good (I)	70-100	6.8%	15.8%	26.4%	48.9%
Fair (II/III)	50-69	1.0%	5.7%	3.9%	10.6%
Poor (IV)	25-49	1.5%	7.6%	15.3%	24.3%
Very Poor (V)	0-24	1.2%	3.1%	11.8%	16.1%
Totals		10.4%	32.1%	57.5%	



¹ Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree

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 \$38.1 million² over the next five-year period (2015 – 2019) 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 \$19.8 million is needed in the first year alone. The five-year cost of \$38.1 million exceeds the City's planned five-year funding level of \$1.8 million by approximately \$19.5 million.

As mentioned earlier, the average PCI for the City's streets is 56, which is in the 'Fair' 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, such as a slurry seal, which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$4.00/sq. yd³. 48.9% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

10.6% of the City's street network falls into the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry seal application or mill and overlay. These treatments typically range in cost from \$4.00 to \$25.00 /sq. yd.

24.3% of the City's street network falls into the 'Poor' condition category. These pavements are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a thick overlay at \$30.00 to \$50.00/sq yd.

Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base. Streets at this stage require major rehabilitation, usually the complete reconstruct of the

² Treatment costs are based on this year's average costs per square yard, with future years including a 4% inflation adjustment per year after 2015.

³ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

street. Estimated costs to reconstruct the street surface are \$85.43 to \$136.00/sq yd. 16.1 percent of the City’s streets are currently in this condition.

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

Future Expenditures for Pavement Maintenance

Assuming current funding levels are continued over the next five years; we anticipate that the City will spend \$1.8 million on pavement maintenance rehabilitation during the next five years (2015 - 2019) as detailed on Table 4.

Table 4. Projected Pavement Budget for 2015 to 2019

2015	2016	2017	2018	2019	Total
\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$1.8 million

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City is 56, which is in the 'Fair' condition category. Current funding strategies demonstrate there is a \$19.5 million deferred maintenance backlog⁴ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, 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 \$38.1 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 82. 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 46. The results of the Budget Needs analysis are summarized in Table 5.⁵

⁴ Definition of deferred maintenance backlog can be found in Appendix A

⁵ Actual program outputs are included in Appendixes B through F

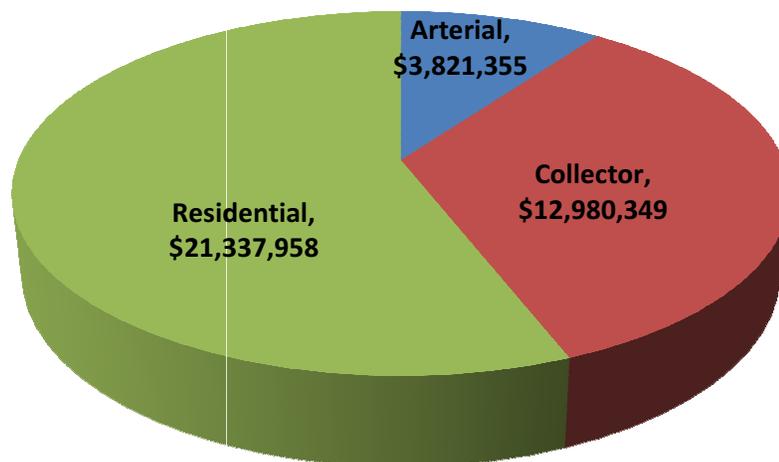
Table 5. Summary of Results from Needs Analysis

<i>Fiscal Years</i>	2015	2016	2017	2018	2019	Total
PCI with Treatment	77	78	79	82	82	---
PCI, no Treatment	56	54	51	49	46	---
Budget Needs	\$19,845,758	\$4,950,626	\$4,846,979	\$6,308,890	\$2,187,409	\$38,139,662
Rehabilitation	\$18,918,768	\$4,813,224	\$4,696,541	\$6,304,040	\$2,083,754	\$36,816,327
Preventative Maintenance	\$926,990	\$137,402	\$150,438	\$4,850	\$103,655	\$1,323,335

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 82 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 \$38.1 million⁶ in maintenance and rehabilitation needs shown, approximately \$1.3 million or 3.5 percent is earmarked for preventive maintenance or life-extending treatments, while \$36.7 million or 96.5 percent is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 3 is based on the Budget Needs Predictive Module. The Pavement Management Program is recommending a funding level of \$38.1 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 3. Budget Needs Funding Distribution by Functional Classification



⁶ The Unconstrained Needs amount was \$44.2 million in the 2012 (P-TAP13) report. The needs amount in this report is lower due to two main reasons: 1) A lower "optimal" target of 82 (vs 84 in the 2012 report). 2) Lower treatment costs. MTC regionwide survey of treatment costs has found that average treatment costs have declined over the last few years.

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2015-2019). The results are summarized in Table 6.

1. *Unconstrained (zero “deferred” maintenance)* — The annual amounts, as identified in the Budget Needs analysis totaling \$38.1 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).
2. *Current Investment Level* — An average annual budget of \$360,000 was evaluated over five years, for a total of \$1.8 million, to determine the effects of continuing pavement maintenance at the current budget level.
3. *Maintain Current PCI* — An annual funding level of \$1.2 million per year, for a five year total of \$6.0 million, should sustain the current overall network average PCI of 56 over the duration of the five-year analysis period.
4. *Increase PCI 5 points* — An annual funding level of \$2.1 million per year, for a five year total of \$10.5 million, should increase the current overall network average PCI of 56 by 5 points, to 61, over the duration of the five-year analysis period.

Table 6. Scenario Summary

Scenario Name	5 Year Budget	2019 PCI (change)	2019 Deferred Maintenance	2019 % Good	2019 %Very Poor
1 – Unconstrained	\$38.1 million	82 (+26)	\$0	94.2%	0.0%
2 – Current Investment	\$1.8 million	50 (-6)	\$36.3 million	45.4%	30.8%
3 – Maintain Current PCI	\$6.0 million	56 (+0)	\$34.0 million	61.5%	30.8%
4 – Increase PCI 5 points	\$10.5 million	61 (+5)	\$29.5 million	67.0%	26.7%

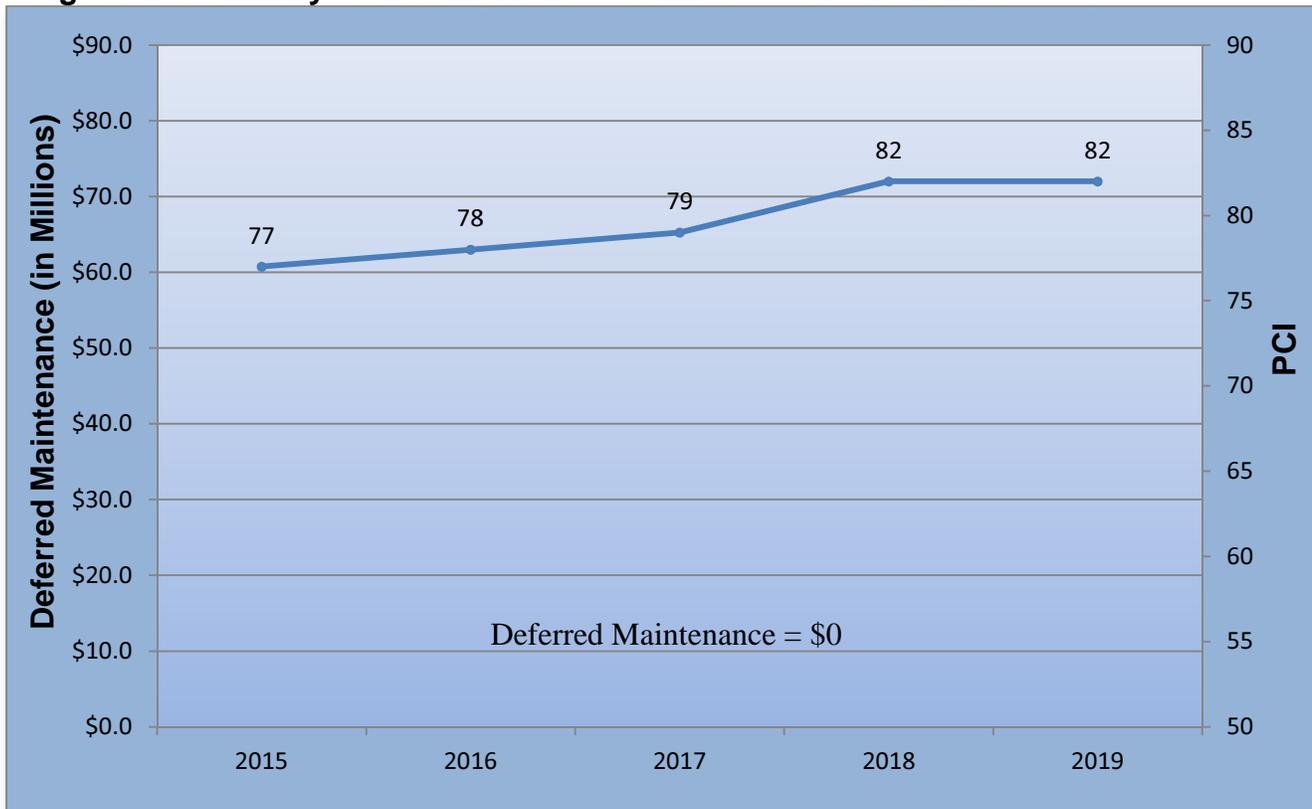
Scenario 1 — Unconstrained (zero deferred maintenance)

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 77. The PCI remains continues to increase throughout the five year analysis period, increasing to 82 in 2019. By 2019, 94.2% of the network improves into the 'Good' condition category, a significant increase from the current level of 48.9% in 'Good' condition. These results are shown in both Table 7 and Figure 4.

Table 7. Summary of Results from Scenario 1 — Unconstrained

	2015	2016	2017	2018	2019	Total
Budget	\$19,845,758	\$4,950,626	\$4,846,979	\$6,308,890	\$2,187,409	\$38,139,662
Rehabilitation	\$18,918,768	\$4,813,224	\$4,696,541	\$6,304,040	\$2,083,754	\$36,816,327
Preventative Maintenance	\$926,990	\$137,402	\$150,438	\$4,850	\$103,655	\$1,323,335
Deferred Maintenance	\$0	\$0	\$0	\$0	\$0	---
PCI	77	78	79	82	82	

Figure 4. Summary of Results from Scenario 1 — Unconstrained



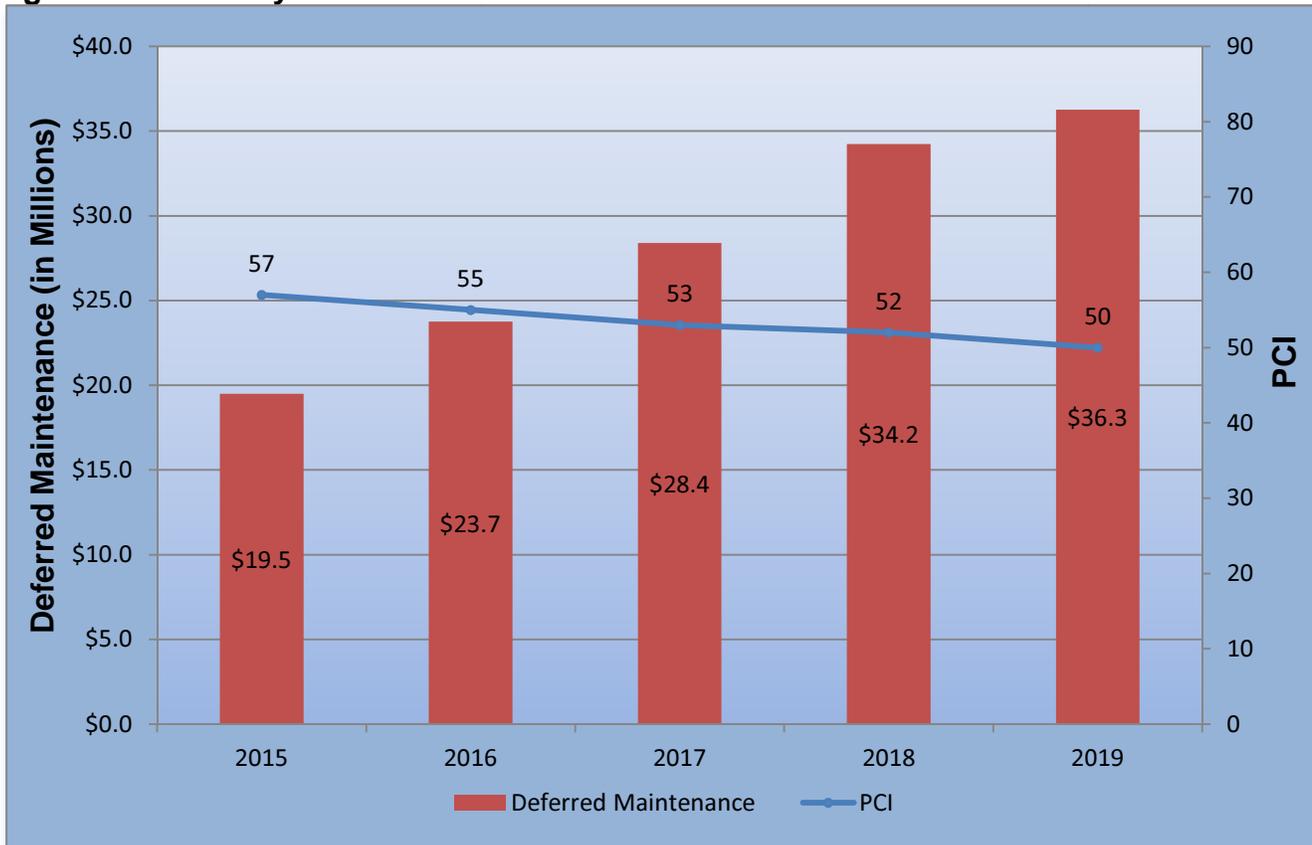
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current budget for street maintenance and rehabilitation totaling \$1.8 million over five years. Under this scenario, the overall network PCI will likely decrease by 6 points, from 56 currently to 50 by 2019. Under this investment level, the deferred maintenance backlog increases from \$19.5 million in 2015 to \$36.3 million in 2019, mainly due to the increase in streets that will require costly reconstruction treatments. The street network in ‘Very Poor’ condition increases from 16.1% currently, to 30.8% in 2019. The percentage of the street network in ‘Good’ condition decreases from 48.9% currently, to 45.4% in 2019. These results are illustrated in Table 8 and Figure 5.

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

	2015	2016	2017	2018	2019	Total
Budget	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$1,800,000
Rehabilitation	\$232,748	\$231,319	\$229,959	\$233,891	\$233,568	\$1,161,485
Preventative Maintenance	\$127,152	\$128,681	\$129,087	\$125,654	\$126,284	\$636,858
Deferred Maintenance	\$19,485,784	\$23,749,371	\$28,394,397	\$34,244,003	\$36,265,291	---
PCI	57	55	53	52	50	

Figure 5. Summary of Results from Scenario 2 — Current Investment Level



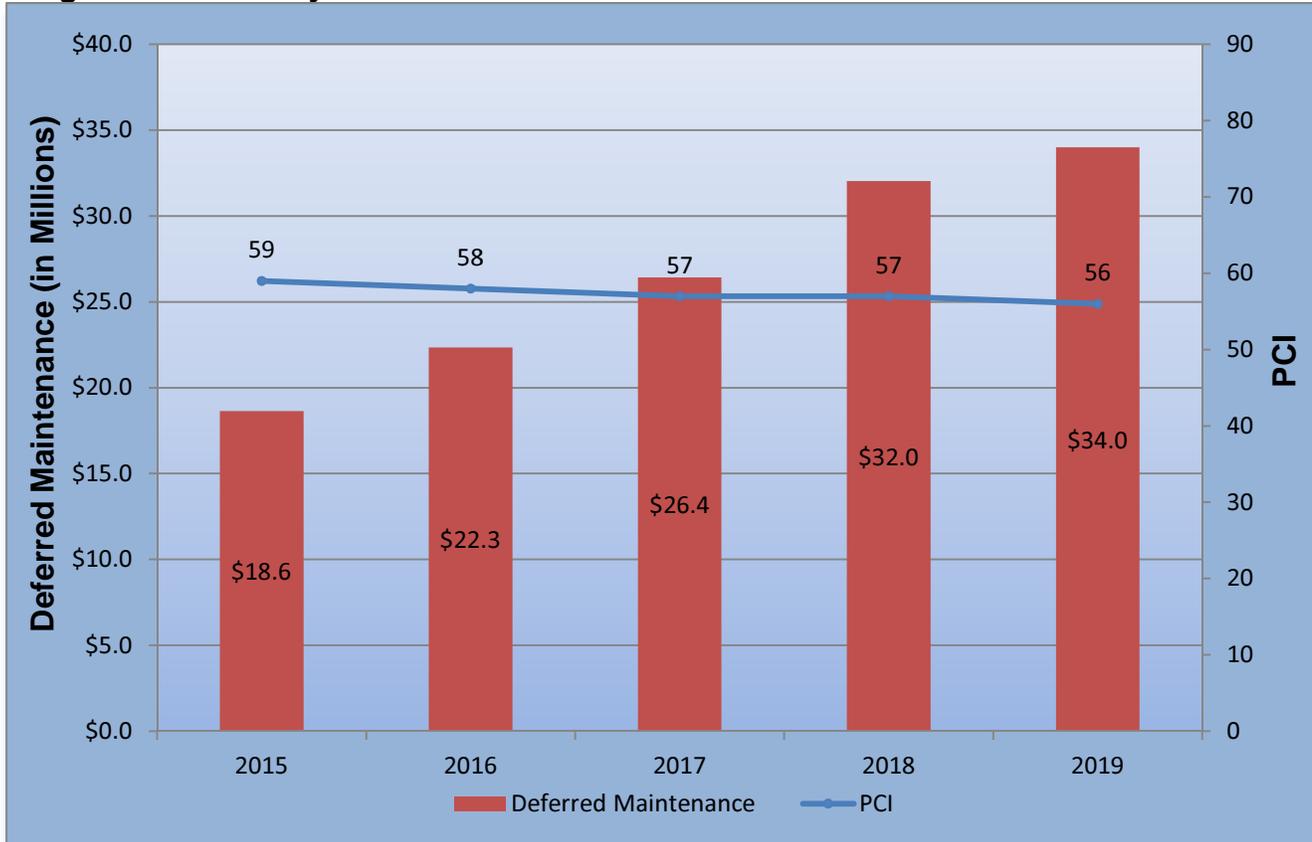
Scenario 3 — Maintain Current PCI

This scenario shows the effects of an investment level of \$1.2 million per year for five years, starting in 2015, totaling \$6.0 million over five years. This investment level maintains the current PCI of 56 at the end of the five years analysis period. Though the PCI remains level, the deferred maintenance backlog increases from \$18.6 million in 2015 to \$34.0 million in 2019. This increase in the backlog is mainly due to the increase of the street network that will require expensive reconstruction treatments, as the percentage of streets in 'Very Poor' condition increases to 30.8%, from the current level of 16.1%. The percentage of the street network in the 'Good' condition category increases from 48.9% currently to 61.5% in 2019. These results are illustrated in Table 9 and Figure 6.

Table 9. Summary of Results, Scenario 3 — Maintain Current PCI

	2015	2016	2017	2018	2019	Total
Budget	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$6,000,000
Rehabilitation	\$1,013,140	\$1,016,315	\$1,013,850	\$1,019,179	\$1,016,415	\$5,078,899
Preventative Maintenance	\$186,519	\$183,521	\$185,887	\$180,756	\$183,373	\$920,056
Deferred Maintenance	\$18,646,036	\$22,342,309	\$26,424,912	\$32,030,237	\$33,996,870	---
PCI	59	58	57	57	56	

Figure 6. Summary of Results from Scenario 3 — Maintain Current PCI



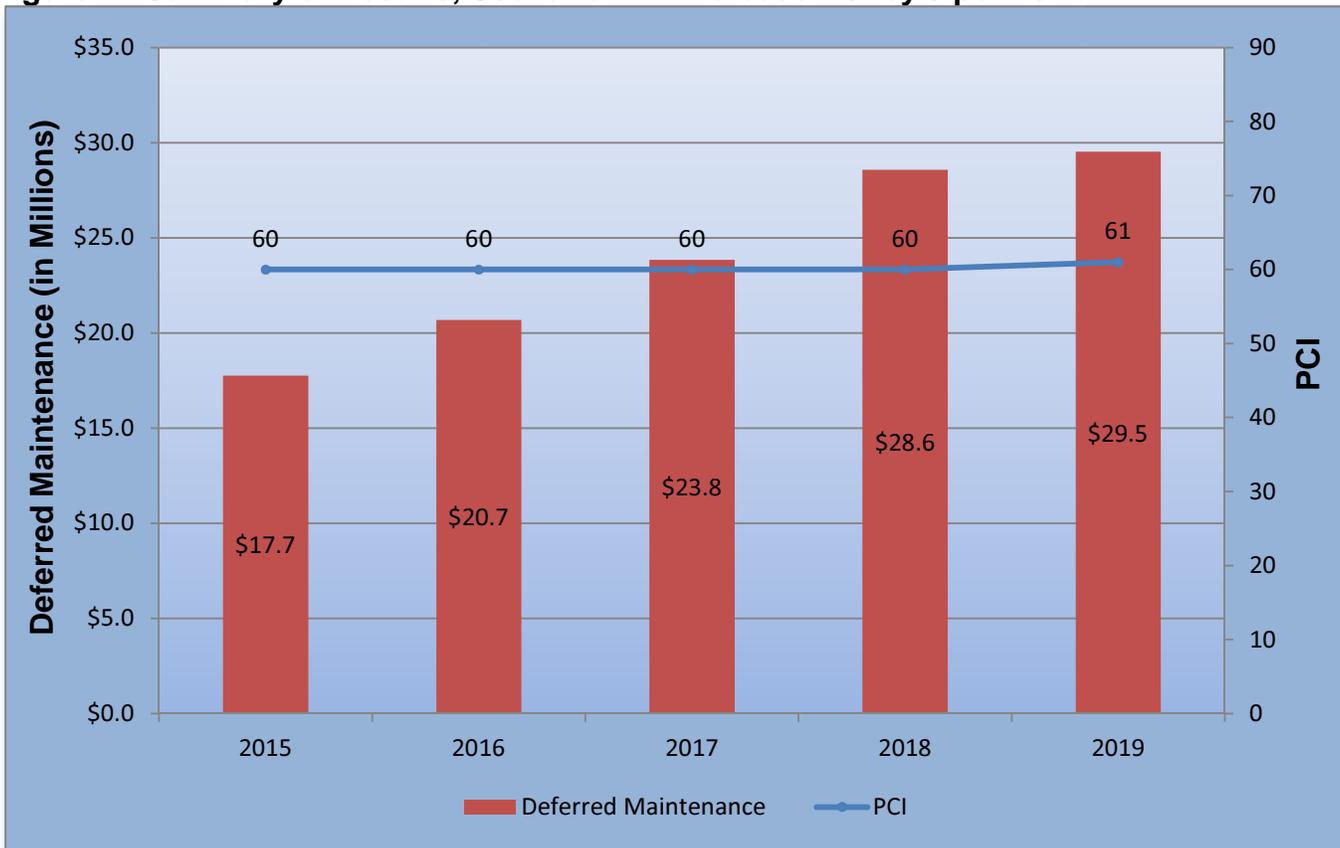
Scenario 4 — Increase PCI by 5 points

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 \$2.1 million, for a total of \$10.5 million over five years, would be needed. Under this scenario, the PCI increases by five points, from the current level of 56 to 61 in 2019. At this funding level, the deferred maintenance backlog increases by \$11.8 million, from \$17.7 million in 2015 to \$29.5 million in 2019. The percentage of the street network in the ‘Good’ condition category increases from 48.9% currently to 67.0% in 2019, and the percentage of roads in ‘Very Poor’ condition increases to 26.7% from the current level of 16.1%. These results are illustrated in Table 10 and Figure 7.

Table 10. Summary of Results, Scenario 4 — Increase PCI by 5 points

	2015	2016	2017	2018	2019	Total
Budget	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$2,100,000	\$10,500,000
Rehabilitation	\$1,881,118	\$1,880,269	\$1,881,537	\$1,871,201	\$1,881,815	\$9,395,940
Preventative Maintenance	\$218,335	\$219,376	\$218,373	\$227,926	\$204,418	\$1,088,428
Deferred Maintenance	\$17,746,247	\$20,683,251	\$23,843,988	\$28,579,644	\$29,519,336	---
PCI	60	60	60	60	61	

Figure 7. Summary of Results, Scenario 4 — Increase PCI by 5 points



A comparison of the four scenarios 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 - Deferred Maintenance and PCI of Scenarios 1-4

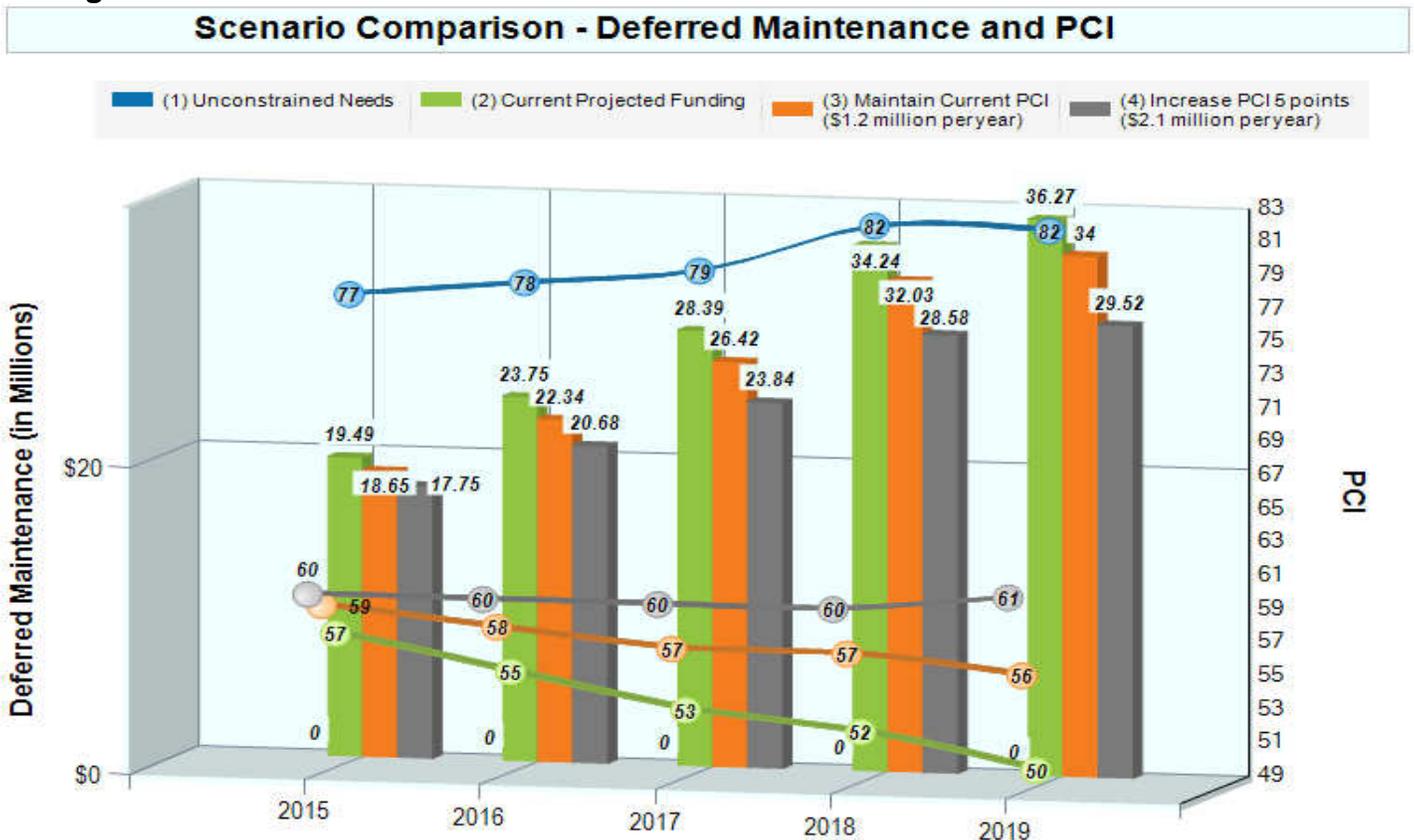
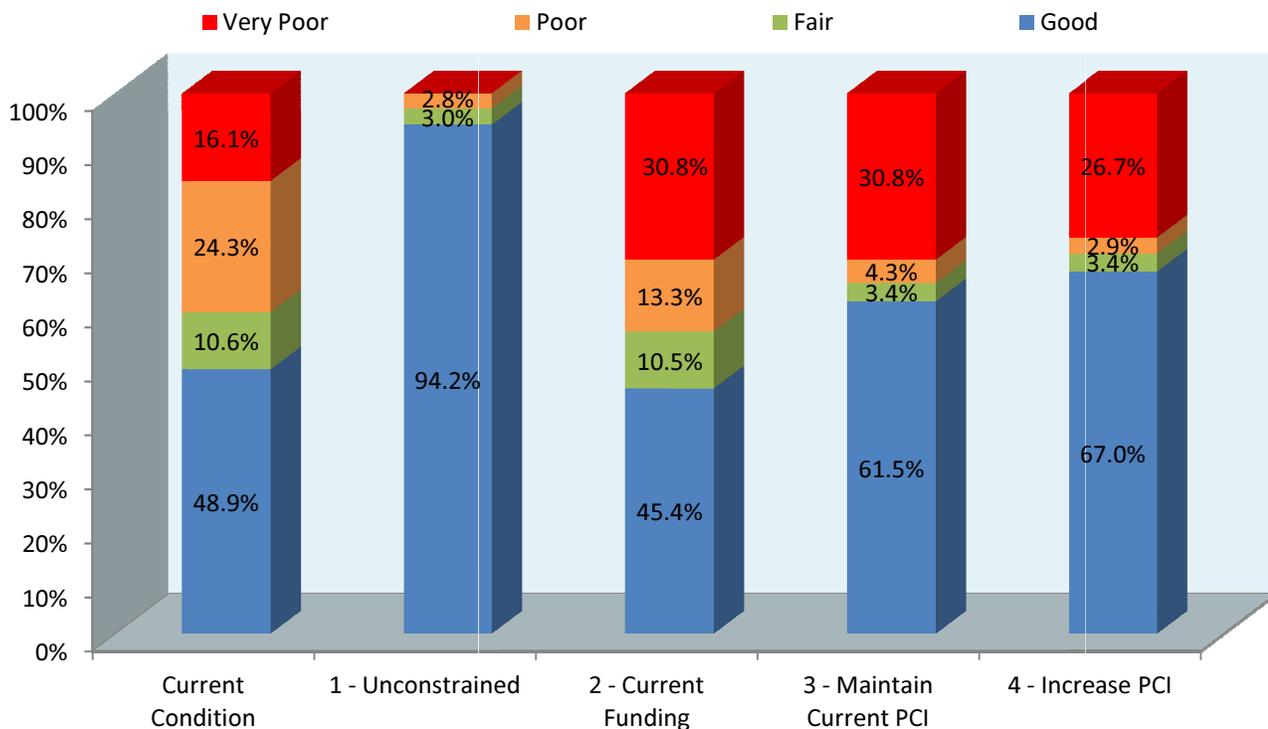


Figure 9 - Percentage of area in Pavement Condition Categories of Scenarios 1-4



Observations & Recommendations - Trench Patching

During our last few cycles of pavement distress ratings, a significant amount of trench cuts were observed on the city's streets. These trench cuts are having a negative impact on the city's overall network pci. Most industry experts agree that these trench cuts need to be regulated through some sort of city permitting with engineering standards attached. They usually recommend some type of cutting moratorium based upon age or current condition, or both. The impact of the utility trench cutting extend well beyond the edge of the trenches, by an average of 2-3 feet. One aspect that is usually not considered when conducting these trench cutting studies, is the cumulative impact of utility trenching on the loss of pavement life between rehabilitation cycles. While observing the surface condition of these utility patches, we found many to be in a much poorer condition than the rest of the street surface outside of the patched area.

Most of these poorer condition trench patches observed were a direct result of less than standard workmanship as well as not following proper trench patching standards. Poor compaction seemed to be the main culprit as some of these patches were showing signs of alligator and reflective cracking. Alligator cracking within a utility patch is commonly indicative of sub-grade problems. The existence of reflective cracking within trenched areas that have been re-paved indicates that utility trenching has negative impacts on rehabilitation life-cycles well beyond the normal asphalt overlay life-cycle.

Public agencies and utility companies have each sponsored engineering investigations over the years in order to determine the impact of utility trench cuts on overall pavement performance. Until recently, most studies focused on the effects of backfill type and in-place density on potential surface settlement. Few studies investigated the impacts of utility cuts on the frequency of maintenance and rehabilitation activities and the costs associated with these activities. Pavement performance trends and trenching practice vary widely from region to region, and as a result, national studies of the impact of utility cuts have not been undertaken in recent years. Most studies sponsored by public agencies attempt to quantify the financial impact of utility cut patching on street performance. Whereas most utility companies' research has focused on the need for specific backfill and or restoration specifications, instead of the long-range impacts and the financial costs to the public agencies. The overall consensus, is that some sort of program needs to be implemented by public agencies that are responsible for the maintenance of these roadways. Most cities have passed ordinances that make it unlawful to dig or cut into, mar, deface, or alter any street surface, whether improved or unimproved, without first obtaining a city-issued permit.

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 \$38.1 million. Not only does this surface management plan improve the network PCI to an optimal level of 82, 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 \$19.8 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 \$1.8 million (Scenario 2) will result in the current PCI of 56 decreasing by 6 points to an average network PCI of 50 over the course of five years. The deferred maintenance price tag increases from \$19.5 million in 2015 to \$36.3 million in 2019. By following this strategy through 2019, 45.4% of the City's street will be in the 'Good' condition category, a decrease from the current level of 48.9% in 'Good' condition. The percentage of the street network in 'Very Poor' condition increases to 30.8% in 2019, from 16.1% currently. At the City's current funding level, the street network condition should improve over the foreseeable future.

The PMP Budget Needs Module is recommending \$31.6 million for streets in 'Very Poor' condition requiring extensive rehabilitation and reconstruction work, representing approximately 83.0% of the planned costs, as estimated by the PMP. This result 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. This conclusion is noteworthy to the City Council. Unless funding is allocated to support an increase in the City's street rehabilitation program, the City may lose the opportunity to utilize lower cost preventative maintenance and light overlay treatment options.

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 preventative maintenance treatments such as crack seals and slurry seals.

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.
 - Implement a trench cutting moratorium ordinance to lessen negative impacts of cutting and patching newer streets.

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

The City has completed the foundation work necessary to execute a successful pavement management plan. To continue to improve the condition of the street system and reduce the maintenance backlog, sufficient street maintenance funding and support from various decision-making bodies are required.

Appendix A - Definitions

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

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

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

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

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

Preventive Maintenance refers to repairs applied while the pavement is in “good” condition. Such repairs extend the life of the pavement at relatively low costs, and prevent the pavement from deteriorating into conditions requiring more expensive treatments. Preventive maintenance treatments include slurry seals, crack sealing, and deep patching. Treatments of this sort are applied before pavement deterioration has become severe and usually cost less than \$3.00/sq. yd.

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

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

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed 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. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal).

Appendix B

Network Summary Statistics

Network Replacement Cost

	Total Sections	Total Center Miles	Total Lane Miles	PCI
Arterial	40	7.46	13.34	67
Collector	114	19.18	40.01	60
Residential/Local	304	42.40	84.36	52
** Combined	0	0.00	0.00	N/A
Total	458	69.04	137.71	

Overall Network PCI as of 4/8/2015: 56

** Combined Sections are those without a PCI Date - they have not been inspected or had a Treatment applied.

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace (in thousands)
Arterial	AC	8.6	\$15.11	607,550	\$9,181
	AC/AC	4.7	\$15.11	385,318	\$5,823
Collector	AC	22.7	\$11.86	1,782,707	\$21,139
	AC/AC	16.7	\$11.86	1,231,212	\$14,599
	PCC	0.6	\$2.73	48,600	\$133
Residential/Local	AC	48.6	\$9.49	3,306,874	\$31,390
	AC/AC	35.3	\$9.49	2,150,205	\$20,410
	PCC	0.5	\$2.39	24,950	\$60
Grand Total:		137.7		9,537,416	\$102,734

Appendix C

Needs Analysis Reports

Needs - Projected PCI/Cost Summary

Inflation Rate = 2.00 % Printed: 04/08/2015

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2015	77	56	\$926,990	\$18,918,768	\$19,845,758
2016	78	54	\$137,402	\$4,813,224	\$4,950,626
2017	79	51	\$150,438	\$4,696,541	\$4,846,979
2018	82	49	\$4,850	\$6,304,040	\$6,308,890
2019	82	46	\$103,655	\$2,083,754	\$2,187,409
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		3.47%	\$1,323,335	\$36,816,327	\$38,139,662

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 2.00 % Printed: 04/08/2015

Treatment	Year	Area Treated	Cost
MILL AND THICK OVERLAY	2019	2,000 sq.yd.	\$53,191
	Total	2,000	\$53,191
MILL AND THIN OVERLAY	2017	2,611.11 sq.yd.	\$47,677
	Total	2,611.11	\$47,677
SLURRY SEAL	2015	302,534.33 sq.yd.	\$926,990
	2016	40,368.89 sq.yd.	\$137,402
	2017	29,855.56 sq.yd.	\$102,761
	2018	1,305.56 sq.yd.	\$4,850
	2019	16,488.89 sq.yd.	\$50,464
	Total	390,553.22	\$1,222,467
Total Quantity		395,164.33	\$1,323,335

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 2.00 % Printed: 04/08/2015

Treatment	Year	Area Treated	Cost
RECONSTRUCT STRUCTURE (AC)	2015	170,836.89 sq.yd.	\$15,941,971
	2016	39,872.22 sq.yd.	\$4,042,568
	2017	42,076.78 sq.yd.	\$4,163,040
	2018	57,079.78 sq.yd.	\$5,747,792
	2019	16,764.44 sq.yd.	\$1,748,251
	Total	326,630.11 sq.yd.	\$31,643,622
AC OVERLAY (2 INCHES) W/FABRIC	2015	30,144.44 sq.yd.	\$760,900
	2016	8,000 sq.yd.	\$200,952
	2017	2,344.44 sq.yd.	\$62,199
	2018	3,200 sq.yd.	\$83,199
	Total	43,688.89 sq.yd.	\$1,107,250
AC OVERLAY (2 INCHES)	2015	7,405.56 sq.yd.	\$157,332
	2016	4,533.33 sq.yd.	\$94,792
	Total	11,938.89 sq.yd.	\$252,124
MILL AND OVERLAY	2015	8,594.44 sq.yd.	\$261,123
	2016	2,500 sq.yd.	\$76,549
	2017	1,000 sq.yd.	\$26,531
	Total	12,094.44 sq.yd.	\$364,203
MILL AND OVERLAY W/FABRIC	2015	34,072.78 sq.yd.	\$1,092,577
	2017	10,661.11 sq.yd.	\$345,868
	2018	9,738.89 sq.yd.	\$369,256
	2019	8,250 sq.yd.	\$335,503
	Total	62,722.78 sq.yd.	\$2,143,204
PATCH AND SLURRY SEAL	2015	44,169.11 sq.yd.	\$253,411
	2016	29,691.78 sq.yd.	\$173,691
	2017	16,378.78 sq.yd.	\$98,903
	Total	90,239.67 sq.yd.	\$526,005
AC OVERLAY (0.30FT)	2015	11,066.67 sq.yd.	\$451,454
	2016	5,333.33 sq.yd.	\$224,672
	Total	16,400 sq.yd.	\$676,126
MILL AND OVERLAY W/F(0.30FT)	2018	1,944.44 sq.yd.	\$103,793
	Total	1,944.44 sq.yd.	\$103,793
Total Cost			\$36,816,327

Decision Tree

Printed: 01/14/2015

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SLURRY SEAL	\$4.05		7	
			Restoration Treatment	MILL AND THICK OVERLAY	\$24.57			2
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$9.00		7	
		III - Good, Load Related		AC OVERLAY (0.30FT)	\$39.30			
		IV - Poor		AC OVERLAY (0.30FT)	\$41.30			
	V - Very Poor			RECONSTRUCT STRUCTURE (AC)	\$136.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	SLURRY SEAL	\$4.05		6	
			Restoration Treatment	MILL AND THICK OVERLAY	\$24.57			2
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$9.00		7	
		III - Good, Load Related		MILL AND OVERLAY(0.30 FT)	\$48.30			
		IV - Poor		MILL AND OVERLAY W/F(0.30FT)	\$50.30			
	V - Very Poor			RECONSTRUCT SURFACE (AC)	\$136.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
Surface Treatment			SINGLE CHIP SEAL	\$0.74		6		
Restoration Treatment			MILL AND THICK OVERLAY	\$7.23			2	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$1.52				
III - Good, Load Related			HEATER SCARIFY & OVERLAY	\$5.95				
IV - Poor			HEATER SCARIFY & OVERLAY	\$6.14				
V - Very Poor			RECONSTRUCT SURFACE (AC)	\$14.00				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$1.11				
	III - Good, Load Related		DO NOTHING	\$1.51				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$1.92				
	V - Very Poor			RECONSTRUCT STRUCTURE (AC)	\$14.00			

 Functional Class and Surface combination not used

Decision Tree

Printed: 01/14/2015

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY SEAL	\$3.50		7	
			Restoration Treatment	MILL AND THIN OVERLAY	\$17.55			3
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$6.25		7	
		III - Good, Load Related		AC OVERLAY (2 INCHES)	\$20.50			
		IV - Poor		AC OVERLAY (2 INCHES) W/FABRIC	\$24.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$106.72			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY SEAL	\$3.50		7	
			Restoration Treatment	MILL AND THIN OVERLAY	\$17.55			3
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$6.25		7	
		III - Good, Load Related		MILL AND OVERLAY	\$33.57			
		IV - Poor		MILL AND OVERLAY W/FABRIC	\$37.57			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$106.72			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
Surface Treatment			SINGLE CHIP SEAL	\$0.74		7		
Restoration Treatment			MILL AND THIN OVERLAY	\$5.04			3	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$1.52				
III - Good, Load Related			HEATER SCARIFY & OVERLAY	\$5.95				
IV - Poor			HEATER SCARIFY & OVERLAY	\$6.14				
V - Very Poor			RECONSTRUCT SURFACE (AC)	\$11.38				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$24.57				
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$24.57				

 Functional Class and Surface combination not used

Decision Tree

Printed: 01/14/2015

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY SEAL	\$2.79		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$17.55			3
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$5.05		8	
		III - Good, Load Related		AC OVERLAY (2 INCHES)	\$21.50			
		IV - Poor		AC OVERLAY (2 INCHES) W/FABRIC	\$25.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$85.43			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
			Surface Treatment	SLURRY SEAL	\$2.79		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$17.55			3
		II - Good, Non-Load Related		PATCH AND SLURRY SEAL	\$5.05		8	
		III - Good, Load Related		MILL AND OVERLAY	\$25.50			
		IV - Poor		MILL AND OVERLAY W/FABRIC	\$29.50			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$85.43			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
Surface Treatment			SINGLE CHIP SEAL	\$0.74		8		
Restoration Treatment			MILL AND THIN OVERLAY	\$5.04			3	
II - Good, Non-Load Related			DOUBLE CHIP SEAL	\$1.52				
III - Good, Load Related			HEATER SCARIFY & OVERLAY	\$5.95				
IV - Poor			HEATER SCARIFY & OVERLAY	\$6.14				
	V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75				
PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
		Surface Treatment	DO NOTHING	\$0.00		99		
		Restoration Treatment	DO NOTHING	\$0.00			100	
	II - Good, Non-Load Related		DO NOTHING	\$0.00				
	III - Good, Load Related		DO NOTHING	\$0.00				
	IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$21.53				
	V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$21.53				

 Functional Class and Surface combination not used

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 2%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$19,845,758	0%	2016	\$4,950,626	0%	2017	\$4,846,979	0%
2018	\$6,308,890	0%	2019	\$2,187,409	0%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2015	56	77	39.00	78.35
2016	54	78	7.99	16.37
2017	51	79	7.10	14.20
2018	49	82	5.00	10.00
2019	46	82	3.07	6.45

Percent Network Area by Functional Class and Condition Category

Condition in base year 2015, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.8%	15.8%	26.4%	0.0%	48.9%
II / III	1.0%	5.7%	3.9%	0.0%	10.6%
IV	1.5%	7.6%	15.3%	0.0%	24.3%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2015 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	9.0%	23.7%	45.2%	0.0%	77.8%
II / III	0.7%	2.7%	1.3%	0.0%	4.7%
IV	0.7%	5.8%	11.0%	0.0%	17.5%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	10.4%	30.0%	53.8%	0.0%	94.2%
II / III	0.0%	2.1%	0.9%	0.0%	3.0%
IV	0.0%	0.0%	2.8%	0.0%	2.8%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year	% PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap		
2015	0%	\$19,845,758	II	\$253,411	Non-Project	\$926,990	\$0	Funded	\$0
			III	\$528,495				Unmet	\$0
			IV	\$2,194,891	Project	\$0			
			V	\$15,941,971					
			Total	\$18,918,768					
Project	\$0								
2016	0%	\$4,950,626	II	\$173,691	Non-Project	\$137,402	\$0	Funded	\$0
			III	\$171,341				Unmet	\$0
			IV	\$425,624	Project	\$0			
			V	\$4,042,568					
			Total	\$4,813,224					
Project	\$0								
2017	0%	\$4,846,979	II	\$98,903	Non-Project	\$150,438	\$0	Funded	\$0
			III	\$26,531				Unmet	\$0
			IV	\$408,067	Project	\$0			
			V	\$4,163,040					
			Total	\$4,696,541					
Project	\$0								
2018	0%	\$6,308,890	II	\$0	Non-Project	\$4,850	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$556,248	Project	\$0			
			V	\$5,747,792					
			Total	\$6,304,040					
Project	\$0								
2019	0%	\$2,187,409	II	\$0	Non-Project	\$103,655	\$0	Funded	\$0
			III	\$0				Unmet	\$0
			IV	\$335,503	Project	\$0			
			V	\$1,748,251					
			Total	\$2,083,754					
Project	\$0								

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$3,621,964	\$199,391	\$0	\$0
Collector	\$12,549,780	\$430,569	\$0	\$0
Residential/Local	\$20,644,583	\$693,375	\$0	\$0
Grand Total:	\$36,816,327	\$1,323,335	\$0	\$0

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 2%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$360,000	35%	2016	\$360,000	35%	2017	\$360,000	35%
2018	\$360,000	35%	2019	\$360,000	35%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2015	56	57	3.60	7.20
2016	54	55	3.78	7.94
2017	51	53	2.98	5.95
2018	49	52	3.51	6.92
2019	46	50	3.66	7.32

Percent Network Area by Functional Class and Condition Category

Condition in base year 2015, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.8%	15.8%	26.4%	0.0%	48.9%
II / III	1.0%	5.7%	3.9%	0.0%	10.6%
IV	1.5%	7.6%	15.3%	0.0%	24.3%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2015 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.8%	16.7%	27.3%	0.0%	50.7%
II / III	1.0%	5.3%	3.1%	0.0%	9.3%
IV	1.5%	7.0%	15.3%	0.0%	23.8%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.6%	13.2%	25.7%	0.0%	45.4%
II / III	0.5%	7.4%	2.7%	0.0%	10.5%
IV	1.5%	2.7%	9.1%	0.0%	13.3%
V	1.9%	8.9%	20.0%	0.0%	30.8%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year	% PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2015	35%	\$360,000	II	\$61,996	Non-Project	\$127,152	\$0	\$19,485,784	Funded	\$0
			III	\$38,723					Unmet	\$153,097
			IV	\$132,029	Project	\$0	\$0	\$19,485,784	Funded	\$0
			V	\$0						
			Total	\$232,748						
			Project	\$0						
2016	35%	\$360,000	II	\$76,551	Non-Project	\$128,681	\$0	\$23,749,371	Funded	\$0
			III	\$94,792					Unmet	\$37,416
			IV	\$59,976	Project	\$0	\$0	\$23,749,371	Funded	\$0
			V	\$0						
			Total	\$231,319						
			Project	\$0						
2017	35%	\$360,000	II	\$51,813	Non-Project	\$129,087	\$0	\$28,394,397	Funded	\$0
			III	\$0					Unmet	\$38,263
			IV	\$178,146	Project	\$0	\$0	\$28,394,397	Funded	\$0
			V	\$0						
			Total	\$229,959						
			Project	\$0						
2018	35%	\$360,000	II	\$87,584	Non-Project	\$125,654	\$346	\$34,244,003	Funded	\$0
			III	\$35,746					Unmet	\$54,020
			IV	\$110,561	Project	\$0	\$0	\$34,244,003	Funded	\$0
			V	\$0						
			Total	\$233,891						
			Project	\$0						
2019	35%	\$360,000	II	\$52,526	Non-Project	\$126,284	\$0	\$36,265,291	Funded	\$0
			III	\$0					Unmet	\$17,726
			IV	\$181,042	Project	\$0	\$0	\$36,265,291	Funded	\$0
			V	\$0						
			Total	\$233,568						
			Project	\$0						

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$17,850	\$147,534	\$0	\$19,716
Collector	\$814,824	\$159,708	\$0	\$94,327
Residential/Local	\$328,811	\$329,616	\$0	\$186,480
Grand Total:	\$1,161,485	\$636,858	\$0	\$300,522

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 2%

Printed: 04/08/2015

Scenario: (3) Maintain Current PCI (\$1.2 million per year)

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$1,200,000	15%	2016	\$1,200,000	15%	2017	\$1,200,000	15%
2018	\$1,200,000	15%	2019	\$1,200,000	15%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2015	56	59	7.41	15.02
2016	54	58	7.10	14.59
2017	51	57	6.47	12.93
2018	49	57	7.46	14.91
2019	46	56	6.49	12.99

Percent Network Area by Functional Class and Condition Category

Condition in base year 2015, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.8%	15.8%	26.4%	0.0%	48.9%
II / III	1.0%	5.7%	3.9%	0.0%	10.6%
IV	1.5%	7.6%	15.3%	0.0%	24.3%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2015 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.3%	17.3%	29.8%	0.0%	54.4%
II / III	1.0%	4.9%	1.6%	0.0%	7.5%
IV	1.0%	6.8%	14.2%	0.0%	22.0%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.3%	19.7%	33.5%	0.0%	61.5%
II / III	0.2%	2.3%	0.9%	0.0%	3.4%
IV	0.0%	1.2%	3.1%	0.0%	4.3%
V	1.9%	8.9%	20.0%	0.0%	30.8%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (3) Maintain Current PCI (\$1.2 million per year)

Year	% PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2015	15%	\$1,200,000	II	\$136,664	Non-Project	\$186,519	\$0	\$18,646,036	Funded	\$0
			III	\$157,332					Unmet	\$146,660
			IV	\$719,144	Project	\$0				
			V	\$0						
			Total	\$1,013,140						
		Project	\$0							
2016	15%	\$1,200,000	II	\$183,381	Non-Project	\$183,521	\$0	\$22,342,309	Funded	\$0
			III	\$94,792					Unmet	\$33,142
			IV	\$738,142	Project	\$0				
			V	\$0						
			Total	\$1,016,315						
		Project	\$0							
2017	15%	\$1,200,000	II	\$115,665	Non-Project	\$185,887	\$0	\$26,424,912	Funded	\$0
			III	\$145,144					Unmet	\$36,499
			IV	\$753,041	Project	\$0				
			V	\$0						
			Total	\$1,013,850						
		Project	\$0							
2018	15%	\$1,200,000	II	\$252,400	Non-Project	\$180,756	\$0	\$32,030,237	Funded	\$0
			III	\$56,828					Unmet	\$49,615
			IV	\$682,753	Project	\$0				
			V	\$27,198						
			Total	\$1,019,179						
		Project	\$0							
2019	15%	\$1,200,000	II	\$79,185	Non-Project	\$183,373	\$0	\$33,996,870	Funded	\$0
			III	\$217,395					Unmet	\$15,940
			IV	\$719,835	Project	\$0				
			V	\$0						
			Total	\$1,016,415						
		Project	\$0							

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$811,207	\$147,534	\$0	\$18,649
Collector	\$1,850,359	\$218,049	\$0	\$84,656
Residential/Local	\$2,417,333	\$554,473	\$0	\$178,551
Grand Total:	\$5,078,899	\$920,056	\$0	\$281,856

Scenarios - Network Condition Summary

Interest: 2%

Inflation: 2%

Printed: 04/08/2015

Scenario: (4) Increase PCI 5 points (\$2.1 million per year)

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$2,100,000	10%	2016	\$2,100,000	10%	2017	\$2,100,000	10%
2018	\$2,100,000	10%	2019	\$2,100,000	10%			

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2015	56	60	10.20	20.59
2016	54	60	9.34	19.07
2017	51	60	6.92	13.83
2018	49	60	8.25	16.50
2019	46	61	6.79	14.08

Percent Network Area by Functional Class and Condition Category

Condition in base year 2015, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	6.8%	15.8%	26.4%	0.0%	48.9%
II / III	1.0%	5.7%	3.9%	0.0%	10.6%
IV	1.5%	7.6%	15.3%	0.0%	24.3%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2015 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	7.5%	17.7%	32.3%	0.0%	57.6%
II / III	1.0%	4.5%	1.4%	0.0%	6.9%
IV	0.7%	6.8%	11.9%	0.0%	19.4%
V	1.2%	3.1%	11.8%	0.0%	16.1%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Condition in year 2019 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.3%	20.8%	37.9%	0.0%	67.0%
II / III	0.2%	2.3%	0.9%	0.0%	3.4%
IV	0.0%	0.1%	2.8%	0.0%	2.9%
V	1.9%	8.9%	15.9%	0.0%	26.7%
Total	10.4%	32.1%	57.5%	0.0%	100.0%

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (4) Increase PCI 5 points (\$2.1 million per year)

Year	% PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2015	10%	\$2,100,000	II	\$162,276	Non-Project	\$218,335	\$0	\$17,746,247	Funded	\$0
			III	\$214,424					Unmet	\$140,427
			IV	\$1,504,418	Project	\$0				
			V	\$0						
			Total	\$1,881,118						
		Project	\$0							
2016	10%	\$2,100,000	II	\$226,888	Non-Project	\$219,376	\$0	\$20,683,251	Funded	\$0
			III	\$313,638					Unmet	\$31,484
			IV	\$1,078,810	Project	\$0				
			V	\$260,933						
			Total	\$1,880,269						
		Project	\$0							
2017	10%	\$2,100,000	II	\$98,903	Non-Project	\$218,373	\$0	\$23,843,988	Funded	\$0
			III	\$26,531					Unmet	\$31,477
			IV	\$408,067	Project	\$0				
			V	\$1,348,036						
			Total	\$1,881,537						
		Project	\$0							
2018	10%	\$2,100,000	II	\$220,999	Non-Project	\$227,926	\$0	\$28,579,644	Funded	\$0
			III	\$0					Unmet	\$46,328
			IV	\$556,248	Project	\$0				
			V	\$1,093,954						
			Total	\$1,871,201						
		Project	\$0							
2019	10%	\$2,100,000	II	\$79,185	Non-Project	\$204,418	\$5,582	\$29,519,336	Funded	\$0
			III	\$74,821					Unmet	\$10,903
			IV	\$500,903	Project	\$0				
			V	\$1,226,906						
			Total	\$1,881,815						
		Project	\$0							

Summary				
Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$799,970	\$147,061	\$0	\$16,562
Collector	\$2,335,496	\$285,635	\$0	\$80,193
Residential/Local	\$6,260,474	\$655,732	\$0	\$163,863
Grand Total:	\$9,395,940	\$1,088,428	\$0	\$260,618

Appendix E

Section PCI/RSL Listing

Map – Current PCI Condition

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ACAAV	ACAAV1	ACADEMY AVENUE	RALSTON AVENUE	s/o BELBURN DRIVE	580	27	15,660	R - Residential/Local	A - AC	35	3.44
ACAAV	ACAAV2	ACADEMY AVENUE	s/o BELBURN DRIVE	s/o ALDEN DRIVE	540	27	14,580	R - Residential/Local	A - AC	72	23.26
ACAAV	ACAAV3	ACADEMY AVENUE	s/o ALDEN ST	NORTH END	930	27	25,110	R - Residential/Local	A - AC	69	20.21
ACACT	ACACT	ACADEMY COURT	ACADEMY AVENUE	ACADEMY AVENUE	365	16	5,840	R - Residential/Local	A - AC	72	22.8
ADELA	ADELA	ADELAIDE WAY	CHRISTIAN DRIVE	CHRISTIAN DRIVE	1,600	30	48,000	R - Residential/Local	A - AC	16	0
ALAMED	ALAM1	ALAMEDA DE LAS PULGAS	SAN MATEO CITY LIMIT	FOREST AVENUE	200	42	8,400	C - Collector	O - AC/AC	88	27.86
ALAMED	ALAM10	ALAMEDA DE LAS PULGAS	CHULA VISTA DRIVE	SAN CARLOS CITY LIMIT	800	45	36,000	C - Collector	O - AC/AC	60	12.26
ALAMED	ALAM2	ALAMEDA DE LAS PULGAS	FOREST AVENUE	CIPRIANI BOULEVARD	300	20	6,000	C - Collector	O - AC/AC	88	27.86
ALAMED	ALAM3	ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	NOTRE DAME AVENUE	600	18	10,800	C - Collector	O - AC/AC	61	11.95
ALAMED	ALAM4A	ALAMEDA DE LAS PULGAS	NOTRE DAME AVENUE	MEZES AVENUE	700	18	12,600	C - Collector	O - AC/AC	77	22.29
ALAMED	ALAM4B	ALAMEDA DE LAS PULGAS	MEZES AVENUE	ARBOR DRIVE	500	18	9,000	C - Collector	O - AC/AC	88	27.86
ALAMED	ALAM5	ALAMEDA DE LAS PULGAS	ARBOR AVENUE	COVINGTON ROAD	950	20	19,000	C - Collector	O - AC/AC	51	7.89
ALAMED	ALAM6	ALAMEDA DE LAS PULGAS	COVINGTON ROAD	COVINGTON ROAD	1,150	19	21,850	C - Collector	O - AC/AC	84	25.75
ALAMED	ALAM7	ALAMEDA DE LAS PULGAS	COVINGTON ROAD	RALSTON AVENUE	500	42	21,000	C - Collector	O - AC/AC	79	22.75
ALAMED	ALAM8	ALAMEDA DE LAS PULGAS	RALSTON AVENUE	CARLMONT DRIVE	800	45	36,000	C - Collector	O - AC/AC	61	12.75
ALAMED	ALAM9	ALAMEDA DE LAS PULGAS	CARLMONT DRIVE	CHULA VISTA DRIVE	1,650	45	74,250	C - Collector	O - AC/AC	58	11.31
ALDCT	ALDCT	ALDEN COURT	ALDEN STREET	END OF CUL DE SAC	160	23	3,680	R - Residential/Local	O - AC/AC	82	34.54
ALDST	ALDST	ALDEN STREET	AVON STREET	ALAMEDA DE LAS PULGAS	1,300	27	35,100	R - Residential/Local	O - AC/AC	79	30.09
ALHAMB	ALHA1	ALHAMBRA DRIVE	BARCLAY WAY	DEAD END	1,450	20	29,000	R - Residential/Local	A - AC	17	0
ALHAMB	ALHA2	ALHAMBRA DRIVE	DEAD END	MONTE CRESTA DRIVE	500	20	10,000	R - Residential/Local	A - AC	31	1.86
ALLVI	ALL1	ALL VIEW WAY	LINCOLN AVENUE	SEQUOIA AVENUE	200	20	4,000	R - Residential/Local	A - AC	81	26.9
ALLVI	ALL2	ALL VIEW WAY	SEQUOIA AVENUE	END OF CUL DE SAC	500	28	14,000	R - Residential/Local	A - AC	80	26.4
ALOMAR	ALOMAR	ALOMAR WAY	LADERA WAY	EL VERANO WAY	700	25	17,500	R - Residential/Local	A - AC	15	0
ALTURA	ALTURA	ALTURA WAY	SOLANO DRIVE	END OF CUL DE SAC	750	25	18,750	R - Residential/Local	O - AC/AC	38	5.41
ANIAV	ANI1	ANITA AVENUE	EL CAMINO REAL	MALCOLM AVENUE	700	27	18,900	R - Residential/Local	O - AC/AC	73	24.93

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ANIAV	ANI2	ANITA AVENUE	MALCOLM AVENUE	END OF CUL DE SAC	500	27	13,500	R - Residential/Local	O - AC/AC	77	27.72
ANICT	ANICT	ANITA COURT	ANITA AVENUE	END OF CUL DE SAC	200	32	6,400	R - Residential/Local	A - AC	61	15.05
ANTIQU	ANTIQU	ANTIQUE FOREST LANE	CYPRESS AVENUE	END OF CUL DE SAC	700	18	12,600	R - Residential/Local	P - PCC	89	66
ARBOR	ARBO1	ARBOR AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	950	18	17,100	C - Collector	A - AC	15	0
ARBOR	ARBO2	ARBOR AVENUE	FAIRWAY DRIVE	ALAMEDA DE LAS PULGAS	1,200	18	21,600	C - Collector	A - AC	48	5.05
ARDEN	ARDEN	ARDEN LANE	TALBRYN DRIVE	VINE STREET	750	24	18,000	R - Residential/Local	A - AC	73	21.96
ARTHUR	ARTHUR	ARTHUR AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	1,000	20	20,000	R - Residential/Local	A - AC	50	9.71
AVON	AVON1	AVON AVENUE	RALSTON AVENUE	BELBURN DRIVE	600	27	16,200	R - Residential/Local	A - AC	20	0
AVON	AVON2	AVON AVENUE	BELBURN DRIVE	FAIRWAY DRIVE	700	27	18,900	R - Residential/Local	O - AC/AC	80	31.49
BARCLA	BARC1	BARCLAY WAY	MONSERAT AVENUE	SEQUOIA WAY	450	20	9,000	R - Residential/Local	O - AC/AC	78	33.49
BARCLA	BARC2	BARCLAY WAY	SEQUOIA WAY	SAN ARDO WAY	1,500	20	30,000	R - Residential/Local	O - AC/AC	41	6.71
BAY	BAY	BAY COURT	EAST LAUREL CREEK ROAD	LONGFELLOW DRIVE	250	20	5,000	R - Residential/Local	A - AC	73	21.83
BAYVIE	BAYV1	BAYVIEW AVENUE	END OF CUL DE SAC	MILLER AVENUE	650	17	11,050	R - Residential/Local	O - AC/AC	52	13.05
BAYVIE	BAYV2	BAYVIEW AVENUE	MILLER AVENUE	FOREST AVENUE	1,200	17	20,400	R - Residential/Local	O - AC/AC	46	9.05
BELBUR	BELB1	BELBURN DRIVE	NOTRE DAME AVENUE	ACADEMY AVENUE	1,450	30	43,500	R - Residential/Local	O - AC/AC	78	28.42
BELBUR	BELB2	BELBURN DRIVE	ACADEMY AVENUE	VILLA AVENUE	300	30	9,000	R - Residential/Local	O - AC/AC	88	35.07
BELLE	BELLE	BELLE MONTI AVENUE	NOTRE DAME AVENUE	ALAMEDA DE LAS PULGAS	950	20	19,000	R - Residential/Local	O - AC/AC	34	3.68
BELMON	BELM1	BELMONT CANYON ROAD	RALSTON AVENUE EAST INT	BELMONT CANYON ROAD	2,300	20	46,000	R - Residential/Local	A - AC	38	4.58
BELMON	BELM2	BELMONT CANYON ROAD	RALSTON AVENUE MIDDLE INT	HILLCREST DRIVE	500	27	13,500	C - Collector	A - AC	31	1.16
BELMON	BELM3	BELMONT CANYON ROAD	HILLCREST DRIVE	2744 BELMONT CANYON ROAD	950	26	24,700	R - Residential/Local	O - AC/AC	85	32.96
BELMON	BELM4	BELMONT CANYON ROAD	2744 BELMONT CANYON ROAD	RALSTON AVENUE WEST INT	1,050	25	26,250	R - Residential/Local	A - AC	37	4.12
BENSON	BENSON	BENSON WAY	HALLMARK DRIVE	ST. JAMES ROAD	800	37	29,600	R - Residential/Local	A - AC	30	1.54
BERESF	BERESF	BERESFORD AVENUE	HILLCREST DRIVE	LOWER LOCK AVENUE	900	24	21,600	R - Residential/Local	A - AC	13	0
BETTIN	BETTIN	BETTINA AVENUE	SAN MATEO CITY LIMIT	THURM AVENUE	450	20	9,000	R - Residential/Local	O - AC/AC	66	20.28
BIDDUL	BIDDUL	BIDDULPH WAY	HILLER STREET	ENTRANCE TO MAE NESBIT SCHOOL	100	27	2,700	R - Residential/Local	A - AC	27	0.61
BISHOP	BISHOP	BISHOP ROAD	ROBERT AVENUE	BISHOP ROAD	1,850	22	40,700	R - Residential/Local	O - AC/AC	75	26.18

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
BRIARF	BRIARF	BRIARFIELD WAY	CHESTERTON AVENUE	HILLER STREET	400	31	12,400	R - Residential/Local	O - AC/AC	86	33.96
BRIARW	BRIARW	BRIARWOOD WAY	SEAGATE WAY	OXFORD WAY	450	31	13,950	R - Residential/Local	A - AC	81	27.03
BRIDGE	BRIDGE	BRIDGE COURT	HASTINGS DRIVE	DEAD END	250	17	4,250	R - Residential/Local	A - AC	76	23.71
BROADW	BROA1	BROADWAY	EL CAMINO REAL	SIXTH AVENUE	500	47	23,500	R - Residential/Local	O - AC/AC	82	31.64
BROADW	BROA2	BROADWAY	SIXTH AVENUE	SUNNYSLOPE AVENUE	250	27	6,750	R - Residential/Local	A - AC	19	0
BROADW	BROA3	BROADWAY	SUNNYSLOPE AVENUE	PALOMA AVENUE	250	20	5,000	R - Residential/Local	A - AC	23	0
BRYCE	BRYCE	BRYCE COURT	TAHOE DRIVE	END OF CUL DE SAC	200	26	5,200	R - Residential/Local	O - AC/AC	79	31.27
BUCKLA	BUCKLA	BUCKLAND AVENUE	TALBRYN DRIVE	SAN CARLOS CITY LIMIT	350	26	9,100	R - Residential/Local	A - AC	51	10.08
BUENA	BUEN1	BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2329 BUENA VISTA AVENUE	800	16	12,800	R - Residential/Local	A - AC	77	24.48
BUENA	BUEN2	BUENA VISTA AVENUE	2329 BUENA VISTA AVENUE	NEWLANDS AVENUE	400	16	6,400	R - Residential/Local	A - AC	70	20.14
BUENA	BUEN3	BUENA VISTA AVENUE	NEWLANDS AVENUE	CIPRIANI BOULEVARD	500	20	10,000	R - Residential/Local	A - AC	43	6.82
BUENA	BUEN4	BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2511 BUENA VISTA AVENUE	400	29	11,600	R - Residential/Local	A - AC	22	0
BUENA	BUEN5	BUENA VISTA AVENUE	2511 BUENA VISTA AVENUE	MONSERAT AVENUE	450	42	18,900	R - Residential/Local	A - AC	13	0
CAMBRI	CAMBRI	CAMBRIDGE STREET	HILLER STREET	MARINE VIEW AVENUE	1,500	31	46,500	R - Residential/Local	A - AC	22	0
CAMINO	CAMINO	CAMINO VISTA COURT	MIDDLE ROAD	END OF CUL DE SAC	200	26	5,200	R - Residential/Local	A - AC	16	0
CARLMO	CARL1	CARLMONT DRIVE	ALAMEDA DE LAS PULGAS	HASTINGS DRIVE	800	33	26,400	C - Collector	O - AC/AC	90	34.18
CARLMO	CARL2	CARLMONT DRIVE	HASTINGS DRIVE	LAKE ROAD	1,400	33	46,200	C - Collector	O - AC/AC	78	23.38
CARLMO	CARL3	CARLMONT DRIVE	LAKE ROAD	2601 CARLMONT DR	1,550	33	51,150	R - Residential/Local	A - AC	49	9.04
CARLMO	CARL4	CARLMONT DRIVE	2601 CARLMONT DR	HIDDEN CANYON PARK	830	33	27,390	R - Residential/Local	A - AC	81	31.98
CARMEL	CARM1	CARMELITA AVENUE	READ AVENUE	CASA BONA AVENUE	1,200	20	24,000	R - Residential/Local	O - AC/AC	72	24.24
CARMEL	CARM2	CARMELITA AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	200	29	5,800	R - Residential/Local	O - AC/AC	74	29.35
CASA	CASA	CASA BONA AVENUE	CORONET BOULEVARD	PONCE AVENUE	2,300	20	46,000	R - Residential/Local	O - AC/AC	52	12.97
CHESTE	CHES1	CHESTERTON AVENUE	HILLER STREET	MARINE VIEW AVENUE	1,700	31	52,700	R - Residential/Local	O - AC/AC	81	30.54
CHESTE	CHES2A	CHESTERTON AVENUE	MARINE VIEW AVENUE	540 CHESTERTON AVENUE	900	31	27,900	R - Residential/Local	A - AC	81	27.03
CHESTE	CHES2B	CHESTERTON AVENUE	540 CHESTERTON AVENUE	OXFORD WAY	800	31	24,800	R - Residential/Local	A - AC	79	25.75
CHEVY	CHEVY	CHEVY STREET	BELBURN DRIVE	RALSTON AVENUE	550	28	15,400	R - Residential/Local	O - AC/AC	81	30.54
CHRCT	CHRCT	CHRISTIAN COURT	CHRISTIAN DRIVE	END OF CUL DE SAC	350	30	10,500	R - Residential/Local	A - AC	30	1.51

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
CHRDR	CHRDR	CHRISTIAN DRIVE	RALSTON AVENUE	MARSTEN AVENUE	1,050	30	31,500	C - Collector	O - AC/AC	77	21.53
CHULA	CHUL1A	CHULA VISTA DRIVE	RALSTON AVENUE	1251 CHULA VISTA DRIVE	1,130	25	28,250	C - Collector	O - AC/AC	76	21.71
CHULA	CHUL1B	CHULA VISTA DRIVE	1251 CHULA VISTA DRIVE	SOLANA DRIVE	470	25	11,750	C - Collector	A - AC	97	23.87
CHULA	CHUL2A	CHULA VISTA DRIVE	SOLANA DRIVE	FERNWOOD WAY	800	37	29,600	C - Collector	O - AC/AC	82	26.12
CHULA	CHUL2B	CHULA VISTA DRIVE	FERNWOOD WAY	ALAMEDA DE LAS PULGAS	1,200	37	44,400	C - Collector	A - AC	76	14.03
CIPRIA	CIPR1	CIPRIANI BOULEVARD	ALAMEDA DE LAS PULGAS	NEWLANDS AVENUE	1,750	23	40,250	C - Collector	O - AC/AC	32	1.8
CIPRIA	CIPR2	CIPRIANI BOULEVARD	NEWLANDS AVENUE	PONCE AVENUE	1,600	23	36,800	C - Collector	O - AC/AC	51	8.12
CIPRIA	CIPR3	CIPRIANI BOULEVARD	PONCE AVENUE	RALSTON AVENUE	896	23	20,608	C - Collector	A - AC	0	0
CIPRIA	CIPR4	CIPRIANI BOULEVARD	RALSTON AVENUE	CONTINENTALS WAY	150	57	8,550	C - Collector	A - AC	81	16.28
CIVIC	CIVIC	CIVIC LANE	O'NEILL AVENUE	BROADWAY	500	20	10,000	R - Residential/Local	A - AC	38	4.58
CLEE	CLEE	CLEE STREET	NOTRE DAME AVENUE	CHEVY STREET	500	27	13,500	R - Residential/Local	O - AC/AC	26	0.44
CLIFFS	CLIFFS	CLIFFSIDE COURT	HASTINGS DRIVE	DEAD END	850	21	17,850	R - Residential/Local	A - AC	77	24.34
CLIPPE	CLIPP1	CLIPPER DRIVE	CONCOURSE DRIVE	CONCOURSE DRIVE	1,310	32	41,920	C - Collector	A - AC	72	13.07
COBBLE	COBBLE	COBBLESTONE LANE	CYPRESS AVENUE	*END OF CUL DE SAC	650	19	12,350	R - Residential/Local	P - PCC	86	66.81
COLLEG	COLLEG	COLLEGE VIEW WAY	SOUTH ROAD	END OF TURN A ROUND	1,050	24	25,200	R - Residential/Local	A - AC	23	0
COMSTO	COMS1A	COMSTOCK CIRCLE	REFUGE BOUNDARY	WALTHAM CROSS	400	37	14,800	R - Residential/Local	A - AC	20	0
COMSTO	COMS1B	COMSTOCK CIRCLE	WALTHAM CROSS	HALLMARK DRIVE	300	37	11,100	R - Residential/Local	A - AC	71	20.61
COMSTO	COMS2	COMSTOCK CIRCLE	HALLMARK DRIVE	HALLMARK DRIVE	2,250	29	65,250	R - Residential/Local	A - AC	24	0
CONCOU	CONCO1	CONCOURSE DRIVE	CLIPPER DRIVE	CLIPPER DRIVE	980	46	45,080	C - Collector	A - AC	86	18.77
CONTIN	CONT1	CONTINENTALS WAY	LYALL WAY	CIPRIANI BOULEVARD	700	38	26,600	C - Collector	O - AC/AC	21	0
CONTIN	CONT2A	CONTINENTALS WAY	CIPRIANI BOULEVARD	1040 CONTINENTALS WAY (WEST)	600	38	22,800	C - Collector	O - AC/AC	84	27.08
CONTIN	CONT2B	CONTINENTALS WAY	1040 CONTINENTALS WAY (WEST)	1040 CONTINENTALS WAY (EAST)	400	38	15,200	C - Collector	O - AC/AC	84	27.08
CONTIN	CONT2C	CONTINENTALS WAY	1040 CONTINENTALS WAY	LYALL WAY	750	38	28,500	C - Collector	O - AC/AC	84	27.08
CORMOR	CORMOR	CORMORANT ROAD	SHOREWAY ROAD	REDWOOD CITY LIMIT	350	24	8,400	R - Residential/Local	A - AC	73	21.96
CORNIS	CORNIS	CORNISH WAY	CHESTERTON AVENUE	HILLER STREET	550	31	17,050	R - Residential/Local	O - AC/AC	87	34.6
CORONE	CORO1	CORONET BOULEVARD	ALAMEDA DE LAS PULGAS	LYON AVENUE	950	20	19,000	R - Residential/Local	O - AC/AC	72	19.64
CORONE	CORO2	CORONET BOULEVARD	LYON AVENUE	ARTHUR AVENUE	1,750	20	35,000	R - Residential/Local	O - AC/AC	29	1.56

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
CORONE	CORO3	CORONET BOULEVARD	ARTHUR AVENUE	PRINDLE ROAD	1,600	20	32,000	R - Residential/Local	O - AC/AC	44	8.35
CORONE	CORO4	CORONET BOULEVARD	PRINDLE ROAD	RALSTON AVENUE	1,350	20	27,000	R - Residential/Local	O - AC/AC	30	1.84
COURTL	COURTL	COURTLAND ROAD	VINE STREET	DEAD END	800	24	19,200	R - Residential/Local	A - AC	79	25.75
COVING	COVING	COVINGTON ROAD	ALAMEDA DE LAS PULGAS	ALAMEDA DE LAS PULGAS	1,450	18	26,100	R - Residential/Local	A - AC	64	18
CREST	CREST	CREST VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	450	31	13,950	R - Residential/Local	O - AC/AC	67	21.93
CYPRES	CYPRES	CYPRESS AVENUE	MIDDLE ROAD	LAUREL AVENUE	350	21	7,350	C - Collector	A - AC	76	14.03
DALE	DALE1	DALE VIEW AVENUE	DEAD END	HILLER STREET	150	31	4,650	R - Residential/Local	A - AC	86	30.12
DALE	DALE2	DALE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	400	31	12,400	C - Collector	A - AC	81	16.28
DAVEY	DAVEY	DAVEY GLEN ROAD	EL CAMINO REAL	MIDDLE ROAD	1,700	37	62,900	C - Collector	A - AC	52	5.85
DAVIS	DAVI1	DAVIS DRIVE	RALSTON AVENUE	10 DAVIS DRIVE	700	40	28,000	C - Collector	A - AC	75	13.61
DAVIS	DAVI2	DAVIS DRIVE	10 DAVIS DRIVE	END OF CUL DE SAC	450	40	18,000	C - Collector	A - AC	74	13.19
DEKOV	DEKOV1	DE KOVEN AVENUE	LINCOLN AVENUE	MONSERAT AVENUE	1,050	20	21,000	R - Residential/Local	O - AC/AC	73	26.39
DEKOV	DEKOV2	DE KOVEN AVENUE	MONSERAT AVENUE	NEWLANDS AVENUE	700	20	14,000	R - Residential/Local	O - AC/AC	74	29.45
DEBBIE	DEBBIE	DEBBIE LANE	SOUTH ROAD	END OF CUL DE SAC	200	27	5,400	R - Residential/Local	O - AC/AC	73	24.92
DESVIO	DESVIO	DESVIO WAY	SOLANA DRIVE	END OF CUL DE SAC	650	25	16,250	R - Residential/Local	A - AC	13	0
DIONNE	DIONNE	DIONNE COURT	SKYMONT DRIVE	END OF CUL DE SAC	100	35	3,500	R - Residential/Local	A - AC	13	0
EST	EST	E STREET	FIFTH AVENUE	SIXTH AVENUE	300	30	9,000	R - Residential/Local	A - AC	18	0
EASTL	EAST1	EAST LAUREL CREEK ROAD	SAN JUAN BOULEVARD	3114 EAST LAUREL CREEK ROAD	500	24	12,000	C - Collector	A - AC	36	2.21
EASTL	EAST2	EAST LAUREL CREEK ROAD	3114 EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	600	15	9,000	C - Collector	A - AC	23	0
EASTL	EAST3	EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	BAY COURT	200	21	4,200	C - Collector	O - AC/AC	57	10.85
EASTL	EAST4	EAST LAUREL CREEK ROAD	BAY COURT	HASKINS DRIVE	1,000	20	20,000	C - Collector	O - AC/AC	54	9.54
ELVER	ELV1	EL VERANO WAY	CHULA VISTA DRIVE	MAYWOOD DRIVE	1,650	25	41,250	R - Residential/Local	A - AC	18	0
ELVER	ELV2	EL VERANO WAY	MAYWOOD DRIVE	LADERA WAY	750	25	18,750	R - Residential/Local	O - AC/AC	75	26.3
ELVER	ELV3	EL VERANO WAY	LADERA WAY	ALAMEDA DE LAS PULGAS	300	37	11,100	R - Residential/Local	O - AC/AC	84	37.95
ELDER	ELDER	ELDER DRIVE	WAKEFIELD DRIVE	WAKEFIELD DRIVE	700	29	20,300	R - Residential/Local	A - AC	76	23.71
ELMER	041710	ELMER STREET	O NEILL AV	HARBOR BLVD	792	37	29,304	C - Collector	A - AC	73	12.78
ELMER	ELMER	ELMER STREET	RALSTON AVENUE	O'NEILL AVENUE	850	26	22,100	C - Collector	A - AC	45	4.29
EMMETT	EMMETT	EMMETT AVENUE	EL CAMINO REAL	SIXTH AVENUE	500	34	17,000	C - Collector	A - AC	66	10.16

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Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
ENCLIN	ENCLIN	ENCLINE WAY	BELMONT CANYON ROAD	NAUGHTON AVENUE	550	28	15,400	R - Residential/Local	O - AC/AC	79	31.27
ESCOND	ESCOND	ESCONDIDO WAY	CHULA VISTA DRIVE	END OF CUL DE SAC	1,450	29	42,050	R - Residential/Local	A - AC	72	21.34
EWELL	EWELL	EWELL ROAD	PULLMAN AVENUE	CORONET BOULEVARD	650	16	10,400	R - Residential/Local	O - AC/AC	58	16.92
FST	FST	F STREET	EL CAMINO REAL	SIXTH AVENUE	300	43	12,900	R - Residential/Local	A - AC	29	1.29
FAIRWA	FAIRWA	FAIRWAY DRIVE	NOTRE DAME AVENUE	ARBOR AVENUE	1,400	18	25,200	R - Residential/Local	A - AC	31	1.99
FERNWO	FERNWO	FERNWOOD WAY	CHULA VISTA DRIVE	EL VERANO WAY	750	25	18,750	R - Residential/Local	A - AC	27	0.61
FIFTH	FIFT1A	FIFTH AVENUE	O'NEIL AVENUE	BROADWAY	500	47	23,500	R - Residential/Local	A - AC	18	0
FIFTH	FIFT1B	FIFTH AVENUE	BROADWAY	HARBOR BOULEVARD	500	47	23,500	R - Residential/Local	A - AC	44	6.91
FIFTH	FIFT2	FIFTH AVENUE	HARBOR BOULEVARD	EL CAMINO REAL	950	41	38,950	R - Residential/Local	A - AC	36	3.91
FLASHN	FLASHN	FLASHNER LANE	EL CAMINO REAL	RALSTON AVENUE	300	17	5,100	R - Residential/Local	A - AC	52	11.1
FOLGER	FOLGER	FOLGER DRIVE	NOTRE DAME AVENUE	NOTRE DAME AVENUE	1,050	18	18,900	R - Residential/Local	A - AC	66	19.62
FOREST	FORE1	FOREST AVENUE	MONROE AVENUE	ALAMEDA DE LAS PULGAS	550	18	9,900	R - Residential/Local	O - AC/AC	67	22.6
FOREST	FORE2	FOREST AVENUE	ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	950	15	14,250	R - Residential/Local	A - AC	25	0
FRAAV	FRAAV	FRANCIS AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	600	20	12,000	R - Residential/Local	A - AC	18	0
FRACT	FRACT	FRANCIS COURT	FRANCIS AVENUE	END OF CUL DE SAC	250	23	5,750	R - Residential/Local	A - AC	16	0
FURLON	FURLON	FURLONG STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	78	32.84
GARDEN	GARDEN	GARDEN COURT	ALAMEDA DE LAS PULGAS	END OF CUL DE SAC	200	33	6,600	R - Residential/Local	A - AC	80	26.26
GERALD	GERALD	GERALDINE WAY	VILLAGE DRIVE	VALERGA DRIVE	300	33	9,900	R - Residential/Local	A - AC	81	26.9
GORDON	GORDON	GORDON AVENUE	CYPRESS AVENUE	HILL STREET	400	30	12,000	R - Residential/Local	A - AC	74	22.96
GRANAD	GRAN1	GRANADA STREET	DEAD END	RALSTON AVENUE	450	27	12,150	R - Residential/Local	O - AC/AC	77	28.77
GRANAD	GRAN2	GRANADA STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	84	32.63
HAINLI	HAINLI	HAINLINE DRIVE	MIDDLE ROAD	SOUTH ROAD	350	27	9,450	R - Residential/Local	A - AC	57	12.98
HALLMA	HALL1	HALLMARK DRIVE	END OF CUL DE SAC	2516 HALLMARK DRIVE	1,050	42	44,100	C - Collector	O - AC/AC	75	20.32
HALLMA	HALL2	HALLMARK DRIVE	2516 HALLMARK DRIVE	LEIGH WAY	500	37	18,500	C - Collector	O - AC/AC	80	23.37
HALLMA	HALL3	HALLMARK DRIVE	LEIGH WAY	WAKEFIELD DRIVE	850	37	31,450	C - Collector	A - AC	80	15.82
HALLMA	HALL4	HALLMARK DRIVE	WAKEFIELD DRIVE	2697 HALLMARK DRIVE	1,600	37	59,200	C - Collector	A - AC	66	10.17
HALLMA	HALL5	HALLMARK DRIVE	2697 HALLMARK DRIVE	2747 HALLMARK DRIVE	1,100	37	40,700	C - Collector	A - AC	77	14.47
HALLMA	HALL6	HALLMARK DRIVE	2747 HALLMARK DRIVE	BENSON WAY	1,500	37	55,500	C - Collector	O - AC/AC	87	29.55
HALLMA	HALL7	HALLMARK DRIVE	BENSON WAY	RALSTON AVENUE	950	47	44,650	C - Collector	O - AC/AC	87	29.55
HARBOR	130910	HARBOR BOULEVARD	OLD COUNTY RD	EL CAMINO REAL	190	72	13,680	C - Collector	A - AC	67	10.51

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
HARBOR	HARB1	HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	500	47	23,500	C - Collector	O - AC/AC	63	12.92
HARBOR	HARB2	HARBOR BOULEVARD	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	34	10,200	C - Collector	O - AC/AC	75	20.32
HARBOR	HARB3	HARBOR BOULEVARD	SUNNYSLOPE AVENUE	MOLITOR ROAD	600	20	12,000	C - Collector	O - AC/AC	42	4.86
HARBOR	HARB4	HARBOR BOULEVARD	MOLITOR ROAD	LANE STREET	650	20	13,000	R - Residential/Local	O - AC/AC	36	4.22
HASKIN	HASKIN	HASKINS DRIVE	EAST LAUREL CREEK ROAD	MONTE CRESTA DRIVE	1,400	20	28,000	R - Residential/Local	A - AC	57	12.84
HASTIN	HAST1	HASTINGS DRIVE	CARLMONT DRIVE	2213 HASTINGS DRIVE	700	31	21,700	C - Collector	O - AC/AC	78	22.13
HASTIN	HAST2	HASTINGS DRIVE	2213 HASTINGS DRIVE	BRIDGE COURT	2,500	31	77,500	C - Collector	A - AC	76	14.03
HASTIN	HAST3	HASTINGS DRIVE	BRIDGE COURT	SAN CARLOS CITY LIMIT	1,750	31	54,250	C - Collector	A - AC	75	13.6
HAYDON	HAYDON	HAYDON COURT	SHERBORNE DRIVE	END OF CUL DE SAC	250	29	7,250	R - Residential/Local	A - AC	81	26.9
HERITA	HERITA	HERITAGE COURT	ST. JAMES ROAD	END OF TURN A ROUND	500	26	13,000	R - Residential/Local	A - AC	67	18.24
HIGHGA	HIGHGA	HIGHGATE AVENUE	DEAD END	MONTE CRESTA DRIVE	300	20	6,000	R - Residential/Local	A - AC	64	16.55
HIGHLA	HIGHLA	HIGHLAND COURT	SOMERSET DRIVE	END OF CUL DE SAC	300	29	8,700	R - Residential/Local	A - AC	75	23.08
HILL	HILL	HILL STREET	EL CAMINO REAL	DEAD END	650	31	20,150	R - Residential/Local	O - AC/AC	55	15.01
HCRE5	HCRE5	HILLCREST DRIVE	BELMONT CANYON ROAD	LOWER LOCK AVE	2,450	26	63,700	C - Collector	A - AC	16	0
HER	HER1A	HILLER STREET	DEAD END	STERLING VIEW AVENUE	100	37	3,700	R - Residential/Local	A - AC	42	6.02
HER	HER1B	HILLER STREET	STERLING VIEW AVENUE	DALE VIEW AVENUE	200	37	7,400	C - Collector	A - AC	89	20.36
HER	HER2A	HILLER STREET	DALE VIEW AVENUE	MOUNTAIN VIEW AVENUE	1,200	37	44,400	C - Collector	A - AC	83	16.96
HER	HER2B	HILLER STREET	MOUNTAINVIEW AVENUE	MARINE VIEW AVENUE	800	37	29,600	C - Collector	A - AC	88	19.54
HER	HER3	HILLER STREET	MARINE VIEW AVENUE	RALSTON AVENUE	2,400	37	88,800	C - Collector	A - AC	85	18.17
HER	HER4	HILLER STREET	RALSTON AVENUE	RALSTON AVENUE	100	46	4,600	C - Collector	O - AC/AC	29	0.95
HER	HER5	HILLER STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	77	31.51
HMAN	HMA1	HILLMAN AVENUE	NORTH ROAD	MILLS AVENUE	800	21	16,800	C - Collector	A - AC	18	0
HMAN	HMA2	HILLMAN AVENUE	MILLS AVENUE	NOTRE DAME AVENUE	1,200	23	27,600	C - Collector	O - AC/AC	30	1.23
HMAN	HMA3	HILLMAN AVENUE	NOTRE DAME AVENUE	TERRACE DRIVE	1,300	18	23,400	R - Residential/Local	O - AC/AC	28	1.14
HOLLY	HOLL2A	HOLLY ROAD	CUL DE SAC NW	SOUTH ROAD	300	20	6,000	R - Residential/Local	A - AC	17	0
HOLLY	HOLL2B	HOLLY ROAD	SOUTH ROAD	EASEMENT TO MIRAMAR TERRACE	500	20	10,000	R - Residential/Local	A - AC	15	0
HOLLY	HOLL2C	HOLLY ROAD	EASEMENT TO MIRAMAR TERRACE	SOUTH ROAD	750	20	15,000	R - Residential/Local	A - AC	17	0

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
INDSTR	006410	INDUSTRIAL WY	HARBOR BLVD	CNTY BNDRY S/HARBOR	400	58	23,200	C - Collector	A - AC	68	10.88
IRENE	IRENE	IRENE COURT	NORTH ROAD	END OF CUL DE SAC	600	34	20,400	R - Residential/Local	O - AC/AC	27	0.75
IRWIN	IRWIN	IRWIN STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	76	30.27
ISLAND	ISLAND1	ISLAND PARKWAY	RALSTON AVENUE	BEGINNING OF PCC	210	59	12,390	C - Collector	A - AC	86	19.04
ISLAND	ISLAND2	ISLAND PARKWAY	BEGINNING OF PCC	END PCC	440	60	26,400	C - Collector	P - PCC	96	74.45
ISLAND	ISLAND3	ISLAND PARKWAY	END PCC	BEGINNING PCC	185	60	11,100	C - Collector	A - AC	86	19.04
ISLAND	ISLAND4	ISLAND PARKWAY	BEGINNING SECOND PCC	END PCC	370	60	22,200	C - Collector	P - PCC	96	74.45
ISLAND	ISLAND5	ISLAND PARKWAY	END PCC	CONCOURSE DRIVE	680	60	40,800	C - Collector	A - AC	72	12.38
JUDSON	JUDSON	JUDSON STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	81	37.02
JULIA	JULIA	JULIA COURT	MALCOLM AVENUE	END OF CUL DE SAC	150	27	4,050	R - Residential/Local	O - AC/AC	44	8.38
KEDITH	KEDITH	KEDITH STREET	RALSTON AVENUE	O'NEILL AVENUE	800	27	21,600	R - Residential/Local	O - AC/AC	84	32.63
KIMMIE	KIMMIE	KIMMIE COURT	CORONET BOULEVARD	END OF CUL DE SAC	500	28	14,000	R - Residential/Local	A - AC	14	0
KING	KING	KING STREET	SIXTH AVENUE	SAN CARLOS CITY LIMIT	400	20	8,000	R - Residential/Local	A - AC	31	1.99
KITTIE	KITTIE	KITTIE LANE	MAYWOOD DRIVE	DEAD END	450	20	9,000	R - Residential/Local	A - AC	75	23.21
KORBEL	KORBEL	KORBEL WAY	SOUTH ROAD	END OF CUL DE SAC	300	20	6,000	R - Residential/Local	A - AC	21	0
LADERA	LADERA	LADERA WAY	MAYWOOD DRIVE	EL VERANO WAY	1,200	25	30,000	R - Residential/Local	A - AC	31	1.99
LAKE	LAKE	LAKE ROAD	CARLMONT DRIVE	LYALL WAY	450	28	12,600	C - Collector	O - AC/AC	71	17.99
LANE	LANE1	LANE STREET	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	19	5,700	R - Residential/Local	A - AC	74	22.58
LANE	LANE2	LANE STREET	MOLITOR ROAD	PROSPECT STREET	350	20	7,000	R - Residential/Local	A - AC	29	1.29
LASSEN	LASS1	LASSEN DRIVE	RALSTON AVENUE	1117 LASSEN DRIVE	1,150	26	29,900	R - Residential/Local	O - AC/AC	69	22.1
LASSEN	LASS2	LASSEN DRIVE	1117 LASSEN DRIVE	TAHOE AVENUE	650	26	16,900	R - Residential/Local	O - AC/AC	44	8.24
LAUAV	LAUAV	LAUREL AVENUE	CYPRESS AVENUE	HILL STREET	400	31	12,400	C - Collector	A - AC	18	0
LAUCT	LAUCT	LAUREL COURT	MIDDLE ROAD	END OF CUL DE SAC	200	16	3,200	R - Residential/Local	A - AC	38	4.73
LEIGH	LEIGH	LEIGH WAY	HALLMARK DRIVE	SOMERSET DRIVE	250	29	7,250	R - Residential/Local	A - AC	82	27.53
LINCOL	LINC1	LINCOLN AVENUE	CIPRIANI BOULEVARD	MONSERAT AVENUE	700	20	14,000	R - Residential/Local	A - AC	41	5.51
LINCOL	LINC2	LINCOLN AVENUE	MONSERAT AVENUE	ALL VIEW WAY	900	20	18,000	R - Residential/Local	A - AC	75	23.21
LINCOL	LINC3	LINCOLN AVENUE	ALL VIEW WAY	NEWLANDS AVENUE	1,000	20	20,000	R - Residential/Local	O - AC/AC	76	29.8
LODGE	LODG1	LODGE DRIVE	BELMONT CANYON ROAD	3409 LODGE DRIVE	350	20	7,000	R - Residential/Local	O - AC/AC	69	22.1
LODGE	LODG2	LODGE DRIVE	3409 LODGE DRIVE	END OF CUL DE SAC	600	20	12,000	R - Residential/Local	A - AC	75	23.21
LONGFE	LONGFE	LONGFELLOW DRIVE	BAY COURT	HASKINS DRIVE	700	20	14,000	R - Residential/Local	A - AC	88	31.1

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
LORCT	LORCT	LORI COURT	LORI DRIVE	END OF CUL DE SAC	150	30	4,500	R - Residential/Local	A - AC	1	0
LORDR	LORDR	LORI DRIVE	MARSTEN AVENUE	END OF CUL DE SAC	400	30	12,000	R - Residential/Local	A - AC	15	0
LOWER	LOWER	LOWER LOCK AVENUE	END OF PAVED ROAD	HILLCREST DRIVE	950	24	22,800	R - Residential/Local	A - AC	20	0
LYALL	LYAL1	LYALL WAY	RALSTON AVENUE	LAKE ROAD	900	29	26,100	C - Collector	O - AC/AC	80	24.6
LYALL	LYAL2	LYALL WAY	LAKE ROAD	CONTINENTALS WAY	750	29	21,750	C - Collector	O - AC/AC	25	0
LYNDHU	LYNDHU	LYNDHURST AVENUE	SAN CARLOS CITY LIMIT	BUCKLAND AVENUE	650	26	16,900	R - Residential/Local	A - AC	32	2.34
LYON	LYON1	LYON AVENUE	MEZES AVENUE	ALAMEDA DE LAS PULGAS	1,800	18	32,400	R - Residential/Local	O - AC/AC	18	0
LYON	LYON2	LYON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	1,200	18	21,600	R - Residential/Local	O - AC/AC	79	27.65
MALCOL	MALC1	MALCOLM AVENUE	NORTH ROAD	RUTH AVENUE	200	26	5,200	R - Residential/Local	A - AC	15	0
MALCOL	MALC2	MALCOLM AVENUE	RUTH AVENUE	ANITA AVENUE	1,350	26	35,100	R - Residential/Local	A - AC	49	9.6
MANZAN	MANZAN	MANZANITA AVENUE	NOTRE DAME AVENUE	PINE KNOLL DRIVE	1,200	18	21,600	R - Residential/Local	A - AC	75	23.21
MARINE	MARI1	MARINE VIEW AVENUE	DEAD END	325 MARINE VIEW AVENUE	400	37	14,800	C - Collector	A - AC	76	14.03
MARINE	MARI2	MARINE VIEW AVENUE	325 MARINE VIEW AVENUE	HILLER STREET	350	31	10,850	C - Collector	O - AC/AC	84	25.75
MARINE	MARI3	MARINE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	1,000	31	31,000	C - Collector	A - AC	77	14.46
MARSTE	MARSTE	MARSTEN AVENUE	CHRISTIAN DRIVE	ROBERT AVENUE	1,350	22	29,700	C - Collector	O - AC/AC	48	6.79
MASONI	MASO1	MASONIC WAY	HILLER STREET	610 MASONIC WAY	400	32	12,800	C - Collector	A - AC	17	0
MASONI	MASO2	MASONIC WAY	610 MASONIC WAY	OLD COUNTY ROAD	650	32	20,800	C - Collector	A - AC	18	0
MAYWOO	MAYWOO	MAYWOOD DRIVE	RALSTON AVENUE	EL VERANO WAY	1,100	25	27,500	R - Residential/Local	O - AC/AC	77	28.76
MEADOW	MEADOW	MEADOW PARK CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	500	25	12,500	R - Residential/Local	A - AC	67	18.24
MERRY	MERR1	MERRY MOPPET LANE	RALSTON AVENUE	CARLMONT DRIVE	550	14	7,700	R - Residential/Local	A - AC	62	15.45
MERRY	MERR2	MERRY MOPPET LANE	CARLMONT DRIVE	LYALL WAY	750	12	9,000	R - Residential/Local	O - AC/AC	94	38.03
MEZES	MEZE1	MEZES AVENUE	DEAD END	NOTRE DAME AVENUE	1,100	20	22,000	R - Residential/Local	A - AC	27	0.62
MEZES	MEZE2	MEZES AVENUE	NOTRE DAME AVENUE	ALAMEDA DE LAS PULGAS	1,400	20	28,000	R - Residential/Local	O - AC/AC	35	4.12
MIDDLE	MIDD1	MIDDLE ROAD	NOTRE DAME AVENUE	DAVEY GLEN ROAD	950	24	21,600	C - Collector	A - AC	14	0
MIDDLE	MIDD2	MIDDLE ROAD	DAVEY GLEN ROAD	EL CAMINO REAL	2,500	24	61,200	C - Collector	A - AC	26	0.18
MSEX	MSEX	MIDDLESEX ROAD	HILLER STREET	CAMBRIDGE STREET	550	31	17,050	R - Residential/Local	A - AC	25	0.08
MILLER	MILLER	MILLER AVENUE	SAN MATEO CITY LIMIT	NOTRE DAME AVENUE	900	17	15,300	R - Residential/Local	O - AC/AC	15	0
MILLS	MILLS	MILLS AVENUE	SAN MATEO CITY LIMIT	HILLMAN AVENUE	350	21	7,350	C - Collector	A - AC	16	0

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MIRAMA	MIRAMA	MIRAMAR TERRACE	SOUTH ROAD	HOLLY ROAD	1,204	20	24,080	R - Residential/Local	O - AC/AC	46	9.56
MOLITO	MOLITO	MOLITOR ROAD	HARBOR BOULEVARD	SAN CARLOS CITY LIMIT	1,100	20	22,000	C - Collector	A - AC	15	0
MONROE	MONROE	MONROE AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	1,450	18	26,100	R - Residential/Local	A - AC	60	14.52
MONSER	MONS1	MONSERAT AVENUE	NEWLANDS AVENUE	LINCOLN AVENUE	800	20	16,000	R - Residential/Local	A - AC	53	11.57
MONSER	MONS2	MONSERAT AVENUE	LINCOLN AVENUE	CIPRIANI BOULEVARD	2,350	20	47,000	R - Residential/Local	A - AC	22	0
MONTE	MONT1	MONTE CRESTA DRIVE	SAN JUAN BOULEVARD	BARCLAY WAY	1,500	20	30,000	R - Residential/Local	A - AC	34	3
MONTE	MONT2	MONTE CRESTA DRIVE	BARCLAY WAY	MONTE CRESTA COURT	200	20	4,000	R - Residential/Local	O - AC/AC	86	33.83
MONTE	MONT3	MONTE CRESTA DRIVE	MONTE CRESTA COURT	DEAD END	600	20	12,000	R - Residential/Local	A - AC	20	0
MONTE	MONT4	MONTE CRESTA DRIVE	SEQUOIA WAY	HASKINS DRIVE	650	20	13,000	R - Residential/Local	O - AC/AC	61	17.07
MOUNTA	MOUN1	MOUNTAIN VIEW AVENUE	DEAD END	CHESTERTON AVENUE	100	31	3,100	R - Residential/Local	A - AC	75	23.21
MOUNTA	MOUN2	MOUNTAIN VIEW AVENUE	CHESTERTON AVENUE	HILLER STREET	200	31	6,200	R - Residential/Local	A - AC	86	30.12
MOUNTA	MOUN3	MOUNTAIN VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	700	31	21,700	R - Residential/Local	A - AC	56	12.48
MUIR	MUIR	MUIR WAY	YOSEMITE DRIVE	TAHOE DRIVE	300	26	7,800	R - Residential/Local	O - AC/AC	82	35.97
MULBER	MULBER	MULBERRY COURT	CARLMONT DRIVE	END OF CUL DE SAC	300	28	8,400	R - Residential/Local	O - AC/AC	79	29
NAUGHT	NAUG1	NAUGHTON AVENUE	HILLCREST DRIVE	ENCLINE WAY	510	24	12,240	R - Residential/Local	O - AC/AC	75	26.08
NAUGHT	NAUG2	NAUGHTON AVENUE	ENCLINE WAY	CULDESAC	640	24	15,360	R - Residential/Local	A - AC	67	18.24
NEWLAN	NEWL1	NEWLANDS AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	600	20	12,000	R - Residential/Local	A - AC	77	24.48
NEWLAN	NEWL2	NEWLANDS AVENUE	CIPRIANI BOULEVARD	SAN MATEO CITY LIMIT	1,500	20	30,000	R - Residential/Local	A - AC	71	22.71
NORTH	NORT1	NORTH ROAD	EL CAMINO REAL	BERESFORD STREET	1,150	26	29,900	R - Residential/Local	A - AC	21	0
NORTH	NORT2	NORTH ROAD	BERESFORD STREET	IRENE COURT	200	36	7,200	R - Residential/Local	O - AC/AC	36	4.57
NORTH	NORT3	NORTH ROAD	IRENE COURT	RUTH AVENUE	100	36	3,600	R - Residential/Local	A - AC	76	23.84
NORTH	NORT4	NORTH ROAD	RUTH AVENUE	HILLMAN AVENUE	600	24	14,400	C - Collector	A - AC	42	3.57
NORTH	NORT5	NORTH ROAD	HILLMAN AVENUE	NOTRE DAME AVENUE	2,500	24	60,000	R - Residential/Local	O - AC/AC	67	18.74
NOTRE	NOTR1	NOTRE DAME AVENUE	RALSTON AVENUE	ARBOR AVENUE	1,750	18	31,500	C - Collector	O - AC/AC	26	0.14
NOTRE	NOTR2	NOTRE DAME AVENUE	ARBOR AVENUE	NORTH ROAD	1,600	18	28,800	C - Collector	A - AC	60	8.18

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NOTRE	NOTR3	NOTRE DAME AVENUE	NORTH ROAD	HILLMAN AVENUE	1,650	18	29,700	C - Collector	A - AC	71	12.58
NOTRE	NOTR4A	NOTRE DAME AVENUE	HILLMAN AVENUE	MILLER AVENUE	1,160	18	20,880	C - Collector	O - AC/AC	73	19.41
NOTRE	NOTR4B	NOTRE DAME AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	790	18	14,220	C - Collector	O - AC/AC	14	0
OAKCT	OAKCT	OAK COURT	EAST LAUREL CREEK ROAD	END OF CUL DE SAC	200	20	4,000	R - Residential/Local	A - AC	46	7.72
OAKKN	OAK1	OAK KNOLL DRIVE	PINE KNOLL DRIVE	VALLEY VIEW AVENUE	1,000	18	18,000	R - Residential/Local	O - AC/AC	30	1.98
OAKKN	OAK2	OAK KNOLL DRIVE	VALLEY VIEW AVENUE	END OF CUL DE SAC	1,500	18	27,000	R - Residential/Local	A - AC	83	28.29
OLD	002110	OLD COUNTY ROAD	CNRY BNDRY S/O HARBOR BLVD	CNRY BNDRY NW/O KAREN RD	630	37	23,310	C - Collector	A - AC	72	12.39
OLD	OLD1	OLD COUNTY ROAD	SAN MATEO CITY LIMIT	DALE VIEW AVENUE	350	37	12,950	C - Collector	O - AC/AC	31	1.52
OLD	OLD2	OLD COUNTY ROAD	DALE VIEW AVENUE	MARINE VIEW AVENUE	1,900	37	70,300	C - Collector	A - AC	33	1.57
OLD	OLD3	OLD COUNTY ROAD	MARINE VIEW AVENUE	MASONIC WAY	2,000	37	74,000	C - Collector	A - AC	36	2.21
OLD	OLD4	OLD COUNTY ROAD	MASONIC WAY	1020 OLD COUNTY ROAD	436	37	16,132	C - Collector	A - AC	61	8.5
OLD	OLD5	OLD COUNTY ROAD	1020 OLD COUNTY ROAD	O'NEILL AVENUE	714	37	26,418	A - Arterial	O - AC/AC	87	28.45
OLD	OLD6	OLD COUNTY ROAD	O'NEILL AVENUE	COUNTY LINE	200	58	11,600	A - Arterial	O - AC/AC	87	28.45
ONEIL	ONE1	ONEILL AVE	SIXTH AVENUE	SUNNYSLOPE AVENUE	300	25	7,500	R - Residential/Local	A - AC	92	40.59
ONEIL	ONE10	ONEILL AVE	KEDITH STREET	DAIRY LANE	154	33	5,082	R - Residential/Local	O - AC/AC	31	2.41
ONEIL	ONE11	ONEILL AVE	SUNNYSLOPE AVENUE	WEST CUL DE SAC	218	34	7,412	R - Residential/Local	A - AC	78	27.9
ONEIL	ONE2A	ONEILL AVE	EL CAMINO REAL	100' WEST OF FIFTH AVE	430	34	14,620	C - Collector	O - AC/AC	37	3.31
ONEIL	ONE2B	ONEILL AVE	100' WEST OF FIFTH AVE	SIXTH AVE	170	34	5,780	C - Collector	O - AC/AC	91	29.01
ONEIL	ONE3	ONEILL AVE	ELMER ST	OLD COUNTY ROAD	420	19	7,980	R - Residential/Local	A - AC	72	21.35
ONEIL	ONE4	ONEILL AVE	ELMER STREET	FURLONG STREET	260	33	8,580	R - Residential/Local	A - AC	76	23.84
ONEIL	ONE5	ONEILL AVE	FURLONG STREET	GRANADA STREET	233	33	7,689	R - Residential/Local	O - AC/AC	74	25.61
ONEIL	ONE6	ONEILL AVE	GRANADA STREET	HILLER STREET	238	33	7,854	R - Residential/Local	O - AC/AC	39	6.02
ONEIL	ONE7	ONEILL AVE	HILLER STREET	IRWIN STREET	238	33	7,854	R - Residential/Local	O - AC/AC	44	8.54
ONEIL	ONE8	ONEILL AVE	IRWIN STREET	JUDSON STREET	237	33	7,821	R - Residential/Local	O - AC/AC	44	8.54
ONEIL	ONE9	ONEILL AVE	JUDSON STREET	KEDITH STREET	235	33	7,755	R - Residential/Local	O - AC/AC	31	2.41
OXFORD	OXFO1A	OXFORD WAY	192 OXFORD WAY	OXFORD (CIRCLE)	840	31	26,040	R - Residential/Local	A - AC	83	33.72
OXFORD	OXFO1B	OXFORD WAY	192 OXFORD WAY	301 OXFORD WAY	800	31	24,800	R - Residential/Local	A - AC	77	24.47
OXFORD	OXFO2	OXFORD WAY	301 OXFORD WAY	HILLER STREET	1,200	31	37,200	R - Residential/Local	O - AC/AC	81	37

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PADDIN	PADDIN	PADDINGTON COURT	HALLMARK DRIVE	END OF CUL DE SAC	150	29	4,350	R - Residential/Local	A - AC	83	28.16
PALM	PALM1	PALM AVENUE (FIFTH)	WALTERMIRE STREET	130' S. OF WALTERMIRE ST	130	28	3,640	R - Residential/Local	A - AC	76	23.84
PALM	PALM2	PALM AVENUE (FIFTH)	130' S. OF WALTERMIRE ST	O'NEIL AVE	168	28	4,704	R - Residential/Local	A - AC	28	0.95
PALMER	PALMER	PALMER AVENUE	CARMELITA AVENUE	BUENA VISTA DRIVE	400	29	11,600	R - Residential/Local	A - AC	71	22.71
PALOMA	PALOMA	PALOMA AVENUE	DEAD END	VINE STREET	900	18	16,200	R - Residential/Local	A - AC	30	1.67
PARKRI	PARKRI	PARKRIDGE COURT	HASTINGS DRIVE	DEAD END	250	17	4,250	R - Residential/Local	A - AC	76	23.71
PHYLLI	PHYLLI	PHYLLIS COURT	COLLEGE VIEW WAY	END OF CUL DE SAC	200	24	4,800	R - Residential/Local	A - AC	20	0
PINE	PINE	PINE KNOLL DRIVE	END OF CUL DE SAC	HILLMAN AVENUE	1,450	18	26,100	R - Residential/Local	O - AC/AC	29	1.57
PLATEA	PLATEA	PLATEAU DRIVE	UPPER LOCK AVENUE	LOWER LOCK AVENUE	1,600	24	38,400	R - Residential/Local	A - AC	75	22.81
PONCE	PONC1	PONCE AVENUE	PRINDLE ROAD	READ AVENUE	1,450	16	23,200	R - Residential/Local	O - AC/AC	34	3.64
PONCE	PONC2	PONCE AVENUE	READ AVENUE	CIPRIANI BOULEVARD	450	20	9,000	R - Residential/Local	O - AC/AC	34	3.64
PONCE	PONC3	PONCE AVENUE	CIPRIANI BOULEVARD	END OF CUL DE SAC	600	29	17,400	R - Residential/Local	O - AC/AC	60	18.38
PRINDL	PRIND1	PRINDLE ROAD	CORONET BOULEVARD	PONCE	1,327	20	26,540	R - Residential/Local	A - AC	13	0
PRINDL	PRIND2	PRINDLE ROAD	PONCE	CIPRIANI BOULEVARD	323	20	6,460	R - Residential/Local	A - AC	33	2.71
PROSPE	PROSPE	PROSPECT STREET	LANE STREET	SAN CARLOS CITY LIMIT	500	20	10,000	R - Residential/Local	A - AC	27	0.61
PULLMA	PULL1	PULLMAN AVENUE	COVINGTON ROAD	CORONET BOULEVARD	2,100	20	42,000	R - Residential/Local	O - AC/AC	45	8.96
PULLMA	PULL2	PULLMAN AVENUE	CORONET BOULEVARD	RALSTON AVENUE	200	20	4,000	R - Residential/Local	A - AC	10	0
RALSTO	RALS02	RALSTON AVENUE, EB	REDWOOD CITY LIMIT	HILLER STREET	1,900	30	57,000	A - Arterial	O - AC/AC	82	24.31
RALSTO	RALS04	RALSTON AVENUE, EB	HILLER STREET	GRANADA STREET	300	42	12,600	A - Arterial	O - AC/AC	86	26.18
RALSTO	RALS06	RALSTON AVENUE, EB	GRANADA STREET	ELMER STREET	500	35	17,500	A - Arterial	O - AC/AC	55	9.26
RALSTO	RALS08	RALSTON AVENUE, EB	ELMER STREET	OLD COUNTY ROAD	200	38	7,600	A - Arterial	O - AC/AC	73	18.26
RALSTO	RALS10	RALSTON AVENUE, EB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	250	35	8,750	A - Arterial	O - AC/AC	73	18.26
RALSTO	RALS12	RALSTON AVENUE, EB	EL CAMINO REAL	SIXTH AVENUE	600	30	18,000	A - Arterial	A - AC	78	18.49
RALSTO	RALS14	RALSTON AVENUE, EB	SIXTH AVENUE	ENTRANCE TO TWIN PINES	300	33	9,900	A - Arterial	A - AC	86	22.19
RALSTO	RALS16	RALSTON AVENUE, EB	ENTRANCE TO TWIN PINES	SOUTH ROAD	900	28	25,200	A - Arterial	A - AC	70	14.84
RALSTO	RALS18	RALSTON AVENUE, EB	SOUTH ROAD	CHULA VISTA DRIVE	1,350	20	27,000	A - Arterial	A - AC	84	21.3
RALSTO	RALS20	RALSTON AVENUE, EB	CHULA VISTA DRIVE	NOTRE DAME AVENUE	1,250	19	23,750	A - Arterial	A - AC	84	21.3
RALSTO	RALS22	RALSTON AVENUE, EB	NOTRE DAME AVENUE	MAYWOOD DRIVE	1,400	19	26,600	A - Arterial	A - AC	84	21.3
RALSTO	RALS24	RALSTON AVENUE, EB	MAYWOOD DRIVE	VILLA AVENUE	400	20	8,000	A - Arterial	A - AC	85	21.75

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RALSTO	RALS26	RALSTON AVENUE, EB	VILLA AVENUE	ALAMEDA DE LAS PULGAS	350	23	8,050	A - Arterial	A - AC	82	20.37
RALSTO	RALS28	RALSTON AVENUE, EB	ALAMEDA DE LAS PULGAS	LYALL WAY	1,300	23	29,900	A - Arterial	O - AC/AC	86	27.89
RALSTO	RALS30	RALSTON AVENUE, EB	LYALL WAY	CIPRIANI BOULEVARD	1,300	31	40,300	A - Arterial	O - AC/AC	86	27.89
RALSTO	RALS32	RALSTON AVENUE, EB	CIPRIANI BOULEVARD	DAVIS DRIVE	1,950	21	40,950	A - Arterial	A - AC	28	0.75
RALSTO	RALS34	RALSTON AVENUE, EB	DAVIS DRIVE	BELMONT CANYON ROAD	1,800	21	37,800	A - Arterial	A - AC	19	0
RALSTO	RALS36	RALSTON AVENUE, EB	BELMONT CANYON ROAD	HALLMARK DRIVE	1,200	22	26,400	A - Arterial	A - AC	38	3.58
RALSTO	RALS38	RALSTON AVENUE, EB	HALLMARK DRIVE	CHRISTIAN DRIVE	2,000	24	48,000	A - Arterial	A - AC	50	7.29
RALSTO	RALS01	RALSTON AVENUE, WB	REDWOOD CITY LIMIT	HILLER STREET	1,900	30	57,000	A - Arterial	O - AC/AC	84	26.03
RALSTO	RALS03	RALSTON AVENUE, WB	HILLER STREET	GRANADA STREET	300	42	12,600	A - Arterial	O - AC/AC	86	26.18
RALSTO	RALS05	RALSTON AVENUE, WB	GRANADA STREET	ELMER STREET	500	35	17,500	A - Arterial	O - AC/AC	70	16.53
RALSTO	RALS07	RALSTON AVENUE, WB	ELMER STREET	OLD COUNTY ROAD	200	38	7,600	A - Arterial	O - AC/AC	76	20.07
RALSTO	RALS09	RALSTON AVENUE, WB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	250	35	8,750	A - Arterial	O - AC/AC	73	18.26
RALSTO	RALS11	RALSTON AVENUE, WB	EL CAMINO REAL	SIXTH AVENUE	600	30	18,000	A - Arterial	A - AC	85	21.75
RALSTO	RALS13	RALSTON AVENUE, WB	SIXTH AVENUE	ENTRANCE TO TWIN PINES	300	33	9,900	A - Arterial	A - AC	88	23.03
RALSTO	RALS15	RALSTON AVENUE, WB	ENTRANCE TO TWIN PINES	SOUTH ROAD	900	28	25,200	A - Arterial	A - AC	86	22.19
RALSTO	RALS17	RALSTON AVENUE, WB	SOUTH ROAD	CHULA VISTA DRIVE	1,350	20	27,000	A - Arterial	A - AC	81	19.9
RALSTO	RALS19	RALSTON AVENUE, WB	CHULA VISTA DRIVE	NOTRE DAME AVENUE	1,250	19	23,750	A - Arterial	A - AC	86	22.19
RALSTO	RALS21	RALSTON AVENUE, WB	NOTRE DAME AVENUE	MAYWOOD DRIVE	1,400	19	26,600	A - Arterial	A - AC	85	21.75
RALSTO	RALS23	RALSTON AVENUE, WB	MAYWOOD DRIVE	VILLA AVENUE	400	31	12,400	A - Arterial	A - AC	80	19.43
RALSTO	RALS25	RALSTON AVENUE, WB	VILLA AVENUE	ALAMEDA DE LAS PULGAS	350	34	11,900	A - Arterial	A - AC	88	23.03

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RALSTO	RALS27	RALSTON AVENUE, WB	ALAMEDA DE LAS PULGAS	LYALL WAY	1,300	23	29,900	A - Arterial	O - AC/AC	84	26.04
RALSTO	RALS29	RALSTON AVENUE, WB	LYALL WAY	CIPRIANI BOULEVARD	1,300	31	40,300	A - Arterial	O - AC/AC	83	25.16
RALSTO	RALS31	RALSTON AVENUE, WB	CIPRIANI BOULEVARD	DAVIS DRIVE	1,950	21	40,950	A - Arterial	A - AC	15	0
RALSTO	RALS33	RALSTON AVENUE, WB	DAVIS DRIVE	BELMONT CANYON ROAD	1,800	21	37,800	A - Arterial	A - AC	15	0
RALSTO	RALS35	RALSTON AVENUE, WB	BELMONT CANYON ROAD	HALLMARK DRIVE	1,200	22	26,400	A - Arterial	A - AC	50	7.43
RALSTO	RALS37	RALSTON AVENUE, WB	HALLMARK DRIVE	CHRISTIAN DRIVE	2,000	24	48,000	A - Arterial	A - AC	42	4.48
RALSFR	RAFR1	RALSTON FRONTAGE RD	GRANADA ST	HILLER	260	16	4,160	R - Residential/Local	A - AC	62	15.59
RALSFR	RAFR2	RALSTON FRONTAGE RD	HILLER	KEDITH ST	620	33	20,460	R - Residential/Local	A - AC	16	0
RALSTR	RALRA1	RALSTON RANCH	CHRISTIAN DRIVE	RALSTON AVE	1,950	33	64,350	R - Residential/Local	A - AC	69	19.78
READ	READ1	READ AVENUE	CASA BONA AVENUE	CARMELITA AVENUE	700	16	11,200	R - Residential/Local	A - AC	44	6.9
READ	READ2	READ AVENUE	CARMELITA AVENUE	PONCE AVENUE	750	20	15,000	R - Residential/Local	A - AC	72	21.35
READ	READ3	READ AVENUE	PONCE AVENUE	END OF CUL DE SAC	750	20	15,000	R - Residential/Local	O - AC/AC	68	21.58
REPOSO	REPOSO	REPOSO WAY	HILLCREST DRIVE	ENCLINE WAY	600	24	14,400	R - Residential/Local	O - AC/AC	81	34.31
RIDGE	RIDGE	RIDGE ROAD	END OF CUL DE SAC	NOTRE DAME AVENUE	900	20	18,000	R - Residential/Local	O - AC/AC	65	19.79
RIDGEW	RIDGEW	RIDGEWOOD COURT	HASTINGS DRIVE	DEAD END	150	17	2,550	R - Residential/Local	A - AC	76	23.71
RINCON	RINCON	RINCONADA CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	800	26	20,800	R - Residential/Local	A - AC	70	20
ROBBIN	ROBBIN	ROBBIN WHIPPLE WAY	BELBURN DRIVE	END OF CUL DE SAC	1,150	27	31,050	R - Residential/Local	A - AC	21	0
ROBERT	ROBERT	ROBERT AVENUE	SKYMONT DRIVE	BISHOP ROAD	100	30	3,000	R - Residential/Local	A - AC	16	0
ROSS	ROSS	ROSS STREET	WINDING WAY	NORTH ROAD	200	16	3,200	R - Residential/Local	O - AC/AC	34	3.38
ROXBUR	ROXBUR	ROXBURY WAY	HILLER STREET	CAMBRIDGE STREET	700	31	21,700	R - Residential/Local	A - AC	13	0
RUTH	RUTH	RUTH AVENUE	EL CAMINO REAL	NORTH ROAD	1,250	23	28,750	R - Residential/Local	A - AC	8	0
SANAR	SANAR	SAN ARDO WAY	MONTE CRESTA DRIVE	BARCLAY WAY	800	20	16,000	R - Residential/Local	O - AC/AC	31	2.21
SANJU	SAN1	SAN JUAN BOULEVARD	CIPRIANI BOULEVARD	MONTE CRESTA DRIVE	2,600	24	62,400	C - Collector	A - AC	37	2.43
SANJU	SAN2	SAN JUAN BOULEVARD	MONTE CRESTA DRIVE	EAST LAUREL CREEK ROAD	1,650	24	39,600	C - Collector	A - AC	34	1.78
SEAPL	SEAPL	SEAGATE PLACE	SEAGRATE WAY	END OF CUL DE SAC	100	31	3,100	R - Residential/Local	A - AC	76	23.84

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SEAWY	SEAWY	SEAGATE WAY	DEAD END	OXFORD WAY	850	31	26,350	R - Residential/Local	A - AC	78	25.11
SEM	SEM	SEM LANE	DEAD END	SHOREWAY DRIVE	650	30	19,500	R - Residential/Local	O - AC/AC	59	17.47
SEMERI	SEMERI	SEMERIA AVENUE	CIPRIANI BOULEVARD	CASA BONA AVENUE	1,350	18	24,300	R - Residential/Local	O - AC/AC	37	4.66
SEQUOI	SEQU1	SEQUOIA AVENUE	BARCLAY WAY	ALL VIEW WAY	600	20	12,000	R - Residential/Local	O - AC/AC	71	25.16
SEQUOI	SEQU2	SEQUOIA AVENUE	ALL VIEW WAY	MONTE CRESTA DRIVE	1,000	20	20,000	R - Residential/Local	O - AC/AC	71	25.82
SHARON	SHARON	SHARON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	250	18	4,500	R - Residential/Local	O - AC/AC	67	22.6
SHERBO	SHERBO	SHERBORNE DRIVE	SOMERSET DRIVE	SOMERSET DRIVE	1,200	29	34,800	R - Residential/Local	A - AC	76	23.71
SHIRLE	SHIRLE	SHIRLEY ROAD	FOREST AVENUE	FOREST AVENUE	700	16	11,200	R - Residential/Local	A - AC	83	28.29
SHOREW	SHOR1	SHOREWAY ROAD	REDWOOD CITY LIMIT	SEM LANE	1,300	35	45,500	C - Collector	A - AC	24	0
SHOREW	SHOR2	SHOREWAY ROAD	SEM LANE	SAN CARLOS CITY LIMIT	2,350	27	63,450	C - Collector	O - AC/AC	55	9.96
SIXTH	SIXT1	SIXTH AVENUE	HILL STREET	RALSTON AVENUE	500	36	18,000	R - Residential/Local	A - AC	74	22.58
SIXTH	SIXT2	SIXTH AVENUE	RALSTON AVENUE	EMMETT AVENUE	250	48	12,000	C - Collector	A - AC	45	4.29
SIXTH	SIXT3	SIXTH AVENUE	EMMETT AVENUE	WALTERMIRE STREET	300	53	15,900	C - Collector	A - AC	65	9.81
SIXTH	SIXT4	SIXTH AVENUE	WALTERMIRE STREET	O'NEILL AVENUE	300	26	7,800	C - Collector	A - AC	95	29.09
SIXTH	SIXT5	SIXTH AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	1,150	37	42,550	C - Collector	O - AC/AC	89	32.58
SIXTH	SIXT6A	SIXTH AVENUE	HARBOR BOULEVARD	LANE STREET	450	20	9,000	C - Collector	A - AC	81	16.08
SIXTH	SIXT6B	SIXTH AVENUE	LANE STREET	E STREET	300	20	6,000	C - Collector	A - AC	6	0
SIXTH	SIXT7	SIXTH AVENUE	E STREET	SAN CARLOS CITY LIMIT	600	28	16,800	C - Collector	A - AC	87	19.28
SKYCT	SKYCT	SKYMONT COURT	SKYMONT DRIVE	END OF CUL DE SAC	150	30	4,500	R - Residential/Local	A - AC	15	0
SKYDR	SKYDR	SKYMONT DRIVE	MARSTEN AVENUE	DEAD END	1,250	30	37,500	R - Residential/Local	A - AC	8	0
SOHO	SOHO	SOHO CIRCLE	HALLMARK DRIVE	END OF CUL DE SAC	100	29	4,000	R - Residential/Local	A - AC	72	21.21
SOLCT	SOLCT	SOLANA COURT	SOLANA DRIVE	END OF CUL DE SAC	100	25	4,200	R - Residential/Local	A - AC	15	0
SOLDR	SOLD1	SOLANA DRIVE	CHULA VISTA DRIVE	SOLANA COURT	400	25	10,000	R - Residential/Local	A - AC	16	0
SOLDR	SOLD2	SOLANA DRIVE	SOLANA COURT	END OF CUL DE SAC	800	25	20,000	R - Residential/Local	O - AC/AC	54	14.23
SOMCT	SOMCT	SOMERSET COURT	SOMERSET DRIVE	END OF CUL DE SAC	200	37	7,400	R - Residential/Local	A - AC	84	28.78
SOMDR	SOM1	SOMERSET DRIVE	SOMERSET COURT	LEIGH WAY	750	37	27,750	R - Residential/Local	A - AC	80	26.26
SOMDR	SOM2	SOMERSET DRIVE	LEIGH WAY	WAKEFIELD DRIVE	1,150	37	42,550	R - Residential/Local	A - AC	44	7.32
SOUTH	SOUT1	SOUTH ROAD	MIDDLE ROAD	COLLEGE VIEW WAY	950	20	19,000	C - Collector	O - AC/AC	31	1.39
SOUTH	SOUT2	SOUTH ROAD	COLLEGE VIEW WAY	HOLLY ROAD	1,200	20	24,000	C - Collector	O - AC/AC	29	0.87
SOUTH	SOUT3	SOUTH ROAD	HOLLY ROAD	RALSTON AVENUE	2,000	20	40,000	C - Collector	A - AC	64	9.48
SOUTHV	SOUTHV	SOUTHVIEW COURT	SOUTH ROAD	END OF CUL DE SAC	450	26	11,700	R - Residential/Local	O - AC/AC	35	4.03

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
SPRING	SPRING	SPRING LANE	VINE STREET	END OF CUL DE SAC	300	24	7,200	R - Residential/Local	A - AC	73	21.96
STJA	ST1	ST. JAMES ROAD	COMSTOCK CIRCLE	WALTHAM CROSS	1,050	37	38,850	R - Residential/Local	A - AC	17	0
STJA	ST2	ST. JAMES ROAD	WALTHAM CROSS	REFUGE BOUNDARY	650	37	24,050	R - Residential/Local	O - AC/AC	42	6.94
STJA	ST3	ST. JAMES ROAD	REFUGE BOUNDARY	ENTRANCE TO FOX SCHOOL	1,900	37	70,300	R - Residential/Local	A - AC	32	2.21
STERLI	STERLI	STERLING VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	400	31	12,400	R - Residential/Local	O - AC/AC	65	20.19
SUNNYS	SUNN1	SUNNYSLOPE AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	800	28	22,400	R - Residential/Local	A - AC	16	0
SUNNYS	SUNN2A	SUNNYSLOPE AVENUE	HARBOR BOULEVARD	1572 SUNNYSLOPE AVENUE	500	19	9,500	R - Residential/Local	A - AC	31	1.99
SUNNYS	SUNN2B	SUNNYSLOPE AVENUE	1572 SUNNYSLOPE AVENUE	LANE STREET	250	19	4,750	R - Residential/Local	A - AC	38	4.73
SUNNYS	SUNN2C	SUNNYSLOPE AVENUE	LANE STREET	SAN CARLOS CITY LIMIT	800	19	15,200	R - Residential/Local	A - AC	22	0
SUSSEX	SUSSEX	SUSSEX COURT	HILLER STREET	END OF CUL DE SAC	150	31	4,650	R - Residential/Local	A - AC	13	0
TAHOE	TAHOE	TAHOE DRIVE	RALSTON AVENUE	LASSEN DRIVE	1,850	26	48,100	R - Residential/Local	O - AC/AC	72	20.82
TALBRY	TALB1A	TALBRYN DRIVE	PALOMA AVENUE	ARDEN LN	1,284	19	24,396	R - Residential/Local	A - AC	66	17.97
TALBRY	TALB1B	TALBRYN DRIVE	ARDEN LN	1320 TALBRYN DRIVE	366	19	6,954	R - Residential/Local	A - AC	15	0
TALBRY	TALB2	TALBRYN DRIVE	1320 TALBRYN DRIVE	BUCKLAND AVENUE	358	26	9,308	R - Residential/Local	A - AC	32	2.34
TERRAC	TERR1	TERRACE DRIVE	NOTRE DAME AVENUE	HILLMAN AVENUE	2,200	18	39,600	R - Residential/Local	O - AC/AC	82	38.11
TERRAC	TERR2	TERRACE DRIVE	HILLMAN AVENUE	MEZES AVENUE	450	18	8,100	R - Residential/Local	O - AC/AC	28	1.13
THURM	THURM	THURM AVENUE	SAN MATEO CITY LIMIT	WOOSTER AVENUE	750	20	15,000	R - Residential/Local	O - AC/AC	35	4.07
TIOGA	TIOGA	TIOGA WAY	YOSEMITE DRIVE	END OF CUL DE SAC	300	26	7,800	R - Residential/Local	O - AC/AC	80	29.7
UPPER	UPPER	UPPER LOCK AVENUE	BELMONT CANYON ROAD	3242 UPPER LOCK AVENUE	1,050	24	25,200	R - Residential/Local	A - AC	15	0
VALDEZ	VALDEZ	VALDEZ AVENUE	FERNWOOD WAY	EL VERANO WAY	1,100	25	27,500	R - Residential/Local	A - AC	32	2.36
VALERG	VALERG	VALERGA DRIVE	Alameda de las Pulgas	Dead End	600	37	22,200	R - Residential/Local	A - AC	10	0
VALLEY	VALL1	VALLEY VIEW AVENUE	NOTRE DAME AVENUE	1727 VALLEY VIEW AVENUE	1,050	18	18,900	R - Residential/Local	O - AC/AC	52	13.08
VALLEY	VALL2	VALLEY VIEW AVENUE	1727 VALLEY VIEW AVENUE	OAK KNOLL DRIVE	1,050	18	18,900	R - Residential/Local	O - AC/AC	79	33.67
VANNIE	VANNIE	VANNIER DRIVE	SOUTH ROAD	SOUTH ROAD	800	20	16,000	R - Residential/Local	A - AC	24	0
VILLA	VILLA1	VILLA AVENUE	ACADEMY AVENUE	BELBURN DRIVE	1,150	27	31,050	R - Residential/Local	O - AC/AC	77	31.03
VILLA	VILLA2	VILLA AVENUE	BELBURN DRIVE	RALSTON AVENUE	300	27	8,100	R - Residential/Local	A - AC	31	1.99
VILCT	VILCT	VILLAGE COURT	VILLAGE DRIVE	END OF CUL DE SAC	350	33	11,550	R - Residential/Local	O - AC/AC	81	30.41

Street ID	Section ID	Street Name	From	To	Length	Width	Area	Functional Class	Surface Type	Current PCI	Remaining Life
VILDR	VILDR	VILLAGE DRIVE	CARLMONT DRIVE	DEAD END	1,000	33	33,000	R - Residential/Local	O - AC/AC	75	30.48
VINE	VINE1	VINE STREET	HARBOR BOULEVARD	1537 VINE STREET	1,600	23	36,800	R - Residential/Local	A - AC	23	0
VINE	VINE2	VINE STREET	1537 VINE STREET	SAN CARLOS CITY LIMIT	1,000	23	23,000	R - Residential/Local	A - AC	69	19.54
VIRGIN	VIRGIN	VIRGINIA AVENUE	MIDDLE ROAD	DEAD END	600	20	12,000	R - Residential/Local	A - AC	14	0
WAKCT	WAKCT	WAKEFIELD COURT	WAKEFIELD DRIVE	END OF CUL DE SAC	250	29	7,250	R - Residential/Local	A - AC	78	24.98
WAKDR	WAK1	WAKEFIELD DRIVE	HALLMARK DRIVE	SOMERSET DRIVE	600	37	22,200	R - Residential/Local	A - AC	75	23.08
WAKDR	WAK2	WAKEFIELD DRIVE	SOMERSET DRIVE	WAKEFIELD DRIVE	2,650	37	98,050	R - Residential/Local	A - AC	81	26.68
WALTER	WALT1	WALTERMIRE STREET	ELMER STREET	OLD COUNTY ROAD	350	19	6,650	R - Residential/Local	A - AC	58	13.48
WALTER	WALT2	WALTERMIRE STREET	EL CAMINO REAL	FIFTH AVENUE	241	32	7,712	C - Collector	O - AC/AC	72	18.55
WALTER	WALT3	WALTERMIRE STREET	FIFTH AVENUE	SIXTH AVENUE	259	37	9,583	C - Collector	A - AC	74	13.56
WALTHA	WALTH1	WALTHAM CROSS	COMSTOCK CIRCLE	2748 WALTHAM CROSS	1,000	29	29,000	R - Residential/Local	A - AC	79	25.62
WALTHA	WALTH2	WALTHAM CROSS	2748 WALTHAM CROSS	ST. JAMES ROAD	400	29	11,600	R - Residential/Local	A - AC	74	22.27
WATERL	WATERL	WATERLOO COURT	HALLMARK DRIVE	END OF CUL DE SAC	700	29	20,300	R - Residential/Local	A - AC	76	23.35
WEMBER	WEMB1	WEMBERLY DRIVE	COMSTOCK CIRCLE	HALLMARK DRIVE	1,200	29	34,800	R - Residential/Local	A - AC	20	0
WEMBER	WEMB2	WEMBERLY DRIVE	HALLMARK DRIVE	ST. JAMES ROAD	1,000	29	29,000	R - Residential/Local	O - AC/AC	67	21.96
WESSEX	WESS1	WESSEX WAY	END OF CUL DE SAC	HILLER STREET	600	31	18,600	R - Residential/Local	A - AC	13	0
WESSEX	WESS2	WESSEX WAY	HILLER STREET	GRANADA STREET	400	31	12,400	R - Residential/Local	O - AC/AC	75	26.3
WESSEX	WESS3	WESSEX WAY	GRANADA STREET	ENTRANCE TO POST OFFICE	400	31	12,400	R - Residential/Local	A - AC	20	0
WESTN	WESTN1	WEST NAUGHTON AVENUE	BELMONT CANYON RD	CULDESAC	880	25	22,000	R - Residential/Local	A - AC	75	23.08
WILLIA	WILLIA	WILLIAMS AVENUE	NORTH ROAD	RIDGE ROAD	750	20	15,000	R - Residential/Local	O - AC/AC	58	14.58
WINDIN	WIND1	WINDING WAY	WILLIAMS AVENUE	ROSS STREET	550	18	9,900	R - Residential/Local	O - AC/AC	40	6.01
WINDIN	WIND2	WINDING WAY	ROSS STREET	HILLMAN AVENUE	2,150	16	34,400	R - Residential/Local	O - AC/AC	22	0
WOOSTE	WOOSTE	WOOSTER AVENUE	SAN MATEO CITY LIMIT	CIPRIANI BOULEVARD	900	18	16,200	R - Residential/Local	O - AC/AC	26	0.37
YORKSH	YORKSH	YORKSHORE WAY	MOUNTAIN VIEW AVENUE	MARINE VIEW AVENUE	700	31	21,700	R - Residential/Local	A - AC	14	0
YOSEMI	YOSEMI	YOSEMITE DRIVE	TAHOE DRIVE	LASSEN DRIVE	1,100	26	28,600	R - Residential/Local	O - AC/AC	79	31.27

Total Section Length:	364,531
Total Section Area:	9,537,416



Current PCI Condition

Printed: 4/8/2015

Feature Legend

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



Appendix F

Scenarios - Sections Selected for Treatment

Scenario - Current Funding - Sections Selected for Treatment

Scenario - Unconstrained Needs - Sections Selected for Treatment

Maps - Sections Selected for Treatment (All Scenarios)

Scenarios - Sections Selected for Treatment Reports for each Scenario are available separate from this report. These reports show a list of all treatments selected in any given year for each Scenario.

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$360,000	35%	2016	\$360,000	35%	2017	\$360,000	35%
2018	\$360,000	35%	2019	\$360,000	35%			

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
ELMER STREET	RALSTON AVENUE	O'NEILL AVENUE	ELMER	ELMER	850	26	22,100	11/19/2014	C	AC	100	\$60,162	24,284	AC OVERLAY (2 INCHES) W/FABRIC
NORTH ROAD	RUTH AVENUE	HILLMAN AVENUE	NORTH	NORT4	600	24	14,400	11/20/2014	C	AC	100	\$39,200	24,609	AC OVERLAY (2 INCHES) W/FABRIC
SIXTH AVENUE	RALSTON AVENUE	EMMETT AVENUE	SIXTH	SIXT2	250	48	12,000	11/19/2014	C	AC	100	\$32,667	24,285	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total												\$132,029		
EMMETT AVENUE	EL CAMINO REAL	SIXTH AVENUE	EMMETT	EMMETT	500	34	17,000	11/19/2014	C	AC	100	\$38,723	24,079	AC OVERLAY (2 INCHES)
Treatment Total												\$38,723		
COVINGTON ROAD	ALAMEDA DE LAS PULGAS	ALAMEDA DE LAS PULGAS	COVING	COVING	1,450	18	26,100	10/2/2014	R	AC	73	\$14,645	26,828	PATCH AND SLURRY SEAL
HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	HARBOR	HARB1	500	47	23,500	11/19/2014	C	AC/A C	72	\$16,320	25,329	PATCH AND SLURRY SEAL
HIGHGATE AVENUE	DEAD END	MONTE CRESTA DRIVE	HIGHGA	HIGHGA	300	20	6,000	10/2/2014	R	AC	74	\$3,367	22,449	PATCH AND SLURRY SEAL
PONCE AVENUE	CIPRIANI BOULEVARD	END OF CUL DE SAC	PONCE	PONC3	600	29	17,400	11/21/2014	R	AC/A C	71	\$9,764	28,989	PATCH AND SLURRY SEAL
SEM LANE	DEAD END	SHOREWAY DRIVE	SEM	SEM	650	30	19,500	11/19/2014	R	AC/A C	70	\$10,942	27,594	PATCH AND SLURRY SEAL
STERLING VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	STERLI	STERLI	400	31	12,400	11/19/2014	R	AC/A C	74	\$6,958	25,655	PATCH AND SLURRY SEAL
Treatment Total												\$61,996		
BARCLAY WAY	MONSERAT AVENUE	SEQUOIA WAY	BARCLA	BARC1	450	20	9,000	10/2/2014	R	AC/A C	86	\$2,790	65,817	SLURRY SEAL
CARLMONT DRIVE	2601 CARLMONT DR	HIDDEN CANYON PARK	CARLMO	CARL4	830	33	27,390	10/2/2014	R	AC	88	\$8,491	62,566	SLURRY SEAL
CARMELITA AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	CARMEL	CARM2	200	29	5,800	11/20/2014	R	AC/A C	81	\$1,798	66,437	SLURRY SEAL
HILLER STREET	RALSTON AVENUE	O'NEILL AVENUE	HER	HER5	800	27	21,600	11/19/2014	R	AC/A C	84	\$6,696	64,337	SLURRY SEAL
IRWIN STREET	RALSTON AVENUE	O'NEILL AVENUE	IRWIN	IRWIN	800	27	21,600	11/19/2014	R	AC/A C	83	\$6,696	62,367	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
JUDSON STREET	RALSTON AVENUE	O'NEILL AVENUE	JUDSON	JUDSON	800	27	21,600	11/19/2014	R	AC/A C	88	\$6,696	73,174	SLURRY SEAL
LINCOLN AVENUE	ALL VIEW WAY	NEWLANDS AVENUE	LINCOL	LINC3	1,000	20	20,000	11/20/2014	R	AC/A C	84	\$6,200	60,200	SLURRY SEAL
OXFORD WAY	192 OXFORD WAY	OXFORD (CIRCLE)	OXFORD	OXFO1A	840	31	26,040	11/19/2014	R	AC	90	\$8,073	65,902	SLURRY SEAL
OXFORD WAY	301 OXFORD WAY	HILLER STREET	OXFORD	OXFO2	1,200	31	37,200	11/19/2014	R	AC/A C	87	\$11,532	72,992	SLURRY SEAL
RALSTON AVENUE, WB LIMIT	REDWOOD CITY	HILLER STREET	RALSTO	RALS01	1,900	30	57,000	11/19/2014	A	AC/A C	90	\$25,650	81,875	SLURRY SEAL
RALSTON AVENUE, EB LIMIT	REDWOOD CITY	HILLER STREET	RALSTO	RALS02	1,900	30	57,000	11/21/2014	A	AC/A C	89	\$25,650	76,229	SLURRY SEAL
RIDGEWOOD COURT	HASTINGS DRIVE	DEAD END	RIDGEW	RIDGEW	150	17	2,550	10/2/2014	R	AC	84	\$791	42,900	SLURRY SEAL
VALLEY VIEW AVENUE	1727 VALLEY VIEW AVENUE	OAK KNOLL DRIVE	VALLEY	VALL2	1,050	18	18,900	11/18/2014	R	AC/A C	86	\$5,859	66,095	SLURRY SEAL
VILLAGE DRIVE	CARLMONT DRIVE	DEAD END	VILDR	VILDR	1,000	33	33,000	11/21/2014	R	AC/A C	82	\$10,230	68,661	SLURRY SEAL
Treatment Total											\$127,152			
Year 2015 Area Total						529,080	Year 2015 Total				\$359,900			

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
ARBOR AVENUE	FAIRWAY DRIVE	ALAMEDA DE LAS PULGAS	ARBOR	ARBO2	1,200	18	21,600	11/18/2014	C	AC	100	\$59,976	24,186	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total											\$59,976			
ISLAND PARKWAY	END PCC	CONCOURSE DRIVE	ISLAND	ISLAND5	680	60	40,800	11/19/2014	C	AC	100	\$94,792	22,815	AC OVERLAY (2 INCHES)
Treatment Total											\$94,792			
FOLGER DRIVE	NOTRE DAME AVENUE	NOTRE DAME AVENUE	FOLGER	FOLGER	1,050	18	18,900	11/18/2014	R	AC	74	\$10,818	27,561	PATCH AND SLURRY SEAL
MONTE CRESTA DRIVE	SEQUOIA WAY	HASKINS DRIVE	MONTE	MONT4	650	20	13,000	10/2/2014	R	AC/A C	69	\$7,441	22,725	PATCH AND SLURRY SEAL
RALSTON FRONTAGE RD	GRANADA ST	HILLER	RALSFR	RAFR1	260	16	4,160	11/21/2014	R	AC	70	\$2,381	21,081	PATCH AND SLURRY SEAL
RALSTON AVENUE, WB	GRANADA STREET	ELMER STREET	RALSTO	RALS05	500	35	17,500	11/21/2014	A	AC/A C	78	\$17,850	23,071	PATCH AND SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
RIDGE ROAD	END OF CUL DE SAC	NOTRE DAME AVENUE	RIDGE	RIDGE	900	20	18,000	11/20/2014	R	AC/A	74	\$10,302	24,148	PATCH AND SLURRY SEAL
SHARON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	SHARON	SHARON	250	18	4,500	11/18/2014	R	AC/A	74	\$2,576	29,175	PATCH AND SLURRY SEAL
WEMBERLY DRIVE	HALLMARK DRIVE	ST. JAMES ROAD	WEMBER	WEMB2	1,000	29	29,000	10/2/2014	R	AC/A	74	\$16,598	26,288	PATCH AND SLURRY SEAL
WILLIAMS AVENUE	NORTH ROAD	RIDGE ROAD	WILLIA	WILLIA	750	20	15,000	11/20/2014	R	AC/A	68	\$8,585	20,626	PATCH AND SLURRY SEAL
Treatment Total												\$76,551		
ACADEMY COURT	ACADEMY AVENUE	ACADEMY AVENUE	ACACT	ACACT	365	16	5,840	11/18/2014	R	AC	79	\$1,847	47,820	SLURRY SEAL
ALDEN COURT	ALDEN STREET	END OF CUL DE SAC	ALDCT	ALDCT	160	23	3,680	11/18/2014	R	AC/A	88	\$1,164	55,026	SLURRY SEAL
BRYCE COURT	TAHOE DRIVE	END OF CUL DE SAC	BRYCE	BRYCE	200	26	5,200	10/2/2014	R	AC/A	86	\$1,645	51,405	SLURRY SEAL
CARLMONT DRIVE	HASTINGS DRIVE	LAKE ROAD	CARLMO	CARL2	1,400	33	46,200	11/18/2014	C	AC/A	85	\$18,326	54,771	SLURRY SEAL
CHULA VISTA DRIVE	SOLANA DRIVE	FERNWOOD WAY	CHULA	CHUL2A	800	37	29,600	11/18/2014	C	AC/A	88	\$11,742	61,370	SLURRY SEAL
DE KOVEN AVENUE	LINCOLN AVENUE	MONSERAT AVENUE	DEKOV	DEKOV1	1,050	20	21,000	11/20/2014	R	AC/A	80	\$6,641	53,231	SLURRY SEAL
EL VERANO WAY	LADERA WAY	ALAMEDA DE LAS PULGAS	ELVER	ELV3	300	37	11,100	11/18/2014	R	AC/A	89	\$3,510	58,474	SLURRY SEAL
ENCLINE WAY	BELMONT CANYON ROAD	NAUGHTON AVENUE	ENCLIN	ENCLIN	550	28	15,400	10/2/2014	R	AC/A	86	\$4,870	51,405	SLURRY SEAL
FURLONG STREET	RALSTON AVENUE	O'NEILL AVENUE	FURLON	FURLON	800	27	21,600	11/19/2014	R	AC/A	84	\$6,830	64,978	SLURRY SEAL
MOUNTAIN VIEW AVENUE	DEAD END	CHESTERTON AVENUE	MOUNTA	MOUN1	100	31	3,100	11/19/2014	R	AC	82	\$981	42,406	SLURRY SEAL
MUIR WAY	YOSEMITE DRIVE	TAHOE DRIVE	MUIR	MUIR	300	26	7,800	10/2/2014	R	AC/A	88	\$2,467	56,530	SLURRY SEAL
NEWLANDS AVENUE	CIPRIANI BOULEVARD	SAN MATEO CITY LIMIT	NEWLAN	NEWL2	1,500	20	30,000	11/20/2014	R	AC	77	\$9,486	55,437	SLURRY SEAL
OLD COUNTY ROAD	1020 OLD COUNTY ROAD	O'NEILL AVENUE	OLD	OLD5	714	37	26,418	11/21/2014	A	AC/A	91	\$12,126	58,330	SLURRY SEAL
OLD COUNTY ROAD	O'NEILL AVENUE	COUNTY LINE	OLD	OLD6	200	58	11,600	11/21/2014	A	AC/A	91	\$5,325	58,330	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
ONEILL AVE	SUNNYSLOPE AVENUE	WEST CUL DE SAC	ONEIL	ONE11	218	34	7,412	11/19/2014	R	AC	84	\$2,344	57,255	SLURRY SEAL
PALMER AVENUE	CARMELITA AVENUE	BUENA VISTA DRIVE	PALMER	PALMER	400	29	11,600	11/20/2014	R	AC	77	\$3,668	55,437	SLURRY SEAL
RALSTON AVENUE, WB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS07	200	38	7,600	11/21/2014	A	AC/A C	83	\$3,489	53,628	SLURRY SEAL
RALSTON AVENUE, EB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS08	200	38	7,600	11/21/2014	A	AC/A C	80	\$3,489	52,947	SLURRY SEAL
RALSTON AVENUE, WB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS09	250	35	8,750	11/21/2014	A	AC/A C	80	\$4,017	52,947	SLURRY SEAL
RALSTON AVENUE, EB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS10	250	35	8,750	11/21/2014	A	AC/A C	80	\$4,017	52,947	SLURRY SEAL
REPOSO WAY	HILLCREST DRIVE	ENCLINE WAY	REPOSO	REPOSO	600	24	14,400	10/2/2014	R	AC/A C	88	\$4,554	54,794	SLURRY SEAL
SEQUOIA AVENUE	ALL VIEW WAY	MONTE CRESTA DRIVE	SEQUOI	SEQU2	1,000	20	20,000	10/2/2014	R	AC/A C	78	\$6,324	53,432	SLURRY SEAL
VILLA AVENUE	ACADEMY AVENUE	BELBURN DRIVE	VILLA	VILLA1	1,150	27	31,050	11/18/2014	R	AC/A C	84	\$9,819	60,473	SLURRY SEAL
Treatment Total											\$128,681			
Year 2016 Area Total						538,160	Year 2016 Total				\$360,000			

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
DAVEY GLEN ROAD	EL CAMINO REAL	MIDDLE ROAD	DAVEY	DAVEY	1,700	37	62,900	11/20/2014	C	AC	100	\$178,146	23,670	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total											\$178,146			
CREST VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	CREST	CREST	450	31	13,950	11/19/2014	R	AC/A C	73	\$8,144	25,165	PATCH AND SLURRY SEAL
HERITAGE COURT	ST. JAMES ROAD	END OF TURN A ROUND	HERITA	HERITA	500	26	13,000	10/2/2014	R	AC	73	\$7,590	21,498	PATCH AND SLURRY SEAL
MEADOW PARK CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	MEADOW	MEADOW	500	25	12,500	10/2/2014	R	AC	73	\$7,298	21,498	PATCH AND SLURRY SEAL
NAUGHTON AVENUE	ENCLINE WAY	CULDESAC	NAUGHT	NAUG2	640	24	15,360	10/2/2014	R	AC	73	\$8,967	21,498	PATCH AND SLURRY SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
TALBRYN DRIVE	PALOMA AVENUE	ARDEN LN	TALBRY	TALB1A	1,284	19	24,396	11/19/2014	R	AC	72	\$14,242	21,564	PATCH AND SLURRY SEAL
WALTERMIRE STREET	EL CAMINO REAL	FIFTH AVENUE	WALTER	WALT2	241	32	7,712	11/19/2014	C	AC/A C	78	\$5,572	23,208	PATCH AND SLURRY SEAL
Treatment Total												\$51,813		
AVON AVENUE	BELBURN DRIVE	FAIRWAY DRIVE	AVON	AVON2	700	27	18,900	11/18/2014	R	AC/A C	85	\$6,096	51,069	SLURRY SEAL
CARLMONT DRIVE	ALAMEDA DE LAS PULGAS	HASTINGS DRIVE	CARLMO	CARL1	800	33	26,400	11/18/2014	C	AC/A C	93	\$10,682	53,728	SLURRY SEAL
CONTINENTALS WAY	CIPRIANI BOULEVARD	1040 CONTINENTALS WAY (WEST)	CONTIN	CONT2A	600	38	22,800	11/18/2014	C	AC/A C	87	\$9,225	50,944	SLURRY SEAL
CONTINENTALS WAY	1040 CONTINENTALS WAY (WEST)	1040 CONTINENTALS WAY (EAST)	CONTIN	CONT2B	400	38	15,200	11/18/2014	C	AC/A C	87	\$6,150	50,944	SLURRY SEAL
CONTINENTALS WAY	1040 CONTINENTALS WAY	LYALL WAY	CONTIN	CONT2C	750	38	28,500	11/18/2014	C	AC/A C	87	\$11,532	50,944	SLURRY SEAL
DE KOVEN AVENUE	MONSERAT AVENUE	NEWLANDS AVENUE	DEKOV	DEKOV2	700	20	14,000	11/20/2014	R	AC/A C	80	\$4,516	63,065	SLURRY SEAL
MULBERRY COURT	CARLMONT DRIVE	END OF CUL DE SAC	MULBER	MULBER	300	28	8,400	10/2/2014	R	AC/A C	84	\$2,710	44,415	SLURRY SEAL
RALSTON AVENUE, WB	ALAMEDA DE LAS PULGAS	LYALL WAY	RALSTO	RALS27	1,300	23	29,900	11/21/2014	A	AC/A C	89	\$13,999	79,675	SLURRY SEAL
RALSTON AVENUE, WB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS29	1,300	31	40,300	11/21/2014	A	AC/A C	88	\$18,868	76,381	SLURRY SEAL
RALSTON AVENUE, EB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS30	1,300	31	40,300	11/21/2014	A	AC/A C	90	\$18,868	86,704	SLURRY SEAL
SIXTH AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	SIXTH	SIXT5	1,150	37	42,550	11/19/2014	C	AC/A C	92	\$17,216	52,039	SLURRY SEAL
YOSEMITE DRIVE	TAHOE DRIVE	LASSEN DRIVE	YOSEMI	YOSEMI	1,100	26	28,600	10/2/2014	R	AC/A C	85	\$9,225	50,781	SLURRY SEAL
Treatment Total												\$129,087		
Year 2017 Area Total						465,668	Year 2017 Total		\$359,046					

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
BUCKLAND AVENUE	TALBRYN DRIVE	SAN CARLOS CITY BUCKLA LIMIT	BUCKLA	BUCKLA	350	26	9,100	11/19/2014	R	AC	100	\$27,362	19,495	AC OVERLAY (2 INCHES) W/FABRIC
NOTRE DAME AVENUE	ARBOR AVENUE	NORTH ROAD	NOTRE	NOTR2	1,600	18	28,800	11/20/2014	C	AC	100	\$83,199	22,931	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total												\$110,561		
ANITA COURT	ANITA AVENUE	END OF CUL DE SAC	ANICT	ANICT	200	32	6,400	11/20/2014	R	AC	100	\$16,225	21,004	AC OVERLAY (2 INCHES)
MERRY MOPPET LANE	RALSTON AVENUE	CARLMONT DRIVE	MERRY	MERR1	550	14	7,700	10/2/2014	R	AC	100	\$19,521	20,794	AC OVERLAY (2 INCHES)
Treatment Total												\$35,746		
ACADEMY AVENUE	s/o ALDEN ST	NORTH END	ACAAV	ACAAV3	930	27	25,110	11/18/2014	R	AC	73	\$14,952	22,200	PATCH AND SLURRY SEAL
HARBOR BOULEVARD	SIXTH AVENUE	SUNNYSLOPE AVENUE	HARBOR	HARB2	300	34	10,200	11/19/2014	C	AC/A	78	\$7,517	22,769	PATCH AND SLURRY SEAL
LODGE DRIVE	BELMONT CANYON ROAD	3409 LODGE DRIVE	LODGE	LODG1	350	20	7,000	10/2/2014	R	AC/A	74	\$4,169	23,067	PATCH AND SLURRY SEAL
RALSTON RANCH	CHRISTIAN DRIVE	RALSTON AVE	RALSTR	RALRA1	1,950	33	64,350	10/2/2014	R	AC	73	\$38,318	21,640	PATCH AND SLURRY SEAL
READ AVENUE	PONCE AVENUE	END OF CUL DE SAC	READ	READ3	750	20	15,000	11/20/2014	R	AC/A	73	\$8,932	22,785	PATCH AND SLURRY SEAL
VINE STREET	1537 VINE STREET	SAN CARLOS CITY VINE LIMIT	VINE	VINE2	1,000	23	23,000	11/19/2014	R	AC	74	\$13,696	21,201	PATCH AND SLURRY SEAL
Treatment Total												\$87,584		
ACADEMY AVENUE	s/o BELBURN DRIVE	s/o ALDEN DRIVE	ACAAV	ACAAV2	540	27	14,580	11/18/2014	R	AC	77	\$4,797	46,859	SLURRY SEAL
ALDEN STREET	AVON STREET	ALAMEDA DE LAS PULGAS	ALDST	ALDST	1,300	27	35,100	11/18/2014	R	AC/A	83	\$11,548	48,397	SLURRY SEAL
ANITA AVENUE	MALCOLM AVENUE	END OF CUL DE SAC	ANIAV	ANI2	500	27	13,500	11/20/2014	R	AC/A	81	\$4,442	43,765	SLURRY SEAL
BROADWAY	EL CAMINO REAL	SIXTH AVENUE	BROADW	BROA1	500	47	23,500	11/19/2014	R	AC/A	85	\$7,731	43,744	SLURRY SEAL
CHULA VISTA DRIVE	RALSTON AVENUE	1251 CHULA VISTA DRIVE	CHULA	CHUL1A	1,130	25	28,250	11/18/2014	C	AC/A	80	\$11,659	47,414	SLURRY SEAL
DEBBIE LANE	SOUTH ROAD	END OF CUL DE SAC	DEBBIE	DEBBIE	200	27	5,400	11/19/2014	R	AC/A	78	\$1,777	43,194	SLURRY SEAL
GRANADA STREET	DEAD END	RALSTON AVENUE	GRANAD	GRAN1	450	27	12,150	11/19/2014	R	AC/A	82	\$3,998	46,770	SLURRY SEAL
HALLMARK DRIVE	2747 HALLMARK DRIVE	BENSON WAY	HALLMA	HALL6	1,500	37	55,500	11/21/2014	C	AC/A	89	\$22,905	49,206	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
HALLMARK DRIVE	BENSON WAY	RALSTON AVENUE	HALLMA	HALL7	950	47	44,650	11/21/2014	C	AC/A	89	\$18,427	49,197	SLURRY SEAL
LYALL WAY	RALSTON AVENUE	LAKE ROAD	LYALL	LYAL1	900	29	26,100	11/18/2014	C	AC/A	83	\$10,772	49,074	SLURRY SEAL
MAYWOOD DRIVE	RALSTON AVENUE	EL VERANO WAY	MAYWOO	MAYWOO	1,100	25	27,500	11/18/2014	R	AC/A	82	\$9,047	46,763	SLURRY SEAL
RALSTON AVENUE, WB	HILLER STREET	GRANADA STREET	RALSTO	RALS03	300	42	12,600	11/21/2014	A	AC/A	89	\$6,018	45,344	SLURRY SEAL
RALSTON AVENUE, EB	HILLER STREET	GRANADA STREET	RALSTO	RALS04	300	42	12,600	11/21/2014	A	AC/A	89	\$6,018	45,344	SLURRY SEAL
SEQUOIA AVENUE	BARCLAY WAY	ALL VIEW WAY	SEQUOI	SEQU1	600	20	12,000	10/2/2014	R	AC/A	77	\$3,948	47,956	SLURRY SEAL
TIOGA WAY	YOSEMITE DRIVE	END OF CUL DE SAC	TIOGA	TIOGA	300	26	7,800	10/2/2014	R	AC/A	83	\$2,567	43,603	SLURRY SEAL
Treatment Total											\$125,654			
Year 2018 Area Total						527,890	Year 2018 Total				\$359,545			

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
FLASHNER LANE	EL CAMINO REAL	RALSTON AVENUE	FLASHN	FLASHN	300	17	5,100	11/21/2014	R	AC	100	\$15,642	19,122	AC OVERLAY (2 INCHES) W/FABRIC
OLD COUNTY ROAD	MASONIC WAY	1020 OLD COUNTY ROAD	OLD	OLD4	436	37	16,132	11/21/2014	C	AC	100	\$47,535	22,347	AC OVERLAY (2 INCHES) W/FABRIC
SOUTH ROAD	HOLLY ROAD	RALSTON AVENUE	SOUTH	SOUT3	2,000	20	40,000	11/20/2014	C	AC	100	\$117,865	22,299	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total											\$181,042			
COMSTOCK CIRCLE	WALTHAM CROSS	HALLMARK DRIVE	COMSTO	COMS1B	300	37	11,100	10/2/2014	R	AC	74	\$6,742	20,815	PATCH AND SLURRY SEAL
HALLMARK DRIVE	END OF CUL DE SAC	2516 HALLMARK DRIVE	HALLMA	HALL1	1,050	42	44,100	11/21/2014	C	AC/A	78	\$33,150	22,184	PATCH AND SLURRY SEAL
RINCONADA CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	RINCON	RINCON	800	26	20,800	10/2/2014	R	AC	73	\$12,634	20,567	PATCH AND SLURRY SEAL
Treatment Total											\$52,526			
ALL VIEW WAY	LINCOLN AVENUE	SEQUOIA AVENUE	ALLVI	ALL1	200	20	4,000	10/2/2014	R	AC	82	\$1,343	39,970	SLURRY SEAL
ANITA AVENUE	EL CAMINO REAL	MALCOLM AVENUE	ANIAV	ANI1	700	27	18,900	11/20/2014	R	AC/A	77	\$6,342	41,914	SLURRY SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (2) Current Projected Funding

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment	
BELBURN DRIVE	NOTRE DAME AVENUE	ACADEMY AVENUE	BELBUR	BELB1	1,450	30	43,500	11/18/2014	R	AC/A C	81	\$14,597	42,888	SLURRY SEAL	
BISHOP ROAD	ROBERT AVENUE	BISHOP ROAD	BISHOP	BISHOP	1,850	22	40,700	10/2/2014	R	AC/A C	78	\$13,658	42,419	SLURRY SEAL	
CARMELITA AVENUE	READ AVENUE	CASA BONA AVENUE	CARMEL	CARM1	1,200	20	24,000	11/20/2014	R	AC/A C	76	\$8,054	41,533	SLURRY SEAL	
CHESTERTON AVENUE	HILLER STREET	MARINE VIEW AVENUE	CHESTE	CHES1	1,700	31	52,700	11/19/2014	R	AC/A C	83	\$17,684	42,768	SLURRY SEAL	
EL VERANO WAY	MAYWOOD DRIVE	LADERA WAY	ELVER	ELV2	750	25	18,750	11/18/2014	R	AC/A C	78	\$6,292	42,403	SLURRY SEAL	
GARDEN COURT	ALAMEDA DE LAS PULGAS	END OF CUL DE SAC	GARDEN	GARDEN	200	33	6,600	10/2/2014	R	AC	81	\$2,215	39,963	SLURRY SEAL	
GRANADA STREET	RALSTON AVENUE	O'NEILL AVENUE	GRANAD	GRAN2	800	27	21,600	11/19/2014	R	AC/A C	86	\$7,248	41,495	SLURRY SEAL	
HALLMARK DRIVE	2516 HALLMARK DRIVE	LEIGH WAY	HALLMA	HALL2	500	37	18,500	11/21/2014	C	AC/A C	82	\$7,788	40,957	SLURRY SEAL	
KEDITH STREET	RALSTON AVENUE	O'NEILL AVENUE	KEDITH	KEDITH	800	27	21,600	11/19/2014	R	AC/A C	86	\$7,248	41,495	SLURRY SEAL	
NAUGHTON AVENUE	HILLCREST DRIVE	ENCLINE WAY	NAUGHT	NAUG1	510	24	12,240	10/2/2014	R	AC/A C	78	\$4,108	42,145	SLURRY SEAL	
ONEILL AVE	SIXTH AVENUE	SUNNYSLOPE AVENUE	ONEIL	ONE1	300	25	7,500	11/19/2014	R	AC	92	\$2,517	44,889	SLURRY SEAL	
ONEILL AVE	FURLONG STREET	GRANADA STREET	ONEIL	ONE5	233	33	7,689	11/19/2014	R	AC/A C	76	\$2,581	41,763	SLURRY SEAL	
SIXTH AVENUE	WALTERMIRE STREET	O'NEILL AVENUE	SIXTH	SIXT4	300	26	7,800	11/19/2014	C	AC	94	\$3,284	46,902	SLURRY SEAL	
TERRACE DRIVE	NOTRE DAME AVENUE	HILLMAN AVENUE	TERRAC	TERR1	2,200	18	39,600	11/18/2014	R	AC/A C	86	\$13,288	66,303	SLURRY SEAL	
VILLAGE COURT	VILLAGE DRIVE	END OF CUL DE SAC	VILCT	VILCT	350	33	11,550	10/2/2014	R	AC/A C	83	\$3,876	42,863	SLURRY SEAL	
WESSEX WAY	HILLER STREET	GRANADA STREET	WESSEX	WESS2	400	31	12,400	11/19/2014	R	AC/A C	78	\$4,161	42,408	SLURRY SEAL	
											Treatment Total	\$126,284			
						Year 2019 Area Total	506,861					Year 2019 Total	\$359,852		
						Total Section Area:	2,567,659					Grand Total	\$1,798,343		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year	Budget	% PM	Year	Budget	% PM	Year	Budget	% PM
2015	\$19,845,758	0%	2016	\$4,950,626	0%	2017	\$4,846,979	0%
2018	\$6,308,890	0%	2019	\$2,187,409	0%			

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf		Cost	Rating	Treatment
										Type	PCI			
ARBOR AVENUE	FAIRWAY DRIVE	ALAMEDA DE LAS PULGAS	ARBOR	ARBO2	1,200	18	21,600	11/18/2014	C	AC	100	\$58,800	24,233	AC OVERLAY (2 INCHES) W/FABRIC
ARTHUR AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	ARTHUR	ARTHUR	1,000	20	20,000	10/2/2014	R	AC	100	\$56,667	20,092	AC OVERLAY (2 INCHES) W/FABRIC
BUENA VISTA AVENUE	NEWLANDS AVENUE	CIPRIANI BOULEVARD	BUENA	BUEN3	500	20	10,000	11/20/2014	R	AC	100	\$28,334	20,793	AC OVERLAY (2 INCHES) W/FABRIC
CARLMONT DRIVE	LAKE ROAD	2601 CARLMONT DR	CARLMO	CARL3	1,550	33	51,150	10/2/2014	R	AC	100	\$144,925	20,039	AC OVERLAY (2 INCHES) W/FABRIC
ELMER STREET	RALSTON AVENUE	O'NEILL AVENUE	ELMER	ELMER	850	26	22,100	11/19/2014	C	AC	100	\$60,162	24,284	AC OVERLAY (2 INCHES) W/FABRIC
FIFTH AVENUE	BROADWAY	HARBOR BOULEVARD	FIFTH	FIFT1B	500	47	23,500	8/13/2012	R	AC	100	\$66,584	20,742	AC OVERLAY (2 INCHES) W/FABRIC
HILLER STREET	DEAD END	STERLING VIEW AVENUE	HER	HER1A	100	37	3,700	8/13/2012	R	AC	100	\$10,484	20,985	AC OVERLAY (2 INCHES) W/FABRIC
MALCOLM AVENUE	RUTH AVENUE	ANITA AVENUE	MALCOL	MALC2	1,350	26	35,100	11/20/2014	R	AC	100	\$99,450	19,884	AC OVERLAY (2 INCHES) W/FABRIC
NORTH ROAD	RUTH AVENUE	HILLMAN AVENUE	NORTH	NORT4	600	24	14,400	11/20/2014	C	AC	100	\$39,200	24,609	AC OVERLAY (2 INCHES) W/FABRIC
OAK COURT	EAST LAUREL CREEK ROAD	END OF CUL DE SAC	OAKCT	OAKCT	200	20	4,000	10/2/2014	R	AC	100	\$11,334	20,694	AC OVERLAY (2 INCHES) W/FABRIC
READ AVENUE	CASA BONA AVENUE	CARMELITA AVENUE	READ	READ1	700	16	11,200	8/13/2012	R	AC	100	\$31,734	20,836	AC OVERLAY (2 INCHES) W/FABRIC
SIXTH AVENUE	RALSTON AVENUE	EMMETT AVENUE	SIXTH	SIXT2	250	48	12,000	11/19/2014	C	AC	100	\$32,667	24,285	AC OVERLAY (2 INCHES) W/FABRIC
SOMERSET DRIVE	LEIGH WAY	WAKEFIELD DRIVE	SOMDR	SOM2	1,150	37	42,550	8/13/2012	R	AC	100	\$120,559	20,637	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total											\$760,900			
ANITA COURT	ANITA AVENUE	END OF CUL DE SAC	ANICT	ANICT	200	32	6,400	11/20/2014	R	AC	100	\$15,289	20,489	AC OVERLAY (2 INCHES)
EMMETT AVENUE	EL CAMINO REAL	SIXTH AVENUE	EMMETT	EMMETT	500	34	17,000	11/19/2014	C	AC	100	\$38,723	24,079	AC OVERLAY (2 INCHES)
HAINLINE DRIVE	MIDDLE ROAD	SOUTH ROAD	HAINLI	HAINLI	350	27	9,450	11/19/2014	R	AC	100	\$22,575	21,768	AC OVERLAY (2 INCHES)
MERRY MOPPET LANE	RALSTON AVENUE	CARLMONT DRIVE	MERRY	MERR1	550	14	7,700	10/2/2014	R	AC	100	\$18,395	20,224	AC OVERLAY (2 INCHES)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
MONROE AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	MONROE	MONROE	1,450	18	26,100	11/20/2014	R	AC	100	\$62,350	20,829	AC OVERLAY (2 INCHES)
Treatment Total												\$157,332		
ALAMEDA DE LAS PULGAS	CHULA VISTA DRIVE	SAN CARLOS CITY LIMIT	ALAMED	ALAM10	800	45	36,000	11/18/2014	C	AC/A	100	\$134,280	14,584	MILL AND OVERLAY
ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	NOTRE DAME AVENUE	ALAMED	ALAM3	600	18	10,800	8/13/2012	C	AC/A	100	\$40,284	14,912	MILL AND OVERLAY
EWELL ROAD	PULLMAN AVENUE	CORONET BOULEVARD	EWELL	EWELL	650	16	10,400	10/2/2014	R	AC/A	100	\$29,467	17,088	MILL AND OVERLAY
HILL STREET	EL CAMINO REAL	DEAD END	HILL	HILL	650	31	20,150	11/19/2014	R	AC/A	100	\$57,092	18,013	MILL AND OVERLAY
Treatment Total												\$261,123		
ALAMEDA DE LAS PULGAS	ARBOR AVENUE	COVINGTON ROAD	ALAMED	ALAM5	950	20	19,000	8/13/2012	C	AC/A	100	\$79,315	15,174	MILL AND OVERLAY W/FABRIC
BARCLAY WAY	SEQUOIA WAY	SAN ARDO WAY	BARCLA	BARC2	1,500	20	30,000	10/2/2014	R	AC/A	100	\$98,334	18,103	MILL AND OVERLAY W/FABRIC
BAYVIEW AVENUE	MILLER AVENUE	FOREST AVENUE	BAYVIE	BAYV2	1,200	17	20,400	11/20/2014	R	AC/A	100	\$66,867	17,502	MILL AND OVERLAY W/FABRIC
CIPRIANI BOULEVARD	NEWLANDS AVENUE	PONCE AVENUE	CIPRIA	CIPR2	1,600	23	36,800	8/13/2012	C	AC/A	100	\$153,620	15,187	MILL AND OVERLAY W/FABRIC
CORONET BOULEVARD	ARTHUR AVENUE	PRINDLE ROAD	CORONE	CORO3	1,600	20	32,000	10/2/2014	R	AC/A	100	\$104,889	17,734	MILL AND OVERLAY W/FABRIC
HARBOR BOULEVARD	SUNNYSLOPE AVENUE	MOLITOR ROAD	HARBOR	HARB3	600	20	12,000	11/19/2014	C	AC/A	100	\$50,094	16,071	MILL AND OVERLAY W/FABRIC
JULIA COURT	MALCOLM AVENUE	END OF CUL DE SAC	JULIA	JULIA	150	27	4,050	11/20/2014	R	AC/A	100	\$13,275	17,716	MILL AND OVERLAY W/FABRIC
LASSEN DRIVE	1117 LASSEN DRIVE	TAHOE AVENUE	LASSEN	LASS2	650	26	16,900	10/2/2014	R	AC/A	100	\$55,395	17,751	MILL AND OVERLAY W/FABRIC
MARSTEN AVENUE	CHRISTIAN DRIVE	ROBERT AVENUE	MARSTE	MARSTE	1,350	22	29,700	11/21/2014	C	AC/A	100	\$123,981	15,293	MILL AND OVERLAY W/FABRIC
MIRAMAR TERRACE	SOUTH ROAD	HOLLY ROAD	MIRAMA	MIRAMA	1,204	20	24,080	11/20/2014	R	AC/A	100	\$78,929	17,416	MILL AND OVERLAY W/FABRIC
ONEILL AVE	HILLER STREET	IRWIN STREET	ONEIL	ONE7	238	33	7,854	11/19/2014	R	AC/A	100	\$25,744	17,934	MILL AND OVERLAY W/FABRIC
ONEILL AVE	IRWIN STREET	JUDSON STREET	ONEIL	ONE8	237	33	7,821	11/19/2014	R	AC/A	100	\$25,636	17,934	MILL AND OVERLAY W/FABRIC

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

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Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
PULLMAN AVENUE	COVINGTON ROAD	CORONET BOULEVARD	PULLMA	PULL1	2,100	20	42,000	10/2/2014	R	AC/A C	100	\$137,667	17,585	MILL AND OVERLAY W/FABRIC
ST. JAMES ROAD	WALTHAM CROSS	REFUGE BOUNDARY	STJA	ST2	650	37	24,050	10/2/2014	R	AC/A C	100	\$78,831	18,030	MILL AND OVERLAY W/FABRIC
Treatment Total											\$1,092,577			
ALAMEDA DE LAS PULGAS	RALSTON AVENUE	CARLMONT DRIVE	ALAMED	ALAM8	800	45	36,000	11/18/2014	C	AC/A C	72	\$25,000	22,903	PATCH AND SLURRY SEAL
COVINGTON ROAD	ALAMEDA DE LAS PULGAS	ALAMEDA DE LAS PULGAS	COVING	COVING	1,450	18	26,100	10/2/2014	R	AC	73	\$14,645	26,828	PATCH AND SLURRY SEAL
HALLMARK DRIVE	WAKEFIELD DRIVE	2697 HALLMARK DRIVE	HALLMA	HALL4	1,600	37	59,200	11/21/2014	C	AC	76	\$41,112	16,880	PATCH AND SLURRY SEAL
HARBOR BOULEVARD	OLD COUNTY RD	EL CAMINO REAL	HARBOR	130910	190	72	13,680	11/19/2014	C	AC	77	\$9,500	17,271	PATCH AND SLURRY SEAL
HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	HARBOR	HARB1	500	47	23,500	11/19/2014	C	AC/A C	72	\$16,320	25,329	PATCH AND SLURRY SEAL
HASKINS DRIVE	EAST LAUREL CREEK ROAD	MONTE CRESTA DRIVE	HASKIN	HASKIN	1,400	20	28,000	10/2/2014	R	AC	68	\$15,712	20,809	PATCH AND SLURRY SEAL
HIGHGATE AVENUE	DEAD END	MONTE CRESTA DRIVE	HIGHGA	HIGHGA	300	20	6,000	10/2/2014	R	AC	74	\$3,367	22,449	PATCH AND SLURRY SEAL
INDUSTRIAL WY	HARBOR BLVD	CNTY BNDRY S/HARBOR	INDSTR	006410	400	58	23,200	11/21/2014	C	AC	76	\$16,112	16,804	PATCH AND SLURRY SEAL
MONTE CRESTA DRIVE	SEQUOIA WAY	HASKINS DRIVE	MONTE	MONT4	650	20	13,000	10/2/2014	R	AC/A C	70	\$7,295	23,505	PATCH AND SLURRY SEAL
MOUNTAIN VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	MOUNTA	MOUN3	700	31	21,700	11/19/2014	R	AC	68	\$12,177	20,865	PATCH AND SLURRY SEAL
OLD COUNTY ROAD	MASONIC WAY	1020 OLD COUNTY ROAD	OLD	OLD4	436	37	16,132	11/21/2014	C	AC	72	\$11,203	15,459	PATCH AND SLURRY SEAL
PONCE AVENUE	CIPRIANI BOULEVARD	END OF CUL DE SAC	PONCE	PONC3	600	29	17,400	11/21/2014	R	AC/A C	71	\$9,764	28,989	PATCH AND SLURRY SEAL
RALSTON FRONTAGE RD	GRANADA ST	HILLER	RALSFR	RAFR1	260	16	4,160	11/21/2014	R	AC	72	\$2,335	21,900	PATCH AND SLURRY SEAL
SEM LANE	DEAD END	SHOREWAY DRIVE	SEM	SEM	650	30	19,500	11/19/2014	R	AC/A C	70	\$10,942	27,594	PATCH AND SLURRY SEAL
SIXTH AVENUE	EMMETT AVENUE	WALTERMIRE STREET	SIXTH	SIXT3	300	53	15,900	11/19/2014	C	AC	75	\$11,042	16,635	PATCH AND SLURRY SEAL
SOUTH ROAD	HOLLY ROAD	RALSTON AVENUE	SOUTH	SOUT3	2,000	20	40,000	11/20/2014	C	AC	72	\$27,778	15,577	PATCH AND SLURRY SEAL
STERLING VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	STERLI	STERLI	400	31	12,400	11/19/2014	R	AC/A C	74	\$6,958	25,655	PATCH AND SLURRY SEAL

** - Treatment from Project Selection

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Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
WALTERMIRE STREET	ELMER STREET	OLD COUNTY ROAD	WALTER	WALT1	350	19	6,650	11/19/2014	R	AC	69	\$3,732	21,260	PATCH AND SLURRY SEAL
WILLIAMS AVENUE	NORTH ROAD	RIDGE ROAD	WILLIA	WILLIA	750	20	15,000	11/20/2014	R	AC/A C	69	\$8,417	21,259	PATCH AND SLURRY SEAL
Treatment Total											\$253,411			
RALSTON AVENUE, EB	ENTRANCE TO TWIN PINES	SOUTH ROAD	RALSTO	RALS16	900	28	25,200	11/21/2014	A	AC	100	\$110,040	15,440	AC OVERLAY (0.30FT)
RALSTON AVENUE, WB	BELMONT CANYON ROAD	HALLMARK DRIVE	RALSTO	RALS35	1,200	22	26,400	8/13/2012	A	AC	100	\$121,147	19,392	AC OVERLAY (0.30FT)
RALSTON AVENUE, WB	HALLMARK DRIVE	CHRISTIAN DRIVE	RALSTO	RALS37	2,000	24	48,000	8/13/2012	A	AC	100	\$220,267	20,200	AC OVERLAY (0.30FT)
Treatment Total											\$451,454			
ACADEMY AVENUE	s/o BELBURN DRIVE	s/o ALDEN DRIVE	ACAAV	ACAAV2	540	27	14,580	11/18/2014	R	AC	81	\$4,520	52,608	SLURRY SEAL
ACADEMY AVENUE	s/o ALDEN ST	NORTH END	ACAAV	ACAAV3	930	27	25,110	11/18/2014	R	AC	77	\$7,785	45,167	SLURRY SEAL
ACADEMY COURT	ACADEMY AVENUE	ACADEMY AVENUE	ACACT	ACACT	365	16	5,840	11/18/2014	R	AC	80	\$1,811	49,567	SLURRY SEAL
ALAMEDA DE LAS PULGAS	COVINGTON ROAD	RALSTON AVENUE	ALAMED	ALAM7	500	42	21,000	11/18/2014	C	AC/A C	86	\$8,167	42,436	SLURRY SEAL
ALDEN COURT	ALDEN STREET	END OF CUL DE SAC	ALDCT	ALDCT	160	23	3,680	11/18/2014	R	AC/A C	89	\$1,141	55,101	SLURRY SEAL
ALDEN STREET	AVON STREET	ALAMEDA DE LAS PULGAS	ALDST	ALDST	1,300	27	35,100	11/18/2014	R	AC/A C	86	\$10,881	50,517	SLURRY SEAL
ALL VIEW WAY	LINCOLN AVENUE	SEQUOIA AVENUE	ALLVI	ALL1	200	20	4,000	10/2/2014	R	AC	88	\$1,240	40,201	SLURRY SEAL
ALL VIEW WAY	SEQUOIA AVENUE	END OF CUL DE SAC	ALLVI	ALL2	500	28	14,000	11/21/2014	R	AC	87	\$4,340	41,051	SLURRY SEAL
ANITA AVENUE	EL CAMINO REAL	MALCOLM AVENUE	ANIAV	ANI1	700	27	18,900	11/20/2014	R	AC/A C	82	\$5,859	46,480	SLURRY SEAL
ANITA AVENUE	MALCOLM AVENUE	END OF CUL DE SAC	ANIAV	ANI2	500	27	13,500	11/20/2014	R	AC/A C	85	\$4,185	45,783	SLURRY SEAL
ARDEN LANE	TALBRYN DRIVE	VINE STREET	ARDEN	ARDEN	750	24	18,000	11/19/2014	R	AC	81	\$5,580	43,246	SLURRY SEAL
BARCLAY WAY	MONSERAT AVENUE	SEQUOIA WAY	BARCLA	BARC1	450	20	9,000	10/2/2014	R	AC/A C	86	\$2,790	65,817	SLURRY SEAL
BAY COURT	EAST LAUREL CREEK ROAD	LONGFELLOW DRIVE	BAY	BAY	250	20	5,000	10/2/2014	R	AC	81	\$1,550	43,149	SLURRY SEAL
BRIARWOOD WAY	SEAGATE WAY	OXFORD WAY	BRIARW	BRIARW	450	31	13,950	11/19/2014	R	AC	89	\$4,325	38,505	SLURRY SEAL
BRIDGE COURT	HASTINGS DRIVE	DEAD END	BRIDGE	BRIDGE	250	17	4,250	10/2/2014	R	AC	84	\$1,318	42,900	SLURRY SEAL

** - Treatment from Project Selection

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Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
BROADWAY	EL CAMINO REAL	SIXTH AVENUE	BROADW	BROA1	500	47	23,500	11/19/2014	R	AC/A C	89	\$7,285	42,352	SLURRY SEAL
BRYCE COURT	TAHOE DRIVE	END OF CUL DE SAC	BRYCE	BRYCE	200	26	5,200	10/2/2014	R	AC/A C	87	\$1,612	51,752	SLURRY SEAL
BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2329 BUENA VISTA AVENUE	BUENA	BUEN1	800	16	12,800	11/20/2014	R	AC	84	\$3,968	42,895	SLURRY SEAL
BUENA VISTA AVENUE	2329 BUENA VISTA AVENUE	NEWLANDS AVENUE	BUENA	BUEN2	400	16	6,400	11/20/2014	R	AC	79	\$1,984	42,817	SLURRY SEAL
CARLMONT DRIVE	HASTINGS DRIVE	LAKE ROAD	CARLMO	CARL2	1,400	33	46,200	11/18/2014	C	AC/A C	86	\$17,967	55,968	SLURRY SEAL
CARLMONT DRIVE	2601 CARLMONT DR	HIDDEN CANYON PARK	CARLMO	CARL4	830	33	27,390	10/2/2014	R	AC	88	\$8,491	62,566	SLURRY SEAL
CARMELITA AVENUE	READ AVENUE	CASA BONA AVENUE	CARMEL	CARM1	1,200	20	24,000	11/20/2014	R	AC/A C	81	\$7,440	46,458	SLURRY SEAL
CARMELITA AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	CARMEL	CARM2	200	29	5,800	11/20/2014	R	AC/A C	81	\$1,798	66,437	SLURRY SEAL
CHESTERTON AVENUE	HILLER STREET	MARINE VIEW AVENUE	CHESTE	CHES1	1,700	31	52,700	11/19/2014	R	AC/A C	88	\$16,337	42,385	SLURRY SEAL
CHESTERTON AVENUE	540 CHESTERTON AVENUE	OXFORD WAY	CHESTE	CHES2B	800	31	24,800	11/19/2014	R	AC	87	\$7,688	40,911	SLURRY SEAL
CHULA VISTA DRIVE	RALSTON AVENUE	1251 CHULA VISTA DRIVE	CHULA	CHUL1A	1,130	25	28,250	11/18/2014	C	AC/A C	84	\$10,987	52,265	SLURRY SEAL
CHULA VISTA DRIVE	SOLANA DRIVE	FERNWOOD WAY	CHULA	CHUL2A	800	37	29,600	11/18/2014	C	AC/A C	89	\$11,512	62,140	SLURRY SEAL
CHULA VISTA DRIVE	FERNWOOD WAY	ALAMEDA DE LAS PULGAS	CHULA	CHUL2B	1,200	37	44,400	11/18/2014	C	AC	84	\$17,267	36,117	SLURRY SEAL
CIPRIANI BOULEVARD	RALSTON AVENUE	CONTINENTALS WAY	CIPRIA	CIPR4	150	57	8,550	11/18/2014	C	AC	87	\$3,325	37,493	SLURRY SEAL
CLIFFSIDE COURT	HASTINGS DRIVE	DEAD END	CLIFFS	CLIFFS	850	21	17,850	10/2/2014	R	AC	85	\$5,534	42,450	SLURRY SEAL
COMSTOCK CIRCLE	WALTHAM CROSS	HALLMARK DRIVE	COMSTO	COMS1B	300	37	11,100	10/2/2014	R	AC	80	\$3,441	43,072	SLURRY SEAL
CONCOURSE DRIVE	CLIPPER DRIVE	CLIPPER DRIVE	CONCOU	CONCO1	980	46	45,080	11/19/2014	C	AC	92	\$17,532	35,581	SLURRY SEAL
CONTINENTALS WAY	CIPRIANI BOULEVARD	1040 CONTINENTALS WAY (WEST)	CONTIN	CONT2A	600	38	22,800	11/18/2014	C	AC/A C	90	\$8,867	49,619	SLURRY SEAL
CONTINENTALS WAY	1040 CONTINENTALS WAY (WEST)	1040 CONTINENTALS WAY (EAST)	CONTIN	CONT2B	400	38	15,200	11/18/2014	C	AC/A C	90	\$5,912	49,619	SLURRY SEAL

** - Treatment from Project Selection

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Scenario: (1) Unconstrained Needs

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Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
CONTINENTALS WAY	1040 CONTINENTALS WAY	LYALL WAY	CONTIN	CONT2C	750	38	28,500	11/18/2014	C	AC/A C	90	\$11,084	49,619	SLURRY SEAL
CORMORANT ROAD	SHOREWAY ROAD	REDWOOD CITY LIMIT	CORMOR	CORMOR	350	24	8,400	11/19/2014	R	AC	82	\$2,604	43,300	SLURRY SEAL
CORNISH WAY	CHESTERTON AVENUE	HILLER STREET	CORNIS	CORNIS	550	31	17,050	11/19/2014	R	AC/A C	93	\$5,286	29,667	SLURRY SEAL
CORONET BOULEVARD	ALAMEDA DE LAS PULGAS	LYON AVENUE	CORONE	CORO1	950	20	19,000	11/18/2014	R	AC/A C	80	\$5,890	32,244	SLURRY SEAL
CYPRESS AVENUE	MIDDLE ROAD	LAUREL AVENUE	CYPRES	CYPRES	350	21	7,350	11/19/2014	C	AC	84	\$2,859	36,120	SLURRY SEAL
DALE VIEW AVENUE	DEAD END	HILLER STREET	DALE	DALE1	150	31	4,650	11/19/2014	R	AC	92	\$1,442	27,678	SLURRY SEAL
DALE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	DALE	DALE2	400	31	12,400	11/19/2014	C	AC	87	\$4,823	37,329	SLURRY SEAL
DEBBIE LANE	SOUTH ROAD	END OF CUL DE SAC	DEBBIE	DEBBIE	200	27	5,400	11/19/2014	R	AC/A C	82	\$1,674	46,480	SLURRY SEAL
DE KOVEN AVENUE	LINCOLN AVENUE	MONSERAT AVENUE	DEKOV	DEKOV1	1,050	20	21,000	11/20/2014	R	AC/A C	81	\$6,510	54,911	SLURRY SEAL
ELDER DRIVE	WAKEFIELD DRIVE	WAKEFIELD DRIVE	ELDER	ELDER	700	29	20,300	10/2/2014	R	AC	84	\$6,293	42,900	SLURRY SEAL
EL VERANO WAY	MAYWOOD DRIVE	LADERA WAY	ELVER	ELV2	750	25	18,750	11/18/2014	R	AC/A C	84	\$5,813	46,177	SLURRY SEAL
EL VERANO WAY	LADERA WAY	ALAMEDA DE LAS PULGAS	ELVER	ELV3	300	37	11,100	11/18/2014	R	AC/A C	90	\$3,441	58,212	SLURRY SEAL
ENCLINE WAY	BELMONT CANYON ROAD	NAUGHTON AVENUE	ENCLIN	ENCLIN	550	28	15,400	10/2/2014	R	AC/A C	87	\$4,774	51,752	SLURRY SEAL
ESCONDIDO WAY	CHULA VISTA DRIVE	END OF CUL DE SAC	ESCOND	ESCOND	1,450	29	42,050	11/18/2014	R	AC	81	\$13,036	43,191	SLURRY SEAL
GARDEN COURT	ALAMEDA DE LAS PULGAS	END OF CUL DE SAC	GARDEN	GARDEN	200	33	6,600	10/2/2014	R	AC	87	\$2,046	41,227	SLURRY SEAL
GERALDINE WAY	VILLAGE DRIVE	VALERGA DRIVE	GERALD	GERALD	300	33	9,900	10/2/2014	R	AC	88	\$3,069	40,201	SLURRY SEAL
GORDON AVENUE	CYPRESS AVENUE	HILL STREET	GORDON	GORDON	400	30	12,000	11/19/2014	R	AC	83	\$3,720	44,841	SLURRY SEAL
GRANADA STREET	DEAD END	RALSTON AVENUE	GRANAD	GRAN1	450	27	12,150	11/19/2014	R	AC/A C	85	\$3,767	49,042	SLURRY SEAL
HALLMARK DRIVE	END OF CUL DE SAC	2516 HALLMARK DRIVE	HALLMA	HALL1	1,050	42	44,100	11/21/2014	C	AC/A C	84	\$17,150	44,139	SLURRY SEAL
HALLMARK DRIVE	2697 HALLMARK DRIVE	2747 HALLMARK DRIVE	HALLMA	HALL5	1,100	37	40,700	11/21/2014	C	AC	85	\$15,828	36,641	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

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Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
HARBOR BOULEVARD	SIXTH AVENUE	SUNNYSLOPE AVENUE	HARBOR	HARB2	300	34	10,200	11/19/2014	C	AC/A	83	\$3,967	44,309	SLURRY SEAL
HASTINGS DRIVE	CARLMONT DRIVE	2213 HASTINGS DRIVE	HASTIN	HAST1	700	31	21,700	11/18/2014	C	AC/A	85	\$8,439	43,296	SLURRY SEAL
HASTINGS DRIVE	2213 HASTINGS DRIVE	BRIDGE COURT	HASTIN	HAST2	2,500	31	77,500	11/18/2014	C	AC	84	\$30,139	36,117	SLURRY SEAL
HASTINGS DRIVE	BRIDGE COURT	SAN CARLOS CITY LIMIT	HASTIN	HAST3	1,750	31	54,250	11/18/2014	C	AC	84	\$21,098	35,720	SLURRY SEAL
HAYDON COURT	SHERBORNE DRIVE	END OF CUL DE SAC	HAYDON	HAYDON	250	29	7,250	10/2/2014	R	AC	88	\$2,248	38,816	SLURRY SEAL
HILLER STREET	RALSTON AVENUE	O'NEILL AVENUE	HER	HER5	800	27	21,600	11/19/2014	R	AC/A	84	\$6,696	64,337	SLURRY SEAL
HIGHLAND COURT	SOMERSET DRIVE	END OF CUL DE SAC	HIGHLA	HIGHLA	300	29	8,700	10/2/2014	R	AC	83	\$2,697	43,138	SLURRY SEAL
IRWIN STREET	RALSTON AVENUE	O'NEILL AVENUE	IRWIN	IRWIN	800	27	21,600	11/19/2014	R	AC/A	83	\$6,696	62,367	SLURRY SEAL
JUDSON STREET	RALSTON AVENUE	O'NEILL AVENUE	JUDSON	JUDSON	800	27	21,600	11/19/2014	R	AC/A	88	\$6,696	73,174	SLURRY SEAL
KEDITH STREET	RALSTON AVENUE	O'NEILL AVENUE	KEDITH	KEDITH	800	27	21,600	11/19/2014	R	AC/A	90	\$6,696	37,005	SLURRY SEAL
KITTIE LANE	MAYWOOD DRIVE	DEAD END	KITTIE	KITTIE	450	20	9,000	11/18/2014	R	AC	83	\$2,790	43,240	SLURRY SEAL
LANE STREET	SIXTH AVENUE	SUNNYSLOPE AVENUE	LANE	LANE1	300	19	5,700	11/19/2014	R	AC	83	\$1,767	43,258	SLURRY SEAL
LASSEN DRIVE	RALSTON AVENUE	1117 LASSEN DRIVE	LASSEN	LASS1	1,150	26	29,900	10/2/2014	R	AC/A	78	\$9,269	45,892	SLURRY SEAL
LEIGH WAY	HALLMARK DRIVE	SOMERSET DRIVE	LEIGH	LEIGH	250	29	7,250	10/2/2014	R	AC	89	\$2,248	37,242	SLURRY SEAL
LINCOLN AVENUE	MONSERAT AVENUE	ALL VIEW WAY	LINCOL	LINC2	900	20	18,000	11/20/2014	R	AC	83	\$5,580	43,241	SLURRY SEAL
LINCOLN AVENUE	ALL VIEW WAY	NEWLANDS AVENUE	LINCOL	LINC3	1,000	20	20,000	11/20/2014	R	AC/A	84	\$6,200	60,200	SLURRY SEAL
LODGE DRIVE	BELMONT CANYON ROAD	3409 LODGE DRIVE	LODGE	LODG1	350	20	7,000	10/2/2014	R	AC/A	78	\$2,170	45,892	SLURRY SEAL
LODGE DRIVE	3409 LODGE DRIVE	END OF CUL DE SAC	LODGE	LODG2	600	20	12,000	11/21/2014	R	AC	83	\$3,720	43,253	SLURRY SEAL
LYALL WAY	RALSTON AVENUE	LAKE ROAD	LYALL	LYAL1	900	29	26,100	11/18/2014	C	AC/A	87	\$10,150	51,765	SLURRY SEAL
LYON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	LYON	LYON2	1,200	18	21,600	11/18/2014	R	AC/A	87	\$6,696	39,640	SLURRY SEAL

** - Treatment from Project Selection

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Scenario: (1) Unconstrained Needs

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MANZANITA AVENUE	NOTRE DAME AVENUE	PINE KNOLL DRIVE	MANZAN	MANZAN	1,200	18	21,600	11/18/2014	R	AC	84	\$6,696	43,081	SLURRY SEAL
MARINE VIEW AVENUE	DEAD END	325 MARINE VIEW AVENUE	MARINE	MARI1	400	37	14,800	11/19/2014	C	AC	84	\$5,756	36,121	SLURRY SEAL
MARINE VIEW AVENUE	325 MARINE VIEW AVENUE	HILLER STREET	MARINE	MARI2	350	31	10,850	11/19/2014	C	AC/A C	91	\$4,220	32,263	SLURRY SEAL
MARINE VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	MARINE	MARI3	1,000	31	31,000	11/19/2014	C	AC	85	\$12,056	36,505	SLURRY SEAL
MAYWOOD DRIVE	RALSTON AVENUE	EL VERANO WAY	MAYWOO	MAYWOO	1,100	25	27,500	11/18/2014	R	AC/A C	85	\$8,525	49,035	SLURRY SEAL
MONTE CRESTA DRIVE	BARCLAY WAY	MONTE CRESTA COURT	MONTE	MONT2	200	20	4,000	10/2/2014	R	AC/A C	92	\$1,240	30,543	SLURRY SEAL
MOUNTAIN VIEW AVENUE	DEAD END	CHESTERTON AVENUE	MOUNTA	MOUN1	100	31	3,100	11/19/2014	R	AC	84	\$961	43,080	SLURRY SEAL
MOUNTAIN VIEW AVENUE	CHESTERTON AVENUE	HILLER STREET	MOUNTA	MOUN2	200	31	6,200	11/19/2014	R	AC	92	\$1,922	27,678	SLURRY SEAL
MUIR WAY	YOSEMITE DRIVE	TAHOE DRIVE	MUIR	MUIR	300	26	7,800	10/2/2014	R	AC/A C	89	\$2,418	56,444	SLURRY SEAL
MULBERRY COURT	CARLMONT DRIVE	END OF CUL DE SAC	MULBER	MULBER	300	28	8,400	10/2/2014	R	AC/A C	86	\$2,604	44,780	SLURRY SEAL
NAUGHTON AVENUE	HILLCREST DRIVE	ENCLINE WAY	NAUGHT	NAUG1	510	24	12,240	10/2/2014	R	AC/A C	83	\$3,795	45,902	SLURRY SEAL
NEWLANDS AVENUE	CIPRIANI BOULEVARD	SAN MATEO CITY LIMIT	NEWLAN	NEWL2	1,500	20	30,000	11/20/2014	R	AC	78	\$9,300	58,140	SLURRY SEAL
NORTH ROAD	IRENE COURT	RUTH AVENUE	NORTH	NORT3	100	36	3,600	11/20/2014	R	AC	83	\$1,116	43,130	SLURRY SEAL
NOTRE DAME AVENUE	HILLMAN AVENUE	MILLER AVENUE	NOTRE	NOTR4A	1,160	18	20,880	11/20/2014	C	AC/A C	82	\$8,120	47,170	SLURRY SEAL
OLD COUNTY ROAD	1020 OLD COUNTY ROAD	O'NEILL AVENUE	OLD	OLD5	714	37	26,418	11/21/2014	A	AC/A C	92	\$11,889	54,603	SLURRY SEAL
OLD COUNTY ROAD	O'NEILL AVENUE	COUNTY LINE	OLD	OLD6	200	58	11,600	11/21/2014	A	AC/A C	92	\$5,220	54,603	SLURRY SEAL
ONEILL AVE	SUNNYSLOPE AVENUE	WEST CUL DE SAC	ONEIL	ONE11	218	34	7,412	11/19/2014	R	AC	85	\$2,298	58,936	SLURRY SEAL
ONEILL AVE	ELMER ST	OLD COUNTY ROAD	ONEIL	ONE3	420	19	7,980	11/19/2014	R	AC	81	\$2,474	43,192	SLURRY SEAL
ONEILL AVE	ELMER STREET	FURLONG STREET	ONEIL	ONE4	260	33	8,580	11/19/2014	R	AC	84	\$2,660	42,824	SLURRY SEAL
ONEILL AVE	FURLONG STREET	GRANADA STREET	ONEIL	ONE5	233	33	7,689	11/19/2014	R	AC/A C	81	\$2,384	46,475	SLURRY SEAL

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OXFORD WAY	192 OXFORD WAY	OXFORD (CIRCLE)	OXFORD	OXFO1A	840	31	26,040	11/19/2014	R	AC	90	\$8,073	65,902	SLURRY SEAL
OXFORD WAY	192 OXFORD WAY	301 OXFORD WAY	OXFORD	OXFO1B	800	31	24,800	11/19/2014	R	AC	85	\$7,688	42,343	SLURRY SEAL
OXFORD WAY	301 OXFORD WAY	HILLER STREET	OXFORD	OXFO2	1,200	31	37,200	11/19/2014	R	AC/A C	87	\$11,532	72,992	SLURRY SEAL
PADDINGTON COURT	HALLMARK DRIVE	END OF CUL DE SAC	PADDIN	PADDIN	150	29	4,350	10/2/2014	R	AC	90	\$1,349	35,471	SLURRY SEAL
PALM AVENUE (FIFTH)	WALTERMIRE STREET	130' S. OF WALTERMIRE ST	PALM	PALM1	130	28	3,640	11/19/2014	R	AC	84	\$1,129	42,824	SLURRY SEAL
PALMER AVENUE	CARMELITA AVENUE	BUENA VISTA DRIVE	PALMER	PALMER	400	29	11,600	11/20/2014	R	AC	78	\$3,596	58,140	SLURRY SEAL
PARKRIDGE COURT	HASTINGS DRIVE	DEAD END	PARKRI	PARKRI	250	17	4,250	10/2/2014	R	AC	84	\$1,318	42,900	SLURRY SEAL
RALSTON AVENUE, WB	REDWOOD CITY LIMIT	HILLER STREET	RALSTO	RALS01	1,900	30	57,000	11/19/2014	A	AC/A C	90	\$25,650	81,875	SLURRY SEAL
RALSTON AVENUE, EB	REDWOOD CITY LIMIT	HILLER STREET	RALSTO	RALS02	1,900	30	57,000	11/21/2014	A	AC/A C	89	\$25,650	76,229	SLURRY SEAL
RALSTON AVENUE, WB	HILLER STREET	GRANADA STREET	RALSTO	RALS03	300	42	12,600	11/21/2014	A	AC/A C	92	\$5,670	31,384	SLURRY SEAL
RALSTON AVENUE, EB	HILLER STREET	GRANADA STREET	RALSTO	RALS04	300	42	12,600	11/21/2014	A	AC/A C	92	\$5,670	31,384	SLURRY SEAL
RALSTON AVENUE, WB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS07	200	38	7,600	11/21/2014	A	AC/A C	84	\$3,420	54,278	SLURRY SEAL
RALSTON AVENUE, EB	ELMER STREET	OLD COUNTY ROAD	RALSTO	RALS08	200	38	7,600	11/21/2014	A	AC/A C	82	\$3,420	54,563	SLURRY SEAL
RALSTON AVENUE, WB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS09	250	35	8,750	11/21/2014	A	AC/A C	82	\$3,938	54,563	SLURRY SEAL
RALSTON AVENUE, EB	OLD COUNTY ROAD	SOUTHERN PACIFIC CROSSING	RALSTO	RALS10	250	35	8,750	11/21/2014	A	AC/A C	82	\$3,938	54,563	SLURRY SEAL
RALSTON RANCH	CHRISTIAN DRIVE	RALSTON AVE	RALSTR	RALRA1	1,950	33	64,350	10/2/2014	R	AC	78	\$19,949	43,843	SLURRY SEAL
READ AVENUE	PONCE AVENUE	END OF CUL DE SAC	READ	READ3	750	20	15,000	11/20/2014	R	AC/A C	77	\$4,650	45,489	SLURRY SEAL
REPOSO WAY	HILLCREST DRIVE	ENCLINE WAY	REPOSO	REPOSO	600	24	14,400	10/2/2014	R	AC/A C	89	\$4,464	54,872	SLURRY SEAL
RIDGEWOOD COURT	HASTINGS DRIVE	DEAD END	RIDGEW	RIDGEW	150	17	2,550	10/2/2014	R	AC	84	\$791	42,900	SLURRY SEAL
RINCONADA CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	RINCON	RINCON	800	26	20,800	10/2/2014	R	AC	79	\$6,448	42,796	SLURRY SEAL

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SEAGATE PLACE	SEAGRATE WAY	END OF CUL DE SAC	SEAPL	SEAPL	100	31	3,100	11/19/2014	R	AC	84	\$961	42,825	SLURRY SEAL
SEAGATE WAY	DEAD END	OXFORD WAY	SEAWY	SEAWY	850	31	26,350	11/19/2014	R	AC	86	\$8,169	41,712	SLURRY SEAL
SEQUOIA AVENUE	BARCLAY WAY	ALL VIEW WAY	SEQUOI	SEQU1	600	20	12,000	10/2/2014	R	AC/A C	80	\$3,720	53,056	SLURRY SEAL
SEQUOIA AVENUE	ALL VIEW WAY	MONTE CRESTA DRIVE	SEQUOI	SEQU2	1,000	20	20,000	10/2/2014	R	AC/A C	79	\$6,200	55,354	SLURRY SEAL
SHERBORNE DRIVE	SOMERSET DRIVE	SOMERSET DRIVE	SHERBO	SHERBO	1,200	29	34,800	10/2/2014	R	AC	84	\$10,788	42,900	SLURRY SEAL
SHIRLEY ROAD	FOREST AVENUE	FOREST AVENUE	SHIRLE	SHIRLE	700	16	11,200	11/18/2014	R	AC	89	\$3,472	37,209	SLURRY SEAL
SIXTH AVENUE	HILL STREET	RALSTON AVENUE	SIXTH	SIXT1	500	36	18,000	11/19/2014	R	AC	83	\$5,580	43,258	SLURRY SEAL
SIXTH AVENUE	E STREET	SAN CARLOS CITY LIMIT	SIXTH	SIXT7	600	28	16,800	11/19/2014	C	AC	93	\$6,534	33,090	SLURRY SEAL
SOHO CIRCLE	HALLMARK DRIVE	END OF CUL DE SAC	SOHO	SOHO	100	29	4,000	10/2/2014	R	AC	81	\$1,240	43,149	SLURRY SEAL
SOMERSET COURT	SOMERSET DRIVE	END OF CUL DE SAC	SOMCT	SOMCT	200	37	7,400	10/2/2014	R	AC	91	\$2,294	33,404	SLURRY SEAL
SOMERSET DRIVE	SOMERSET COURT	LEIGH WAY	SOMDR	SOM1	750	37	27,750	10/2/2014	R	AC	88	\$8,603	40,028	SLURRY SEAL
SPRING LANE	VINE STREET	END OF CUL DE SAC	SPRING	SPRING	300	24	7,200	11/19/2014	R	AC	81	\$2,232	43,297	SLURRY SEAL
TAHOE DRIVE	RALSTON AVENUE	LASSEN DRIVE	TAHOE	TAHOE	1,850	26	48,100	10/2/2014	R	AC/A C	81	\$14,911	35,993	SLURRY SEAL
TIOGA WAY	YOSEMITE DRIVE	END OF CUL DE SAC	TIOGA	TIOGA	300	26	7,800	10/2/2014	R	AC/A C	87	\$2,418	43,866	SLURRY SEAL
VALLEY VIEW AVENUE	1727 VALLEY VIEW AVENUE	OAK KNOLL DRIVE	VALLEY	VALL2	1,050	18	18,900	11/18/2014	R	AC/A C	86	\$5,859	66,095	SLURRY SEAL
VILLAGE COURT	VILLAGE DRIVE	END OF CUL DE SAC	VILCT	VILCT	350	33	11,550	10/2/2014	R	AC/A C	88	\$3,581	42,906	SLURRY SEAL
VILLAGE DRIVE	CARLMONT DRIVE	DEAD END	VILDR	VILDR	1,000	33	33,000	11/21/2014	R	AC/A C	82	\$10,230	68,661	SLURRY SEAL
VILLA AVENUE	ACADEMY AVENUE	BELBURN DRIVE	VILLA	VILLA1	1,150	27	31,050	11/18/2014	R	AC/A C	85	\$9,626	62,094	SLURRY SEAL
VINE STREET	1537 VINE STREET	SAN CARLOS CITY LIMIT	VINE	VINE2	1,000	23	23,000	11/19/2014	R	AC	78	\$7,130	42,620	SLURRY SEAL
WAKEFIELD COURT	WAKEFIELD DRIVE	END OF CUL DE SAC	WAKCT	WAKCT	250	29	7,250	10/2/2014	R	AC	86	\$2,248	41,856	SLURRY SEAL
WAKEFIELD DRIVE	HALLMARK DRIVE	SOMERSET DRIVE	WAKDR	WAK1	600	37	22,200	10/2/2014	R	AC	83	\$6,882	43,138	SLURRY SEAL

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WAKEFIELD DRIVE	SOMERSET DRIVE	WAKEFIELD DRIVE	WAKDR	WAK2	2,650	37	98,050	10/2/2014	R	AC	88	\$30,396	39,291	SLURRY SEAL
WALTHAM CROSS	COMSTOCK CIRCLE	2748 WALTHAM CROSS	WALTHA	WALTH1	1,000	29	29,000	10/2/2014	R	AC	87	\$8,990	41,095	SLURRY SEAL
WALTHAM CROSS	2748 WALTHAM CROSS	ST. JAMES ROAD	WALTHA	WALTH2	400	29	11,600	10/2/2014	R	AC	82	\$3,596	43,242	SLURRY SEAL
WATERLOO COURT	HALLMARK DRIVE	END OF CUL DE SAC	WATERL	WATERL	700	29	20,300	10/2/2014	R	AC	84	\$6,293	43,014	SLURRY SEAL
WESSEX WAY	HILLER STREET	GRANADA STREET	WESSEX	WESS2	400	31	12,400	11/19/2014	R	AC/A C	84	\$3,844	46,182	SLURRY SEAL
WEST NAUGHTON AVENUE	BELMONT CANYON RD	CULDESAC	WESTN	WESTN1	880	25	22,000	10/2/2014	R	AC	83	\$6,820	43,257	SLURRY SEAL
YOSEMITE DRIVE	TAHOE DRIVE	LASSEN DRIVE	YOSEMI	YOSEMI	1,100	26	28,600	10/2/2014	R	AC/A C	87	\$8,866	51,752	SLURRY SEAL
Treatment Total												\$926,990		
ADELAIDE WAY	CHRISTIAN DRIVE	CHRISTIAN DRIVE	ADELA	ADELA	1,600	30	48,000	8/13/2012	R	AC	100	\$455,627	6,030	RECONSTRUCT STRUCTURE (AC)
ALHAMBRA DRIVE	BARCLAY WAY	DEAD END	ALHAMB	ALHA1	1,450	20	29,000	10/2/2014	R	AC	100	\$275,275	6,030	RECONSTRUCT STRUCTURE (AC)
ALOMAR WAY	LADERA WAY	EL VERANO WAY	ALOMAR	ALOMAR	700	25	17,500	11/18/2014	R	AC	100	\$166,114	6,030	RECONSTRUCT STRUCTURE (AC)
ARBOR AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	ARBOR	ARBO1	950	18	17,100	11/18/2014	C	AC	100	\$202,768	5,529	RECONSTRUCT STRUCTURE (AC)
AVON AVENUE	RALSTON AVENUE	BELBURN DRIVE	AVON	AVON1	600	27	16,200	11/18/2014	R	AC	100	\$153,774	6,030	RECONSTRUCT STRUCTURE (AC)
BERESFORD AVENUE	HILLCREST DRIVE	LOWER LOCK AVENUE	BERESF	BERESF	900	24	21,600	10/2/2014	R	AC	100	\$205,032	6,030	RECONSTRUCT STRUCTURE (AC)
BROADWAY	SIXTH AVENUE	SUNNYSLOPE AVENUE	BROADW	BROA2	250	27	6,750	11/19/2014	R	AC	100	\$64,073	6,030	RECONSTRUCT STRUCTURE (AC)
BROADWAY	SUNNYSLOPE AVENUE	PALOMA AVENUE	BROADW	BROA3	250	20	5,000	11/19/2014	R	AC	100	\$47,462	6,030	RECONSTRUCT STRUCTURE (AC)
BUENA VISTA AVENUE	CIPRIANI BOULEVARD	2511 BUENA VISTA AVENUE	BUENA	BUEN4	400	29	11,600	11/20/2014	R	AC	100	\$110,110	6,030	RECONSTRUCT STRUCTURE (AC)
BUENA VISTA AVENUE	2511 BUENA VISTA AVENUE	MONSERAT AVENUE	BUENA	BUEN5	450	42	18,900	11/20/2014	R	AC	100	\$179,403	6,030	RECONSTRUCT STRUCTURE (AC)
CAMBRIDGE STREET	HILLER STREET	MARINE VIEW AVENUE	CAMBRI	CAMBRI	1,500	31	46,500	8/13/2012	R	AC	100	\$441,389	6,030	RECONSTRUCT STRUCTURE (AC)

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CAMINO VISTA COURT	MIDDLE ROAD	END OF CUL DE SAC	CAMINO	CAMINO	200	26	5,200	11/19/2014	R	AC	100	\$49,360	6,030	RECONSTRUCT STRUCTURE (AC)
CIPRIANI BOULEVARD	PONCE AVENUE	RALSTON AVENUE	CIPRIA	CIPR3	896	23	20,608	8/13/2012	C	AC	100	\$244,366	5,529	RECONSTRUCT STRUCTURE (AC)
COLLEGE VIEW WAY	SOUTH ROAD	END OF TURN A ROUND	COLLEG	COLLEG	1,050	24	25,200	11/19/2014	R	AC	100	\$239,204	6,030	RECONSTRUCT STRUCTURE (AC)
COMSTOCK CIRCLE	REFUGE BOUNDARY	WALTHAM CROSS	COMSTO	COMS1A	400	37	14,800	10/2/2014	R	AC	100	\$140,485	6,030	RECONSTRUCT STRUCTURE (AC)
CONTINENTALS WAY	LYALL WAY	CIPRIANI BOULEVARD	CONTIN	CONT1	700	38	26,600	11/18/2014	C	AC/A C	100	\$315,417	5,529	RECONSTRUCT STRUCTURE (AC)
DESVIO WAY	SOLANA DRIVE	END OF CUL DE SAC	DESVIO	DESVIO	650	25	16,250	11/18/2014	R	AC	100	\$154,249	6,030	RECONSTRUCT STRUCTURE (AC)
DIONNE COURT	SKYMONT DRIVE	END OF CUL DE SAC	DIONNE	DIONNE	100	35	3,500	8/13/2012	R	AC	100	\$33,223	6,030	RECONSTRUCT STRUCTURE (AC)
EAST LAUREL CREEK ROAD	3114 EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	EASTL	EAST2	600	15	9,000	11/21/2014	C	AC	100	\$106,720	5,529	RECONSTRUCT STRUCTURE (AC)
EL VERANO WAY	CHULA VISTA DRIVE	MAYWOOD DRIVE	ELVER	ELV1	1,650	25	41,250	11/18/2014	R	AC	100	\$391,555	6,030	RECONSTRUCT STRUCTURE (AC)
E STREET	FIFTH AVENUE	SIXTH AVENUE	EST	EST	300	30	9,000	11/19/2014	R	AC	100	\$85,430	6,030	RECONSTRUCT STRUCTURE (AC)
FIFTH AVENUE	O'NEIL AVENUE	BROADWAY	FIFTH	FIFT1A	500	47	23,500	11/19/2014	R	AC	100	\$223,068	6,030	RECONSTRUCT STRUCTURE (AC)
FRANCIS AVENUE	NOTRE DAME AVENUE	FAIRWAY DRIVE	FRAAV	FRAAV	600	20	12,000	11/18/2014	R	AC	100	\$113,907	6,030	RECONSTRUCT STRUCTURE (AC)
FRANCIS COURT	FRANCIS AVENUE	END OF CUL DE SAC	FRACT	FRACT	250	23	5,750	11/18/2014	R	AC	100	\$54,581	6,030	RECONSTRUCT STRUCTURE (AC)
HILLCREST DRIVE	BELMONT CANYON ROAD	LOWER LOCK AVE	HCRES	HCRES	2,450	26	63,700	8/13/2012	C	AC	100	\$755,341	5,529	RECONSTRUCT STRUCTURE (AC)
HILLMAN AVENUE	NORTH ROAD	MILLS AVENUE	HMAN	HMA1	800	21	16,800	11/20/2014	C	AC	100	\$199,211	5,529	RECONSTRUCT STRUCTURE (AC)
HOLLY ROAD	CUL DE SAC NW	SOUTH ROAD	HOLLY	HOLL2A	300	20	6,000	11/20/2014	R	AC	100	\$56,954	6,030	RECONSTRUCT STRUCTURE (AC)
HOLLY ROAD	SOUTH ROAD	EASEMENT TO MIRAMAR TERRACE	HOLLY	HOLL2B	500	20	10,000	11/20/2014	R	AC	100	\$94,923	6,030	RECONSTRUCT STRUCTURE (AC)
HOLLY ROAD	EASEMENT TO MIRAMAR TERRACE	SOUTH ROAD	HOLLY	HOLL2C	750	20	15,000	11/20/2014	R	AC	100	\$142,384	6,030	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
KIMMIE COURT	CORONET BOULEVARD	END OF CUL DE SAC	KIMMIE	KIMMIE	500	28	14,000	10/2/2014	R	AC	100	\$132,892	6,030	RECONSTRUCT STRUCTURE (AC)
KORBEL WAY	SOUTH ROAD	END OF CUL DE SAC	KORBEL	KORBEL	300	20	6,000	11/19/2014	R	AC	100	\$56,954	6,030	RECONSTRUCT STRUCTURE (AC)
LAUREL AVENUE	CYPRESS AVENUE	HILL STREET	LAUAV	LAUAV	400	31	12,400	11/19/2014	C	AC	100	\$147,037	5,529	RECONSTRUCT STRUCTURE (AC)
LORI COURT	LORI DRIVE	END OF CUL DE SAC	LORCT	LORCT	150	30	4,500	8/13/2012	R	AC	100	\$42,715	6,030	RECONSTRUCT STRUCTURE (AC)
LORI DRIVE	MARSTEN AVENUE	END OF CUL DE SAC	LORDR	LORDR	400	30	12,000	8/13/2012	R	AC	100	\$113,907	6,030	RECONSTRUCT STRUCTURE (AC)
LOWER LOCK AVENUE	END OF PAVED ROAD	HILLCREST DRIVE	LOWER	LOWER	950	24	22,800	10/2/2014	R	AC	100	\$216,423	6,030	RECONSTRUCT STRUCTURE (AC)
LYALL WAY	LAKE ROAD	CONTINENTALS WAY	LYALL	LYAL2	750	29	21,750	11/18/2014	C	AC/A C	100	\$257,907	5,529	RECONSTRUCT STRUCTURE (AC)
LYON AVENUE	MEZES AVENUE	ALAMEDA DE LAS PULGAS	LYON	LYON1	1,800	18	32,400	11/18/2014	R	AC/A C	100	\$307,548	6,030	RECONSTRUCT STRUCTURE (AC)
MALCOLM AVENUE	NORTH ROAD	RUTH AVENUE	MALCOL	MALC1	200	26	5,200	11/20/2014	R	AC	100	\$49,360	6,030	RECONSTRUCT STRUCTURE (AC)
MASONIC WAY	HILLER STREET	610 MASONIC WAY	MASONI	MASO1	400	32	12,800	11/19/2014	C	AC	100	\$151,780	5,529	RECONSTRUCT STRUCTURE (AC)
MASONIC WAY	610 MASONIC WAY	OLD COUNTY ROAD	MASONI	MASO2	650	32	20,800	11/19/2014	C	AC	100	\$246,642	5,529	RECONSTRUCT STRUCTURE (AC)
MIDDLE ROAD	NOTRE DAME AVENUE	DAVEY GLEN ROAD	MIDDLE	MIDD1	950	24	21,600	11/20/2014	C	AC	100	\$256,128	5,529	RECONSTRUCT STRUCTURE (AC)
MILLER AVENUE	SAN MATEO CITY LIMIT	NOTRE DAME AVENUE	MILLER	MILLER	900	17	15,300	11/20/2014	R	AC/A C	100	\$145,231	6,030	RECONSTRUCT STRUCTURE (AC)
MILLS AVENUE	SAN MATEO CITY LIMIT	HILLMAN AVENUE	MILLS	MILLS	350	21	7,350	11/20/2014	C	AC	100	\$87,155	5,529	RECONSTRUCT STRUCTURE (AC)
MOLITOR ROAD	HARBOR BOULEVARD	SAN CARLOS CITY LIMIT	MOLITO	MOLITO	1,100	20	22,000	11/19/2014	C	AC	100	\$260,872	5,529	RECONSTRUCT STRUCTURE (AC)
MONSERAT AVENUE	LINCOLN AVENUE	CIPRIANI BOULEVARD	MONSER	MONS2	2,350	20	47,000	8/13/2012	R	AC	100	\$446,135	6,030	RECONSTRUCT STRUCTURE (AC)
MONTE CRESTA DRIVE	MONTE CRESTA COURT	DEAD END	MONTE	MONT3	600	20	12,000	10/2/2014	R	AC	100	\$113,907	6,030	RECONSTRUCT STRUCTURE (AC)
NORTH ROAD	EL CAMINO REAL	BERESFORD STREET	NORTH	NORT1	1,150	26	29,900	11/20/2014	R	AC	100	\$283,818	6,030	RECONSTRUCT STRUCTURE (AC)
NOTRE DAME AVENUE	MILLER AVENUE	ALAMEDA DE LAS PULGAS	NOTRE	NOTR4B	790	18	14,220	11/20/2014	C	AC/A C	100	\$168,618	5,529	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
PHYLLIS COURT	COLLEGE VIEW WAY	END OF CUL DE SAC	PHYLLI	PHYLLI	200	24	4,800	11/19/2014	R	AC	100	\$45,563	6,030	RECONSTRUCT STRUCTURE (AC)
PRINDLE ROAD	CORONET BOULEVARD	PONCE	PRINDL	PRIND1	1,327	20	26,540	10/2/2014	R	AC	100	\$251,924	6,030	RECONSTRUCT STRUCTURE (AC)
PULLMAN AVENUE	CORONET BOULEVARD	RALSTON AVENUE	PULLMA	PULL2	200	20	4,000	10/2/2014	R	AC	100	\$37,969	6,030	RECONSTRUCT STRUCTURE (AC)
RALSTON FRONTAGE RD	HILLER	KEDITH ST	RALSFR	RAFR2	620	33	20,460	11/21/2014	R	AC	100	\$194,211	6,030	RECONSTRUCT STRUCTURE (AC)
RALSTON AVENUE, WB	CIPRIANI BOULEVARD	DAVIS DRIVE	RALSTO	RALS31	1,950	21	40,950	8/13/2012	A	AC	100	\$618,800	5,559	RECONSTRUCT STRUCTURE (AC)
RALSTON AVENUE, WB	DAVIS DRIVE	BELMONT CANYON ROAD	RALSTO	RALS33	1,800	21	37,800	8/13/2012	A	AC	100	\$571,200	5,559	RECONSTRUCT STRUCTURE (AC)
RALSTON AVENUE, EB	DAVIS DRIVE	BELMONT CANYON ROAD	RALSTO	RALS34	1,800	21	37,800	8/13/2012	A	AC	100	\$571,200	5,559	RECONSTRUCT STRUCTURE (AC)
ROBBIN WHIPPLE WAY	BELBURN DRIVE	END OF CUL DE SAC	ROBBIN	ROBBIN	1,150	27	31,050	11/18/2014	R	AC	100	\$294,734	6,030	RECONSTRUCT STRUCTURE (AC)
ROBERT AVENUE	SKYMONT DRIVE	BISHOP ROAD	ROBERT	ROBERT	100	30	3,000	8/13/2012	R	AC	100	\$28,477	6,030	RECONSTRUCT STRUCTURE (AC)
ROXBURY WAY	HILLER STREET	CAMBRIDGE STREET	ROXBUR	ROXBUR	700	31	21,700	8/13/2012	R	AC	100	\$205,982	6,030	RECONSTRUCT STRUCTURE (AC)
RUTH AVENUE	EL CAMINO REAL	NORTH ROAD	RUTH	RUTH	1,250	23	28,750	8/13/2012	R	AC	100	\$272,902	6,030	RECONSTRUCT STRUCTURE (AC)
SIXTH AVENUE	LANE STREET	E STREET	SIXTH	SIXT6B	300	20	6,000	8/13/2012	C	AC	100	\$71,147	5,529	RECONSTRUCT STRUCTURE (AC)
SKYMONT COURT	SKYMONT DRIVE	END OF CUL DE SAC	SKYCT	SKYCT	150	30	4,500	8/13/2012	R	AC	100	\$42,715	6,030	RECONSTRUCT STRUCTURE (AC)
SKYMONT DRIVE	MARSTEN AVENUE	DEAD END	SKYDR	SKYDR	1,250	30	37,500	8/13/2012	R	AC	100	\$355,959	6,030	RECONSTRUCT STRUCTURE (AC)
SOLANA COURT	SOLANA DRIVE	END OF CUL DE SAC	SOLCT	SOLCT	100	25	4,200	11/18/2014	R	AC	100	\$39,868	6,030	RECONSTRUCT STRUCTURE (AC)
SOLANA DRIVE	CHULA VISTA DRIVE	SOLANA COURT	SOLDR	SOLD1	400	25	10,000	11/18/2014	R	AC	100	\$94,923	6,030	RECONSTRUCT STRUCTURE (AC)
ST. JAMES ROAD	COMSTOCK CIRCLE	WALTHAM CROSS	STJA	ST1	1,050	37	38,850	10/2/2014	R	AC	100	\$368,773	6,030	RECONSTRUCT STRUCTURE (AC)
SUNNYSLOPE AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	SUNNYS	SUNN1	800	28	22,400	11/19/2014	R	AC	100	\$212,626	6,030	RECONSTRUCT STRUCTURE (AC)
SUNNYSLOPE AVENUE	LANE STREET	SAN CARLOS CITY LIMIT	SUNNYS	SUNN2C	800	19	15,200	11/19/2014	R	AC	100	\$144,282	6,030	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2015

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
SUSSEX COURT	HILLER STREET	END OF CUL DE SAC	SUSSEX	SUSSEX	150	31	4,650	11/19/2014	R	AC	100	\$44,139	6,030	RECONSTRUCT STRUCTURE (AC)
TALBRYN DRIVE	ARDEN LN	1320 TALBRYN DRIVE	TALBRY	TALB1B	366	19	6,954	11/19/2014	R	AC	100	\$66,009	6,030	RECONSTRUCT STRUCTURE (AC)
UPPER LOCK AVENUE	BELMONT CANYON ROAD	3242 UPPER LOCK AVENUE	UPPER	UPPER	1,050	24	25,200	10/2/2014	R	AC	100	\$239,204	6,030	RECONSTRUCT STRUCTURE (AC)
VALERGA DRIVE	Alameda de las Pulgas	Dead End	VALERG	VALERG	600	37	22,200	10/2/2014	R	AC	100	\$210,728	6,030	RECONSTRUCT STRUCTURE (AC)
VANNIER DRIVE	SOUTH ROAD	SOUTH ROAD	VANNIE	VANNIE	800	20	16,000	11/19/2014	R	AC	100	\$151,876	6,030	RECONSTRUCT STRUCTURE (AC)
VINE STREET	HARBOR BOULEVARD	1537 VINE STREET	VINE	VINE1	1,600	23	36,800	11/19/2014	R	AC	100	\$349,314	6,030	RECONSTRUCT STRUCTURE (AC)
VIRGINIA AVENUE	MIDDLE ROAD	DEAD END	VIRGIN	VIRGIN	600	20	12,000	11/19/2014	R	AC	100	\$113,907	6,030	RECONSTRUCT STRUCTURE (AC)
WEMBERLY DRIVE	COMSTOCK CIRCLE	HALLMARK DRIVE	WEMBER	WEMB1	1,200	29	34,800	10/2/2014	R	AC	100	\$330,330	6,030	RECONSTRUCT STRUCTURE (AC)
WESSEX WAY	END OF CUL DE SAC	HILLER STREET	WESSEX	WESS1	600	31	18,600	11/19/2014	R	AC	100	\$176,556	6,030	RECONSTRUCT STRUCTURE (AC)
WESSEX WAY	GRANADA STREET	ENTRANCE TO POST OFFICE	WESSEX	WESS3	400	31	12,400	11/19/2014	R	AC	100	\$117,704	6,030	RECONSTRUCT STRUCTURE (AC)
WINDING WAY	ROSS STREET	HILLMAN AVENUE	WINDIN	WIND2	2,150	16	34,400	11/20/2014	R	AC/A C	100	\$326,533	6,030	RECONSTRUCT STRUCTURE (AC)
YORKSHORE WAY	MOUNTAIN VIEW AVENUE	MARINE VIEW AVENUE	YORKSH	YORKSH	700	31	21,700	8/13/2012	R	AC	100	\$205,982	6,030	RECONSTRUCT STRUCTURE (AC)
											Treatment Total	\$15,941,971		
						Year 2015 Area Total		5,479,418			Year 2015 Total	\$19,845,758		

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
BUCKLAND AVENUE	TALBRYN DRIVE	SAN CARLOS CITY LIMIT	BUCKLA	BUCKLA	350	26	9,100	11/19/2014	R	AC	100	\$26,299	19,631	AC OVERLAY (2 INCHES) W/FABRIC
DAVEY GLEN ROAD	EL CAMINO REAL	MIDDLE ROAD	DAVEY	DAVEY	1,700	37	62,900	11/20/2014	C	AC	100	\$174,653	23,706	AC OVERLAY (2 INCHES) W/FABRIC
											Treatment Total	\$200,952		
ISLAND PARKWAY	END PCC	CONCOURSE DRIVE	ISLAND	ISLAND5	680	60	40,800	11/19/2014	C	AC	100	\$94,792	22,815	AC OVERLAY (2 INCHES)

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

													Treatment Total		\$94,792	
FOREST AVENUE	MONROE AVENUE	ALAMEDA DE LAS PULGAS	FOREST	FORE1	550	18	9,900	11/20/2014	R	AC/A	100	\$28,611	14,572	MILL AND OVERLAY		
LAKE ROAD	CARLMONT DRIVE	LYALL WAY	LAKE	LAKE	450	28	12,600	11/18/2014	C	AC/A	100	\$47,938	11,362	MILL AND OVERLAY		
													Treatment Total		\$76,549	
CLIPPER DRIVE	CONCOURSE DRIVE	CONCOURSE DRIVE	CLIPPE	CLIPP1	1,310	32	41,920	11/19/2014	C	AC	78	\$29,694	19,146	PATCH AND SLURRY SEAL		
FOLGER DRIVE	NOTRE DAME AVENUE	NOTRE DAME AVENUE	FOLGER	FOLGER	1,050	18	18,900	11/18/2014	R	AC	74	\$10,818	27,561	PATCH AND SLURRY SEAL		
NORTH ROAD	HILLMAN AVENUE	NOTRE DAME AVENUE	NORTH	NORT5	2,500	24	60,000	11/20/2014	R	AC/A	74	\$34,340	20,272	PATCH AND SLURRY SEAL		
NOTRE DAME AVENUE	NORTH ROAD	HILLMAN AVENUE	NOTRE	NOTR3	1,650	18	29,700	11/20/2014	C	AC	77	\$21,038	18,594	PATCH AND SLURRY SEAL		
OLD COUNTY ROAD	CNRY BNDRY S/O HARBOR BLVD	CNRY BNDRY NW/O KAREN RD	OLD	002110	630	37	23,310	11/21/2014	C	AC	78	\$16,512	17,284	PATCH AND SLURRY SEAL		
RALSTON AVENUE, WB	GRANADA STREET	ELMER STREET	RALSTO	RALS05	500	35	17,500	11/21/2014	A	AC/A	78	\$17,850	23,071	PATCH AND SLURRY SEAL		
RIDGE ROAD	END OF CUL DE SAC	NOTRE DAME AVENUE	RIDGE	RIDGE	900	20	18,000	11/20/2014	R	AC/A	74	\$10,302	24,148	PATCH AND SLURRY SEAL		
SHARON AVENUE	ALAMEDA DE LAS PULGAS	CORONET BOULEVARD	SHARON	SHARON	250	18	4,500	11/18/2014	R	AC/A	74	\$2,576	29,175	PATCH AND SLURRY SEAL		
TALBRYN DRIVE	PALOMA AVENUE	ARDEN LN	TALBRY	TALB1A	1,284	19	24,396	11/19/2014	R	AC	74	\$13,963	22,419	PATCH AND SLURRY SEAL		
WEMBERLY DRIVE	HALLMARK DRIVE	ST. JAMES ROAD	WEMBER	WEMB2	1,000	29	29,000	10/2/2014	R	AC/A	74	\$16,598	26,288	PATCH AND SLURRY SEAL		
													Treatment Total		\$173,691	
RALSTON AVENUE, EB	HALLMARK DRIVE	CHRISTIAN DRIVE	RALSTO	RALS38	2,000	24	48,000	8/13/2012	A	AC	100	\$224,672	19,142	AC OVERLAY (0.30FT)		
													Treatment Total		\$224,672	
BRIARFIELD WAY	CHESTERTON AVENUE	HILLER STREET	BRIARF	BRIARF	400	31	12,400	11/19/2014	R	AC/A	91	\$3,921	35,479	SLURRY SEAL		
CARLMONT DRIVE	ALAMEDA DE LAS PULGAS	HASTINGS DRIVE	CARLMO	CARL1	800	33	26,400	11/18/2014	C	AC/A	93	\$10,472	50,775	SLURRY SEAL		
CHESTERTON AVENUE	MARINE VIEW AVENUE	540 CHESTERTON AVENUE	CHESTE	CHES2A	900	31	27,900	11/19/2014	R	AC	87	\$8,822	39,607	SLURRY SEAL		
CHRISTIAN DRIVE	RALSTON AVENUE	MARSTEN AVENUE	CHRDR	CHRDR	1,050	30	31,500	11/21/2014	C	AC/A	84	\$12,495	43,175	SLURRY SEAL		
FURLONG STREET	RALSTON AVENUE	O'NEILL AVENUE	FURLON	FURLON	800	27	21,600	11/19/2014	R	AC/A	84	\$6,830	64,978	SLURRY SEAL		
GRANADA STREET	RALSTON AVENUE	O'NEILL AVENUE	GRANAD	GRAN2	800	27	21,600	11/19/2014	R	AC/A	89	\$6,830	39,030	SLURRY SEAL		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
HALLMARK DRIVE	2516 HALLMARK DRIVE	LEIGH WAY	HALLMA	HALL2	500	37	18,500	11/21/2014	C	AC/A C	86	\$7,339	41,211	SLURRY SEAL
HALLMARK DRIVE	LEIGH WAY	WAKEFIELD DRIVE	HALLMA	HALL3	850	37	31,450	11/21/2014	C	AC	86	\$12,476	36,256	SLURRY SEAL
HALLMARK DRIVE	2747 HALLMARK DRIVE	BENSON WAY	HALLMA	HALL6	1,500	37	55,500	11/21/2014	C	AC/A C	91	\$22,015	46,339	SLURRY SEAL
HALLMARK DRIVE	BENSON WAY	RALSTON AVENUE	HALLMA	HALL7	950	47	44,650	11/21/2014	C	AC/A C	91	\$17,712	46,334	SLURRY SEAL
ISLAND PARKWAY	RALSTON AVENUE	BEGINNING OF PCC	ISLAND	ISLAND1	210	59	12,390	11/19/2014	C	AC	90	\$4,915	37,471	SLURRY SEAL
ISLAND PARKWAY	END PCC	BEGINNING PCC	ISLAND	ISLAND3	185	60	11,100	11/19/2014	C	AC	90	\$4,403	37,471	SLURRY SEAL
ONEILL AVE	100' WEST OF FIFTH AVE	SIXTH AVE	ONEIL	ONE2B	170	34	5,780	11/19/2014	C	AC/A C	94	\$2,293	16,442	SLURRY SEAL
SIXTH AVENUE	O'NEILL AVENUE	HARBOR BOULEVARD	SIXTH	SIXT5	1,150	37	42,550	11/19/2014	C	AC/A C	93	\$16,879	49,536	SLURRY SEAL
Treatment Total												\$137,402		
BIDDULPH WAY	HILLER STREET	ENTRANCE TO MAE NESBIT SCHOOL	BIDDUL	BIDDUL	100	27	2,700	11/19/2014	R	AC	100	\$26,142	5,912	RECONSTRUCT STRUCTURE (AC)
CLEE STREET	NOTRE DAME AVENUE	CHEVY STREET	CLEE	CLEE	500	27	13,500	8/13/2012	R	AC/A C	100	\$130,708	5,912	RECONSTRUCT STRUCTURE (AC)
COMSTOCK CIRCLE	HALLMARK DRIVE	HALLMARK DRIVE	COMSTO	COMS2	2,250	29	65,250	10/2/2014	R	AC	100	\$631,755	5,912	RECONSTRUCT STRUCTURE (AC)
FERNWOOD WAY	CHULA VISTA DRIVE	EL VERANO WAY	FERNWO	FERNWO	750	25	18,750	11/18/2014	R	AC	100	\$181,539	5,912	RECONSTRUCT STRUCTURE (AC)
FOREST AVENUE	ALAMEDA DE LAS PULGAS	CIPRIANI BOULEVARD	FOREST	FORE2	950	15	14,250	11/18/2014	R	AC	100	\$137,970	5,912	RECONSTRUCT STRUCTURE (AC)
MEZES AVENUE	DEAD END	NOTRE DAME AVENUE	MEZES	MEZE1	1,100	20	22,000	11/18/2014	R	AC	100	\$213,006	5,912	RECONSTRUCT STRUCTURE (AC)
MIDDLE ROAD	DAVEY GLEN ROAD	EL CAMINO REAL	MIDDLE	MIDD2	2,500	24	61,200	11/20/2014	C	AC	100	\$740,210	5,420	RECONSTRUCT STRUCTURE (AC)
MIDDLESEX ROAD	HILLER STREET	CAMBRIDGE STREET	MSEX	MSEX	550	31	17,050	8/13/2012	R	AC	100	\$165,080	5,912	RECONSTRUCT STRUCTURE (AC)
NOTRE DAME AVENUE	RALSTON AVENUE	ARBOR AVENUE	NOTRE	NOTR1	1,750	18	31,500	11/20/2014	C	AC/A C	100	\$380,991	5,420	RECONSTRUCT STRUCTURE (AC)
PROSPECT STREET	LANE STREET	SAN CARLOS CITY LIMIT	PROSPE	PROSPE	500	20	10,000	11/19/2014	R	AC	100	\$96,821	5,912	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2016

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment	
RALSTON AVENUE, EB	CIPRIANI BOULEVARD	DAVIS DRIVE	RALSTO	RALS32	1,950	21	40,950	8/13/2012	A	AC	100	\$631,176	5,450	RECONSTRUCT STRUCTURE (AC)	
SHOREWAY ROAD	REDWOOD CITY LIMIT	SEM LANE	SHOREW	SHOR1	1,300	35	45,500	11/19/2014	C	AC	100	\$550,320	5,420	RECONSTRUCT STRUCTURE (AC)	
WOOSTER AVENUE	SAN MATEO CITY LIMIT	CIPRIANI BOULEVARD	WOOSTE	WOOSTE	900	18	16,200	11/18/2014	R	AC/A	100	\$156,850	5,912	RECONSTRUCT STRUCTURE (AC)	
											Treatment Total	\$4,042,568			
						Year 2016 Area Total		1,172,696			Year 2016 Total		\$4,950,626		

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
FLASHNER LANE	EL CAMINO REAL	RALSTON AVENUE	FLASHN	FLASHN	300	17	5,100	11/21/2014	R	AC	100	\$15,034	19,273	AC OVERLAY (2 INCHES) W/FABRIC
MONSERAT AVENUE	NEWLANDS AVENUE	LINCOLN AVENUE	MONSER	MONS1	800	20	16,000	8/13/2012	R	AC	100	\$47,165	19,106	AC OVERLAY (2 INCHES) W/FABRIC
											Treatment Total	\$62,199		
BETTINA AVENUE	SAN MATEO CITY LIMIT	THURM AVENUE	BETTIN	BETTIN	450	20	9,000	11/18/2014	R	AC/A	100	\$26,531	15,421	MILL AND OVERLAY
											Treatment Total	\$26,531		
BAYVIEW AVENUE	END OF CUL DE SAC	MILLER AVENUE	BAYVIE	BAYV1	650	17	11,050	11/20/2014	R	AC/A	100	\$37,683	16,321	MILL AND OVERLAY W/FABRIC
CASA BONA AVENUE	CORONET BOULEVARD	PONCE AVENUE	CASA	CASA	2,300	20	46,000	11/20/2014	R	AC/A	100	\$156,870	16,340	MILL AND OVERLAY W/FABRIC
EAST LAUREL CREEK ROAD	BAY COURT	HASKINS DRIVE	EASTL	EAST4	1,000	20	20,000	11/21/2014	C	AC/A	100	\$86,862	14,784	MILL AND OVERLAY W/FABRIC
VALLEY VIEW AVENUE	NOTRE DAME AVENUE	1727 VALLEY VIEW AVENUE	VALLEY	VALL1	1,050	18	18,900	11/18/2014	R	AC/A	100	\$64,453	16,314	MILL AND OVERLAY W/FABRIC
											Treatment Total	\$345,868		
CREST VIEW AVENUE	HILLER STREET	OLD COUNTY ROAD	CREST	CREST	450	31	13,950	11/19/2014	R	AC/A	73	\$8,144	25,165	PATCH AND SLURRY SEAL
DAVIS DRIVE	RALSTON AVENUE	10 DAVIS DRIVE	DAVIS	DAV11	700	40	28,000	11/21/2014	C	AC	77	\$20,230	16,911	PATCH AND SLURRY SEAL
DAVIS DRIVE	10 DAVIS DRIVE	END OF CUL DE SAC	DAVIS	DAV12	450	40	18,000	11/21/2014	C	AC	76	\$13,005	16,533	PATCH AND SLURRY SEAL
ELMER STREET	O NEILL AV	HARBOR BLVD	ELMER	041710	792	37	29,304	11/19/2014	C	AC	77	\$21,173	16,867	PATCH AND SLURRY SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
HERITAGE COURT	ST. JAMES ROAD	END OF TURN A ROUND	HERITA	HERITA	500	26	13,000	10/2/2014	R	AC	73	\$7,590	21,498	PATCH AND SLURRY SEAL
MEADOW PARK CIRCLE	ST. JAMES ROAD	END OF TURN A ROUND	MEADOW	MEADOW	500	25	12,500	10/2/2014	R	AC	73	\$7,298	21,498	PATCH AND SLURRY SEAL
NAUGHTON AVENUE	ENCLINE WAY	CULDESAC	NAUGHT	NAUG2	640	24	15,360	10/2/2014	R	AC	73	\$8,967	21,498	PATCH AND SLURRY SEAL
WALTERMIRE STREET	EL CAMINO REAL	FIFTH AVENUE	WALTER	WALT2	241	32	7,712	11/19/2014	C	AC/A C	78	\$5,572	23,208	PATCH AND SLURRY SEAL
WALTERMIRE STREET	FIFTH AVENUE	SIXTH AVENUE	WALTER	WALT3	259	37	9,583	11/19/2014	C	AC	78	\$6,924	18,128	PATCH AND SLURRY SEAL
Treatment Total												\$98,903		
AVON AVENUE	BELBURN DRIVE	FAIRWAY DRIVE	AVON	AVON2	700	27	18,900	11/18/2014	R	AC/A C	85	\$6,096	51,069	SLURRY SEAL
BISHOP ROAD	ROBERT AVENUE	BISHOP ROAD	BISHOP	BISHOP	1,850	22	40,700	10/2/2014	R	AC/A C	81	\$13,127	44,650	SLURRY SEAL
COURTLAND ROAD	VINE STREET	DEAD END	COURTL	COURTL	800	24	19,200	11/19/2014	R	AC	83	\$6,193	41,575	SLURRY SEAL
DE KOVEN AVENUE	MONSERAT AVENUE	NEWLANDS AVENUE	DEKOV	DEKOV2	700	20	14,000	11/20/2014	R	AC/A C	80	\$4,516	63,065	SLURRY SEAL
NEWLANDS AVENUE	CASA BONA AVENUE	CIPRIANI BOULEVARD	NEWLAN	NEWL1	600	20	12,000	11/20/2014	R	AC	82	\$3,871	41,650	SLURRY SEAL
PLATEAU DRIVE	UPPER LOCK AVENUE	LOWER LOCK AVENUE	PLATEA	PLATEA	1,600	24	38,400	10/2/2014	R	AC	80	\$12,385	41,467	SLURRY SEAL
RALSTON AVENUE, WB	ALAMEDA DE LAS PULGAS	LYALL WAY	RALSTO	RALS27	1,300	23	29,900	11/21/2014	A	AC/A C	89	\$13,999	79,675	SLURRY SEAL
RALSTON AVENUE, WB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS29	1,300	31	40,300	11/21/2014	A	AC/A C	88	\$18,868	76,381	SLURRY SEAL
RALSTON AVENUE, EB	LYALL WAY	CIPRIANI BOULEVARD	RALSTO	RALS30	1,300	31	40,300	11/21/2014	A	AC/A C	90	\$18,868	86,704	SLURRY SEAL
READ AVENUE	CARMELITA AVENUE	PONCE AVENUE	READ	READ2	750	20	15,000	11/20/2014	R	AC	78	\$4,838	40,651	SLURRY SEAL
Treatment Total												\$102,761		
HARBOR BOULEVARD	EL CAMINO REAL	SIXTH AVENUE	HARBOR	HARB1	500	47	23,500	11/19/2014	C	AC/A C	100	\$47,677	21,187	MILL AND THIN OVERLAY
Treatment Total												\$47,677		
BELMONT CANYON ROAD	RALSTON AVENUE MIDDLE INT	HILLCREST DRIVE	BELMON	BELM2	500	27	13,500	11/21/2014	C	AC	100	\$166,548	5,314	RECONSTRUCT STRUCTURE (AC)
BENSON WAY	HALLMARK DRIVE	ST. JAMES ROAD	BENSON	BENSON	800	37	29,600	10/2/2014	R	AC	100	\$292,321	5,796	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2017

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
CHRISTIAN COURT	CHRISTIAN DRIVE	END OF CUL DE SAC	CHRCT	CHRCT	350	30	10,500	10/2/2014	R	AC	100	\$103,695	5,796	RECONSTRUCT STRUCTURE (AC)
CORONET BOULEVARD	LYON AVENUE	ARTHUR AVENUE	CORONE	CORO2	1,750	20	35,000	11/18/2014	R	AC/A C	100	\$345,650	5,796	RECONSTRUCT STRUCTURE (AC)
F STREET	EL CAMINO REAL	SIXTH AVENUE	FST	FST	300	43	12,900	11/19/2014	R	AC	100	\$127,397	5,796	RECONSTRUCT STRUCTURE (AC)
HILLER STREET	RALSTON AVENUE	RALSTON AVENUE	HER	HER4	100	46	4,600	11/19/2014	C	AC/A C	100	\$56,750	5,314	RECONSTRUCT STRUCTURE (AC)
HILLMAN AVENUE	MILLS AVENUE	NOTRE DAME AVENUE	HMAN	HMA2	1,200	23	27,600	11/20/2014	C	AC/A C	100	\$340,497	5,314	RECONSTRUCT STRUCTURE (AC)
HILLMAN AVENUE	NOTRE DAME AVENUE	TERRACE DRIVE	HMAN	HMA3	1,300	18	23,400	11/20/2014	R	AC/A C	100	\$231,092	5,796	RECONSTRUCT STRUCTURE (AC)
IRENE COURT	NORTH ROAD	END OF CUL DE SAC	IRENE	IRENE	600	34	20,400	11/20/2014	R	AC/A C	100	\$201,465	5,796	RECONSTRUCT STRUCTURE (AC)
LANE STREET	MOLITOR ROAD	PROSPECT STREET	LANE	LANE2	350	20	7,000	11/19/2014	R	AC	100	\$69,130	5,796	RECONSTRUCT STRUCTURE (AC)
OLD COUNTY ROAD	SAN MATEO CITY LIMIT	DALE VIEW AVENUE	OLD	OLD1	350	37	12,950	11/21/2014	C	AC/A C	100	\$159,762	5,314	RECONSTRUCT STRUCTURE (AC)
OLD COUNTY ROAD	DALE VIEW AVENUE	MARINE VIEW AVENUE	OLD	OLD2	1,900	37	70,300	11/21/2014	C	AC	100	\$867,280	5,314	RECONSTRUCT STRUCTURE (AC)
ONEILL AVE	KEDITH STREET	DAIRY LANE	ONEIL	ONE10	154	33	5,082	11/19/2014	R	AC/A C	100	\$50,189	5,796	RECONSTRUCT STRUCTURE (AC)
ONEILL AVE	JUDSON STREET	KEDITH STREET	ONEIL	ONE9	235	33	7,755	11/19/2014	R	AC/A C	100	\$76,587	5,796	RECONSTRUCT STRUCTURE (AC)
PALM AVENUE (FIFTH)	130' S. OF WALTERMIRE ST	O'NEIL AVE	PALM	PALM2	168	28	4,704	11/19/2014	R	AC	100	\$46,456	5,796	RECONSTRUCT STRUCTURE (AC)
PALOMA AVENUE	DEAD END	VINE STREET	PALOMA	PALOMA	900	18	16,200	11/19/2014	R	AC	100	\$159,987	5,796	RECONSTRUCT STRUCTURE (AC)
PINE KNOLL DRIVE	END OF CUL DE SAC	HILLMAN AVENUE	PINE	PINE	1,450	18	26,100	11/18/2014	R	AC/A C	100	\$257,756	5,796	RECONSTRUCT STRUCTURE (AC)
SOUTH ROAD	MIDDLE ROAD	COLLEGE VIEW WAY	SOUTH	SOUT1	950	20	19,000	11/20/2014	C	AC/A C	100	\$234,400	5,314	RECONSTRUCT STRUCTURE (AC)
SOUTH ROAD	COLLEGE VIEW WAY	HOLLY ROAD	SOUTH	SOUT2	1,200	20	24,000	11/20/2014	C	AC/A C	100	\$296,084	5,314	RECONSTRUCT STRUCTURE (AC)
TERRACE DRIVE	HILLMAN AVENUE	MEZES AVENUE	TERRAC	TERR2	450	18	8,100	11/18/2014	R	AC/A C	100	\$79,994	5,796	RECONSTRUCT STRUCTURE (AC)
Treatment Total											\$4,163,040			

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year 2017 Area Total 944,350 Year 2017 Total \$4,846,979

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
NOTRE DAME AVENUE	ARBOR AVENUE	NORTH ROAD	NOTRE	NOTR2	1,600	18	28,800	11/20/2014	C	AC	100	\$83,199	22,931	AC OVERLAY (2 INCHES) W/FABRIC
Treatment Total												\$83,199		
EAST LAUREL CREEK ROAD	3138 EAST LAUREL CREEK ROAD	BAY COURT	EASTL	EAST3	200	21	4,200	11/21/2014	C	AC/A	100	\$18,606	14,385	MILL AND OVERLAY W/FABRIC
SHOREWAY ROAD	SEM LANE	SAN CARLOS CITY LIMIT	SHOREW	SHOR2	2,350	27	63,450	11/19/2014	C	AC/A	100	\$281,081	14,415	MILL AND OVERLAY W/FABRIC
SOLANA DRIVE	SOLANA COURT	END OF CUL DE SAC	SOLDR	SOLD2	800	25	20,000	11/18/2014	R	AC/A	100	\$69,569	15,946	MILL AND OVERLAY W/FABRIC
Treatment Total												\$369,256		
RALSTON AVENUE, EB	GRANADA STREET	ELMER STREET	RALSTO	RALS06	500	35	17,500	11/21/2014	A	AC/A	100	\$103,793	15,112	MILL AND OVERLAY W/F(0.30FT)
Treatment Total												\$103,793		
CHULA VISTA DRIVE	1251 CHULA VISTA DRIVE	SOLANA DRIVE	CHULA	CHUL1B	470	25	11,750	11/18/2014	C	AC	94	\$4,850	28,178	SLURRY SEAL
Treatment Total												\$4,850		
ALHAMBRA DRIVE	DEAD END	MONTE CRESTA DRIVE	ALHAMB	ALHA2	500	20	10,000	10/2/2014	R	AC	100	\$100,733	5,682	RECONSTRUCT STRUCTURE (AC)
CIPRIANI BOULEVARD	ALAMEDA DE LAS PULGAS	NEWLANDS AVENUE	CIPRIA	CIPR1	1,750	23	40,250	11/18/2014	C	AC/A	100	\$506,489	5,210	RECONSTRUCT STRUCTURE (AC)
CORONET BOULEVARD	PRINDLE ROAD	RALSTON AVENUE	CORONE	CORO4	1,350	20	27,000	10/2/2014	R	AC/A	100	\$271,977	5,682	RECONSTRUCT STRUCTURE (AC)
EAST LAUREL CREEK ROAD	SAN JUAN BOULEVARD	3114 EAST LAUREL CREEK ROAD	EASTL	EAST1	500	24	12,000	11/21/2014	C	AC	100	\$151,003	5,210	RECONSTRUCT STRUCTURE (AC)
FAIRWAY DRIVE	NOTRE DAME AVENUE	ARBOR AVENUE	FAIRWA	FAIRWA	1,400	18	25,200	11/18/2014	R	AC	100	\$253,846	5,682	RECONSTRUCT STRUCTURE (AC)
KING STREET	SIXTH AVENUE	SAN CARLOS CITY LIMIT	KING	KING	400	20	8,000	11/19/2014	R	AC	100	\$80,586	5,682	RECONSTRUCT STRUCTURE (AC)
LADERA WAY	MAYWOOD DRIVE	EL VERANO WAY	LADERA	LADERA	1,200	25	30,000	11/18/2014	R	AC	100	\$302,197	5,682	RECONSTRUCT STRUCTURE (AC)
LYNDHURST AVENUE	SAN CARLOS CITY LIMIT	BUCKLAND AVENUE	LYNDHU	LYNDHU	650	26	16,900	11/19/2014	R	AC	100	\$170,238	5,682	RECONSTRUCT STRUCTURE (AC)

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2018

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
OAK KNOLL DRIVE	PINE KNOLL DRIVE	VALLEY VIEW AVENUE	OAKKN	OAK1	1,000	18	18,000	11/18/2014	R	AC/A C	100	\$181,318	5,682	RECONSTRUCT STRUCTURE (AC)
OLD COUNTY ROAD	MARINE VIEW AVENUE	MASONIC WAY	OLD	OLD3	2,000	37	74,000	11/21/2014	C	AC	100	\$931,185	5,210	RECONSTRUCT STRUCTURE (AC)
PRINDLE ROAD	PONCE	CIPRIANI BOULEVARD	PRINDL	PRIND2	323	20	6,460	11/21/2014	R	AC	100	\$65,074	5,682	RECONSTRUCT STRUCTURE (AC)
ROSS STREET	WINDING WAY	NORTH ROAD	ROSS	ROSS	200	16	3,200	11/20/2014	R	AC/A C	100	\$32,235	5,682	RECONSTRUCT STRUCTURE (AC)
SAN ARDO WAY	MONTE CRESTA DRIVE	BARCLAY WAY	SANAR	SANAR	800	20	16,000	10/2/2014	R	AC/A C	100	\$161,172	5,682	RECONSTRUCT STRUCTURE (AC)
SAN JUAN BOULEVARD	CIPRIANI BOULEVARD	MONTE CRESTA DRIVE	SANJU	SAN1	2,600	24	62,400	11/21/2014	C	AC	100	\$785,215	5,210	RECONSTRUCT STRUCTURE (AC)
SAN JUAN BOULEVARD	MONTE CRESTA DRIVE	EAST LAUREL CREEK ROAD	SANJU	SAN2	1,650	24	39,600	11/21/2014	C	AC	100	\$498,310	5,210	RECONSTRUCT STRUCTURE (AC)
ST. JAMES ROAD	REFUGE BOUNDARY	ENTRANCE TO FOX SCHOOL	STJA	ST3	1,900	37	70,300	10/2/2014	R	AC	100	\$708,148	5,682	RECONSTRUCT STRUCTURE (AC)
SUNNYSLOPE AVENUE	HARBOR BOULEVARD	1572 SUNNYSLOPE AVENUE	SUNNYS	SUNN2A	500	19	9,500	11/19/2014	R	AC	100	\$95,696	5,682	RECONSTRUCT STRUCTURE (AC)
TALBRYN DRIVE	1320 TALBRYN DRIVE	BUCKLAND AVENUE	TALBRY	TALB2	358	26	9,308	11/19/2014	R	AC	100	\$93,762	5,682	RECONSTRUCT STRUCTURE (AC)
VALDEZ AVENUE	FERNWOOD WAY	EL VERANO WAY	VALDEZ	VALDEZ	1,100	25	27,500	11/18/2014	R	AC	100	\$277,014	5,682	RECONSTRUCT STRUCTURE (AC)
VILLA AVENUE	BELBURN DRIVE	RALSTON AVENUE	VILLA	VILLA2	300	27	8,100	11/18/2014	R	AC	100	\$81,594	5,682	RECONSTRUCT STRUCTURE (AC)
Treatment Total											\$5,747,792			
Year 2018 Area Total						659,418	Year 2018 Total				\$6,308,890			

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
ALAMEDA DE LAS PULGAS	CARLMONT DRIVE	CHULA VISTA DRIVE	ALAMED	ALAM9	1,650	45	74,250	11/18/2014	C	AC/A C	100	\$335,503	14,021	MILL AND OVERLAY W/FABRIC
Treatment Total											\$335,503			
BELBURN DRIVE	NOTRE DAME AVENUE	ACADEMY AVENUE	BELBUR	BELB1	1,450	30	43,500	11/18/2014	R	AC/A C	81	\$14,597	42,888	SLURRY SEAL

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 2.00%

Inflation: 2.00%

Printed: 04/08/2015

Scenario: (1) Unconstrained Needs

Year: 2019

Street Name	Begin Location	End Location	Street ID	Section	Length	Width	Area	Last Inspected	FC	Surf Type	PCI	Cost	Rating	Treatment
BELBURN DRIVE	ACADEMY AVENUE	VILLA AVENUE	BELBUR	BELB2	300	30	9,000	10/2/2014	R	AC/A C	89	\$3,020	36,913	SLURRY SEAL
LONGFELLOW DRIVE	BAY COURT	HASKINS DRIVE	LONGFE	LONGFE	700	20	14,000	10/2/2014	R	AC	88	\$4,698	36,704	SLURRY SEAL
OAK KNOLL DRIVE	VALLEY VIEW AVENUE	END OF CUL DE SAC	OAKKN	OAK2	1,500	18	27,000	11/18/2014	R	AC	84	\$9,060	39,646	SLURRY SEAL
ONEILL AVE	SIXTH AVENUE	SUNNYSLOPE AVENUE	ONEIL	ONE1	300	25	7,500	11/19/2014	R	AC	92	\$2,517	44,889	SLURRY SEAL
SIXTH AVENUE	WALTERMIRE STREET	O'NEILL AVENUE	SIXTH	SIXT4	300	26	7,800	11/19/2014	C	AC	94	\$3,284	46,902	SLURRY SEAL
TERRACE DRIVE	NOTRE DAME AVENUE	HILLMAN AVENUE	TERRAC	TERR1	2,200	18	39,600	11/18/2014	R	AC/A C	86	\$13,288	66,303	SLURRY SEAL
Treatment Total												\$50,464		
RALSTON AVENUE, EB	EL CAMINO REAL	SIXTH AVENUE	RALSTO	RALS12	600	30	18,000	11/21/2014	A	AC	100	\$53,191	23,255	MILL AND THICK OVERLAY
Treatment Total												\$53,191		
ACADEMY AVENUE	RALSTON AVENUE	s/o BELBURN DRIVE	ACAAV	ACAAV1	580	27	15,660	11/18/2014	R	AC	100	\$160,902	5,571	RECONSTRUCT STRUCTURE (AC)
BELLE MONTI AVENUE	NOTRE DAME AVENUE	ALAMEDA DE LAS PULGAS	BELLE	BELLE	950	20	19,000	11/20/2014	R	AC/A C	100	\$195,220	5,571	RECONSTRUCT STRUCTURE (AC)
HARBOR BOULEVARD	MOLITOR ROAD	LANE STREET	HARBOR	HARB4	650	20	13,000	11/19/2014	R	AC/A C	100	\$133,571	5,571	RECONSTRUCT STRUCTURE (AC)
MONTE CRESTA DRIVE	SAN JUAN BOULEVARD	BARCLAY WAY	MONTE	MONT1	1,500	20	30,000	10/2/2014	R	AC	100	\$308,241	5,571	RECONSTRUCT STRUCTURE (AC)
ONEILL AVE	EL CAMINO REAL	100' WEST OF FIFTH AVE	ONEIL	ONE2A	430	34	14,620	11/19/2014	C	AC/A C	100	\$187,652	5,108	RECONSTRUCT STRUCTURE (AC)
PONCE AVENUE	PRINDLE ROAD	READ AVENUE	PONCE	PONC1	1,450	16	23,200	11/21/2014	R	AC/A C	100	\$238,373	5,571	RECONSTRUCT STRUCTURE (AC)
PONCE AVENUE	READ AVENUE	CIPRIANI BOULEVARD	PONCE	PONC2	450	20	9,000	11/21/2014	R	AC/A C	100	\$92,473	5,571	RECONSTRUCT STRUCTURE (AC)
RALSTON AVENUE, EB ROAD	BELMONT CANYON ROAD	HALLMARK DRIVE	RALSTO	RALS36	1,200	22	26,400	8/13/2012	A	AC	100	\$431,819	5,136	RECONSTRUCT STRUCTURE (AC)
Treatment Total												\$1,748,251		
Year 2019 Area Total						391,530		Year 2019 Total				\$2,187,409		
Total Section Area:						8,647,412		Grand Total				\$38,139,662		

** - Treatment from Project Selection

Scenarios Criteria:



Scenario Treatments

(1) Unconstrained Needs - All Project Periods - Printed: 4/8/2015

Feature Legend

- AC OVERLAY (0.30FT)
- AC OVERLAY (2 INCHES)
- AC OVERLAY (2 INCHES) W/FABRIC
- MILL AND OVERLAY
- MILL AND OVERLAY W/F(0.30FT)
- MILL AND OVERLAY W/FABRIC
- MILL AND THICK OVERLAY
- MILL AND THIN OVERLAY
- PATCH AND SLURRY SEAL
- RECONSTRUCT STRUCTURE (AC)
- SLURRY SEAL

0 0.5

 Miles





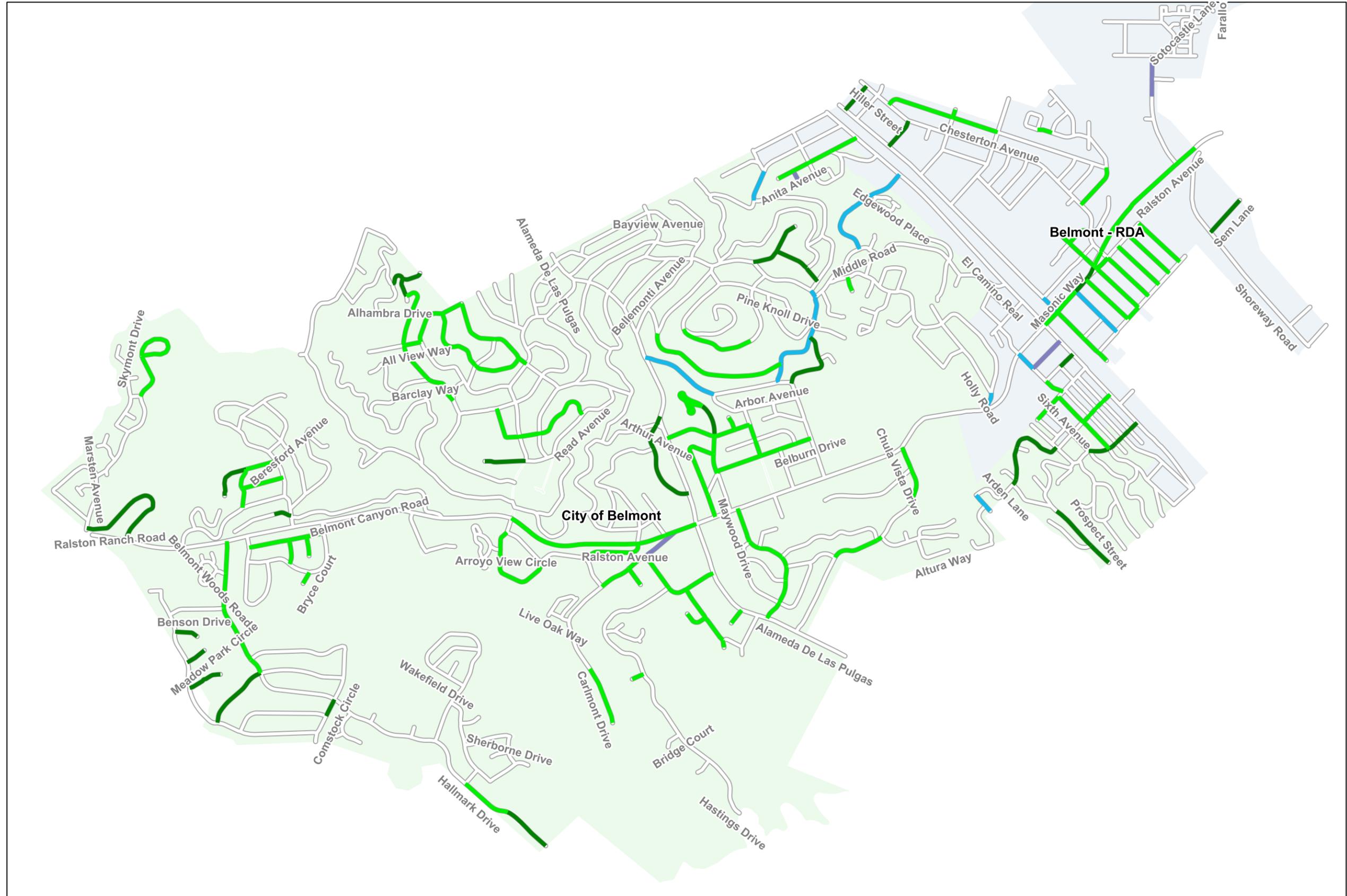
CITY OF BELMONT

Scenario Treatments

(2) Current Projected Funding - All Project Periods - Printed: 4/8/2015

Feature Legend

- AC OVERLAY (2 INCHES)
- AC OVERLAY (2 INCHES) W/FABRIC
- PATCH AND SLURRY SEAL
- SLURRY SEAL



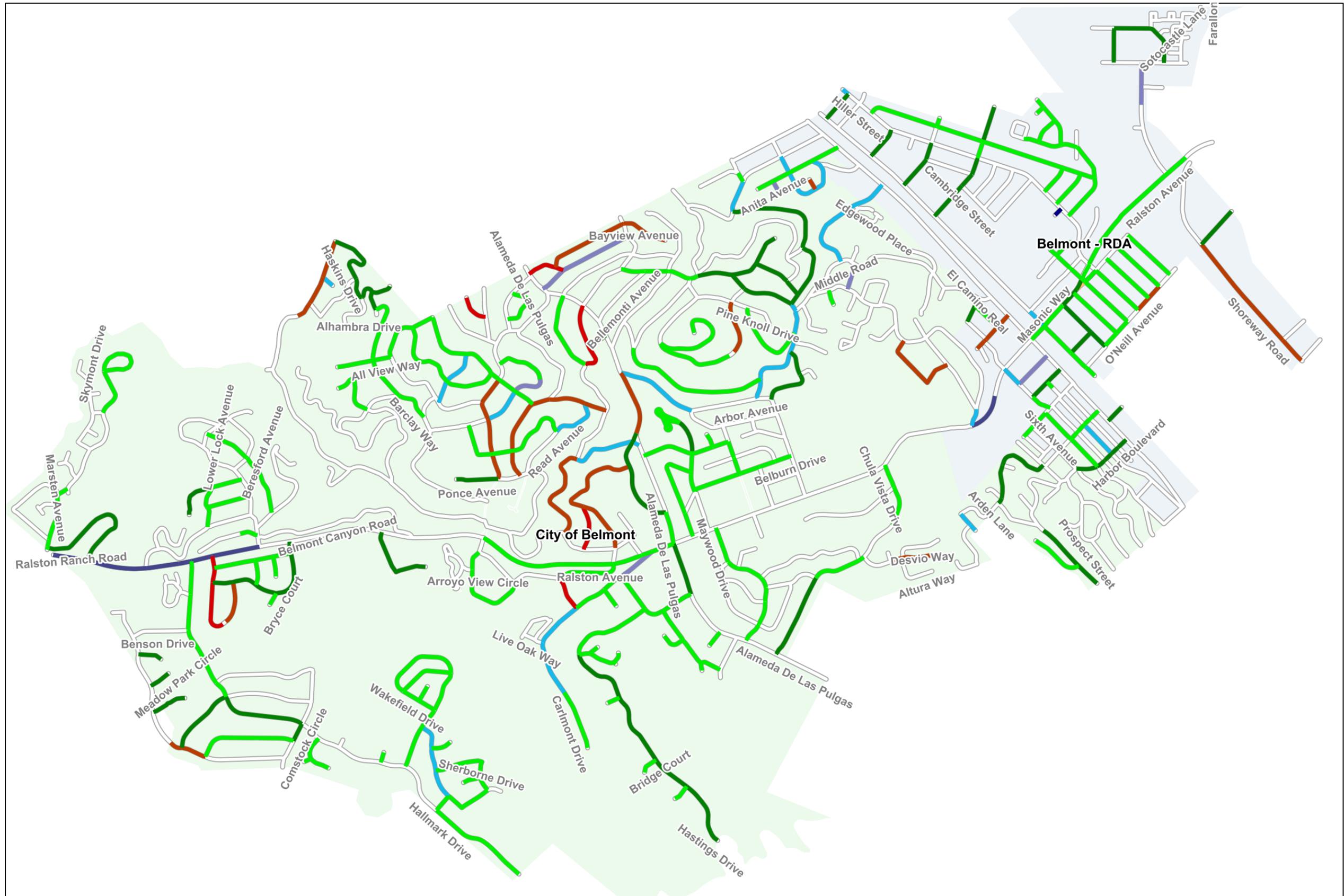


Scenario Treatments

(3) Maintain Current PCI (\$1.2 million per year) - All Project Periods - Printed: 4/8/2015

Feature Legend

- █ AC OVERLAY (0.30FT)
- █ AC OVERLAY (2 INCHES)
- █ AC OVERLAY (2 INCHES) W/FABRIC
- █ MILL AND OVERLAY
- █ MILL AND OVERLAY W/F(0.30FT)
- █ MILL AND OVERLAY W/FABRIC
- █ PATCH AND SLURRY SEAL
- █ RECONSTRUCT STRUCTURE (AC)
- █ SLURRY SEAL





Scenario Treatments

(4) Increase PCI 5 points (\$2.1 million per year) - All Project Periods - Printed: 4/8/2015

- Feature Legend**
- █ AC OVERLAY (0.30FT)
 - █ AC OVERLAY (2 INCHES)
 - █ AC OVERLAY (2 INCHES) W/FABRIC
 - █ MILL AND OVERLAY
 - █ MILL AND OVERLAY W/F(0.30FT)
 - █ MILL AND OVERLAY W/FABRIC
 - █ PATCH AND SLURRY SEAL
 - █ RECONSTRUCT STRUCTURE (AC)
 - █ SLURRY SEAL

