CITY OF ORINDA

2022 PMP Update
PTAP Round 23
Final Report
March 2023

Pavement Engineering Inc.
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Section I

Executive Summary

EXECUTIVE SUMMARY

The City of Orinda currently maintains approximately 93 centerline miles of roads representing 12,740,933 square feet of pavement, with a replacement value of approximately $307,344,000 as calculated by StreetSaver®.

Pavement Engineering Inc. (PEI) updated all the streets in the City's Pavement Management Program, using the Metropolitan Transportation Commission's (MTC) StreetSaver® program. The purpose of a Pavement Management Program is to track inventory, store work history and furnish budget estimates to optimize funding for improving the City's pavement network.

INTRODUCTION

A Pavement Management Program has several distinctive uses:

- As a budgeting tool, a Pavement Management Program uses treatment costs that are based on recently bid projects, by the participating agency, so that budgets reflect historical costs for the area.
- As an inventory tool, a Pavement Management Program provides a quick and easy reference for pavement areas and use.
- As a pavement condition record, a Pavement Management Program provides age, load-related, non-load related and climate-related pavement condition and deterioration information. The Pavement Management Program uses pavement deterioration curves, based on nationwide research, which allow the program to predict a pavement's future condition.

A Pavement Management Program is not capable of providing detailed engineering designs for a street. The Pavement Management Program instead helps the user identify candidate streets for potential repair and maintenance. Project level pavement analysis and engineering is an essential feature of future pavement maintenance and rehabilitation projects. Additional investigation, or project level analysis, can optimize the City's pavement management dollars. Project level engineering examines the pavements in significantly more detail than the visual evaluation required for the Pavement Management Program Update and optimizes designs for all of the peculiar constraints of a set of project streets.

WORK PERFORMED

Pavement Distress Survey and Database Update

For this update, PEI performed inspections on approximately 93 centerline miles of road. Field inspections were completed in August 2022.

PEI measured the following distress types as part of our review: alligator cracking (fatigue), block cracking, distortions, longitudinal & transverse cracking, patching & utility cut patching, rutting / depressions, weathering, and raveling. All the collected data was entered into the City's StreetSaver® database.

As part of our field review, all the streets were measured to confirm lengths and widths. Lengths were measured using a vehicle-mounted electronic measuring device and widths were measured using a hand-held measuring wheel. Measurement discrepancies were tabulated and reviewed with the City to determine if corrections were needed.

PEI performed a quality control (QC) check on our work. PEI's QC check consists of performing a field review of any street segment where the PCI showed a decrease of 3 or more points per year, or an increase of 1 PCI without a documented M&R treatment, when compared to the last inspection for the same road segment in the StreetSaver® database. Each segment in the QC process was visually reviewed to determine if the StreetSaver® calculated PCI was representative of the observed overall pavement condition for that road segment. Variations found were re-inspected by a Senior Engineering Technician, or the Project Manager, and the segments' PCI was recalculated.

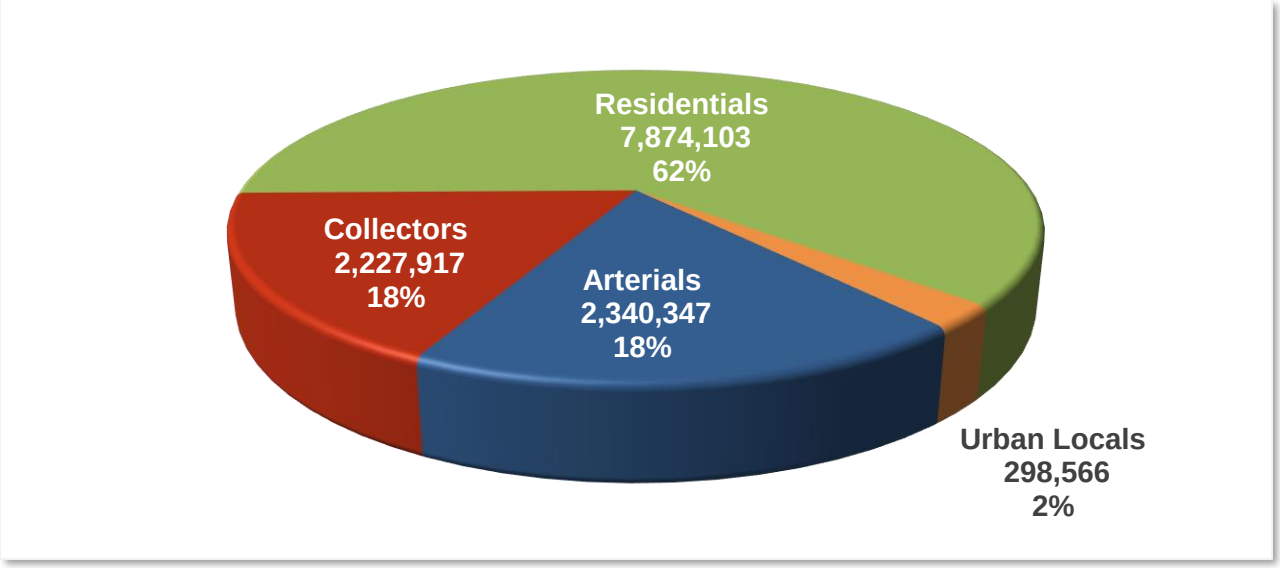
FINDINGS

The updated Pavement Management Program showed that the City's overall average PCI is **84**.

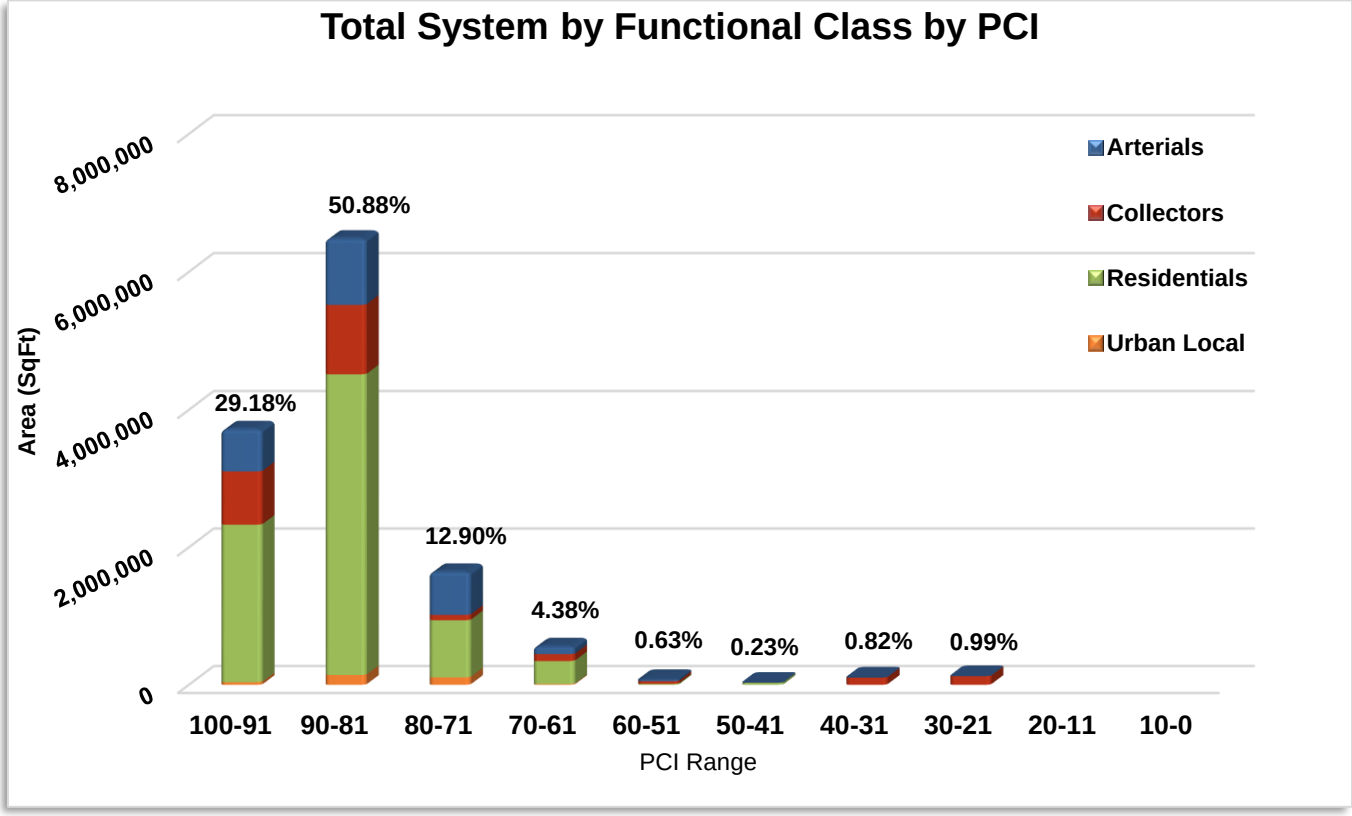
The breakdown by functional classification is as follows:

Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Arterial	10.99	25.71	2,340,347	18.37%	84
Collector	16.48	32.96	2,227,917	17.49%	80
Residential	63.71	127.50	7,874,103	61.80%	85
Urban Local	2.30	4.59	298,566	2.34%	84
Totals	**93.48**	**190.76**	**12,740,933**	**100%**	**84**

The pie graph below shows the percentage of each functional classification, by area.



The bar graph below shows the City's Street system broken down into 10-point PCI ranges.



The breakdown by Condition Category and corresponding PCI range is shown below:

Condition Category Breakdown			
Condition	**PCI Range**	**Square Feet**	**% Of Total**
Excellent	100-91	3,717,725	29.18%
Good	90-71	8,125,626	63.78%
Fair	70-51	638,322	5.01%
Poor	50-31	133,535	1.05%
Failed	30-0	125,725	0.99%

The analysis shows that **92.96%** of the City's pavement are in **Excellent** to **Good** condition. Details of each street segment are provided in ***Section IV: Reference Reports***.

BUDGET ANALYSIS

StreetSaver® uses a decision tree to model the decision-making process that agencies follow to select a maintenance or rehabilitation strategy. The decision tree contains "branches" for each functional classification, surface type and condition category. Jurisdictions can outline their maintenance and rehabilitation strategy by choosing a treatment for each branch.

The treatments listed in the decision tree are generalized to provide a range of treatments. Typical treatments within each generalized treatment range are listed below. The exact treatment would need to be determined during the design phase of the project.

StreetSaver® assigns a treatment action and estimated cost to each street segment based on the pavement's current PCI.

Treatment Category	Typical Treatment
Light Maintenance	• Slurry Seal or Micro-Surface • Fog Seal or Scrub Seal
Heavy Maintenance	• Chip Seal, Cape Seal • Slurry Seal or Micro-Surface with Digouts • Thin Maintenance Overlay (TMO)
Light Rehab.	• Overlay (2" and under) or Thin Mill and Fill
Heavy Rehab.	• Overlay (greater than 2") or Thick Mill and Fill • Cold-In-Place Recycling • Full Depth Reclamation • Pulverize and Resurfacing
Reconstruct	• Full Section Reconstruction

Decision Tree Unit Prices

As a minimum, recent bid tabulations should be used to determine the appropriate unit costs. Further, the unit costs include other costs such as design, construction management, contingencies or other related construction costs (ADA ramps, curb & gutters, striping etc.) to form a more comprehensive unit cost for the selected treatments. A description of the unit cost and the increase factors applied, can be found in Section III "Pavement Management Program Specifics" of this report.

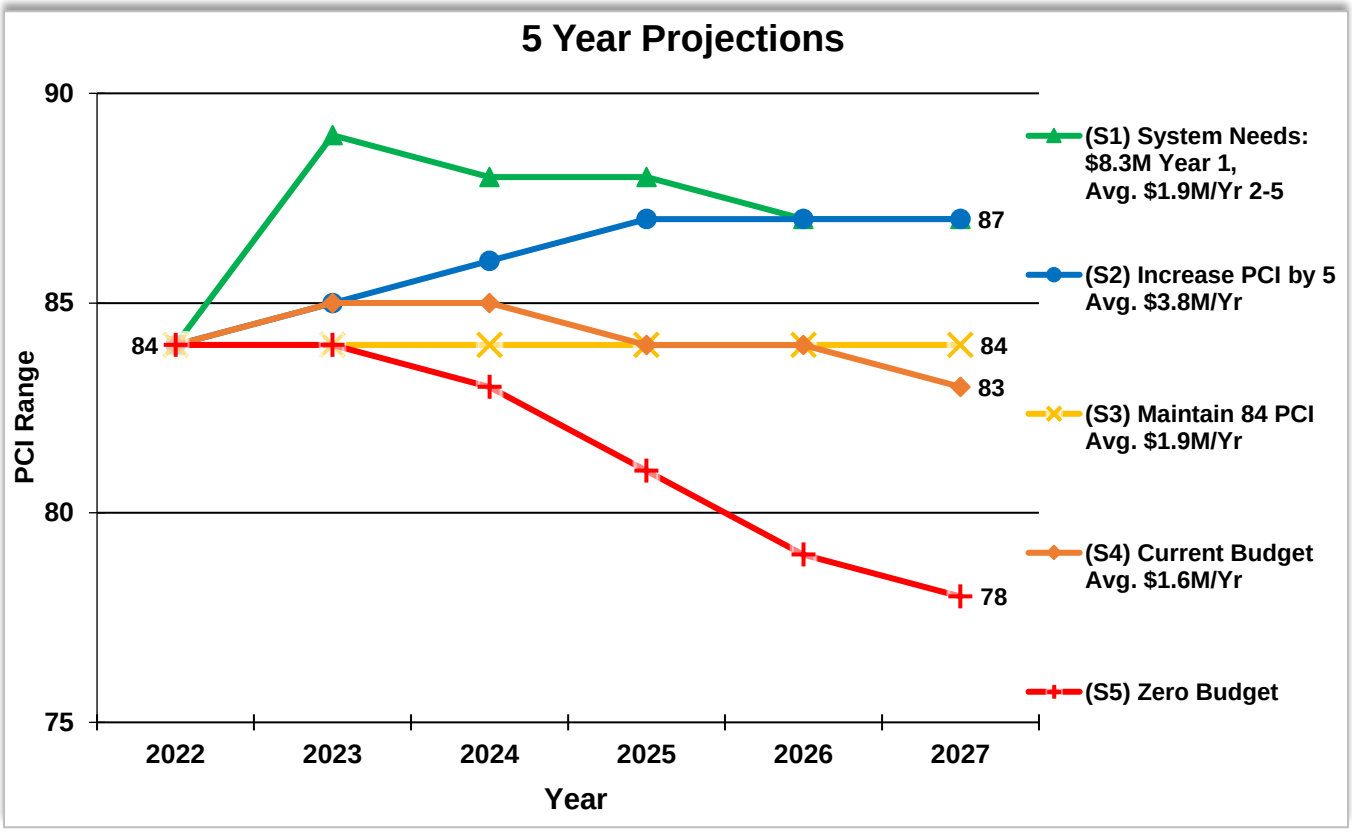
For the City of Orinda, the unit costs on the following table were used:

Treatment	Arterial	Collector	Residential
Cost/ Sq Yd			
Crack Seal **($$/LF)**	$2.21	$1.83	$1.61
Light Maintenance	$7.76	$7.76	$7.76
Heavy Maintenance	$25.26	$25.26	$23.95
Light Rehab	$51.97	$49.66	$33.00
Heavy Rehab	$93.70	$93.70	$88.84
Reconstruct	$224.57	$224.57	$212.93

For this update, PEI analyzed several scenarios, which are summarized below:

Budget Scenario Projections

PEI generated Five (5) scenario projections which are represented graphically below:



A summary of each of the scenario projections are as follows:

Scenario 1: System Needs/ Unconstrained Budget ($8.3M for Year 1, Avg. $1.9M/Yr. for Years 2-5.).

Scenario 2: Amount of funding to increase PCI by 5 (Avg. $3.8M/Yr.).

Scenario 3: Amount of funding to maintain PCI of 84 (Avg. $1.9M/Yr.).

Scenario 4: Impact of the current budget amount ($1.6M/Yr.); the current PCI would decline from 84 to 83, a 1-point decrease over 5 years.

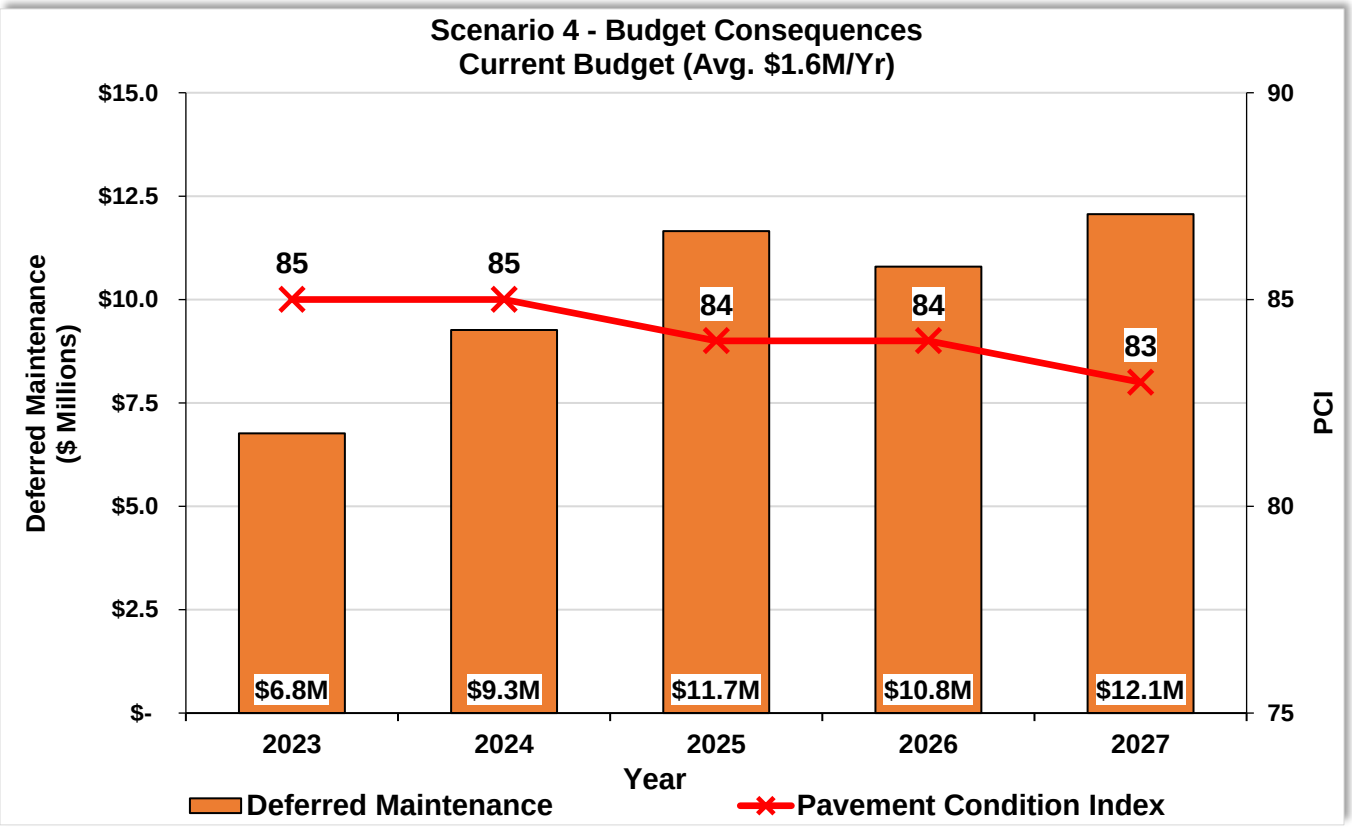
Scenario 5: Represents the impact to the PCI if Zero dollars are spent.

The full report for the various budget scenarios can be found in **Appendix B**.

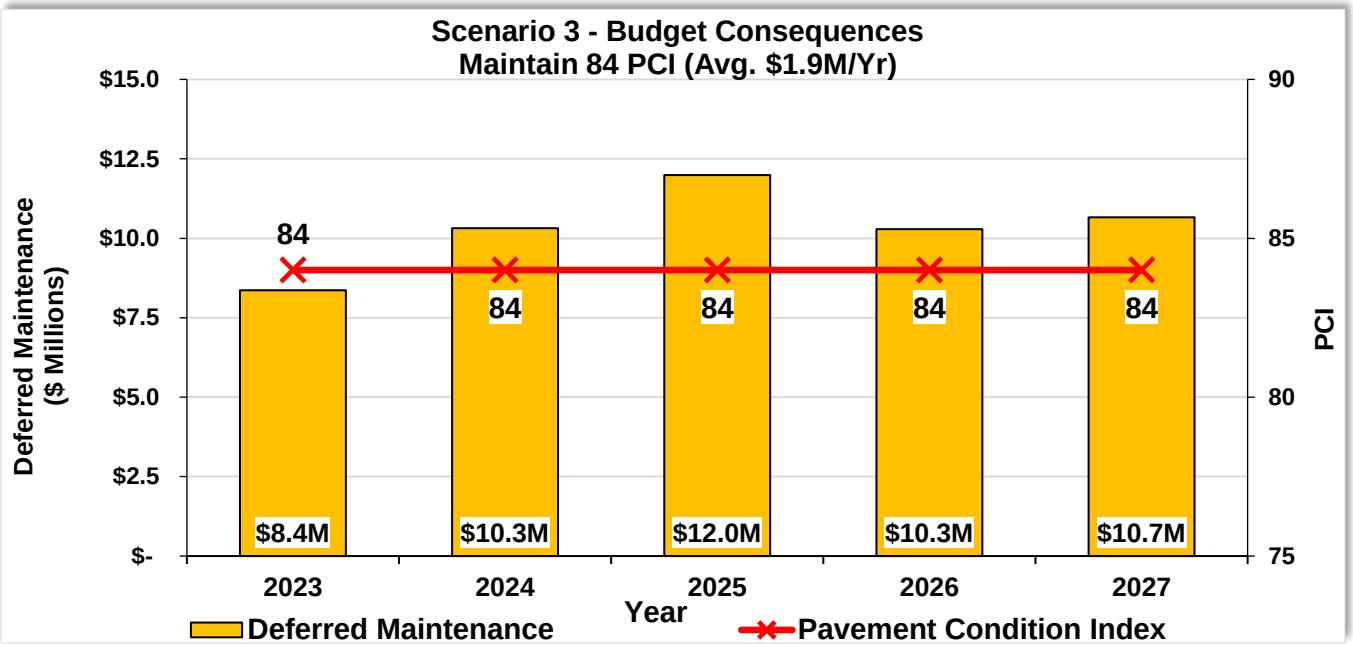
Budget Consequences

The following graphs illustrate the consequences to the City's overall weighted PCI and Deferred Maintenance Amount, based on the scenario projections:

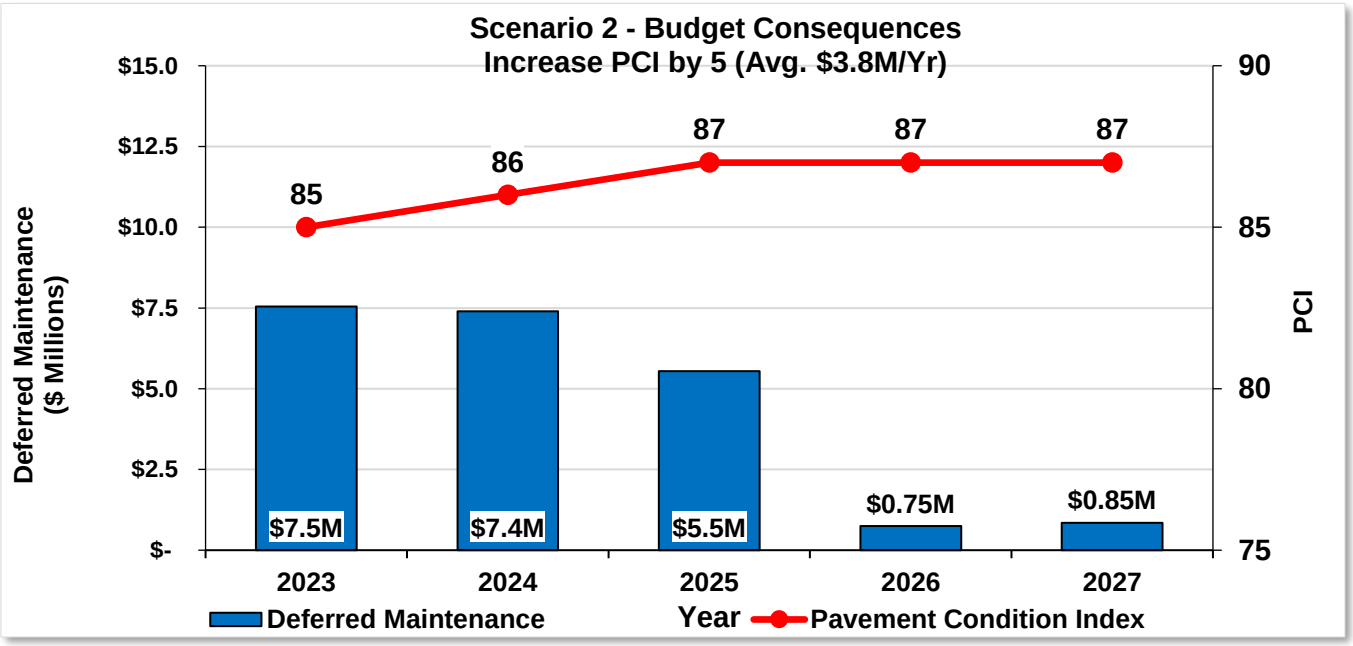
At the estimated current budget level of $1.6 Million annually, the PCI of the entire system will decrease from 84 to 83, a 1 PCI point decline over the next 5 years. In addition, the backlog of deferred maintenance grows from $6.8 million to $12.1 million, an increase of 78.5%.



To maintain the current Network PCI of 84, it is projected that an average funding level of $1.9 Million per year would be necessary. At this funding level the backlog of deferred maintenance grows from $8.4 Million to $10.7 Million, an increase of 27.5%.



To increase the Network PCI to its optimum PCI of 87, it is projected that an average funding level of $3.8 Million per Year would be necessary. At this funding level the backlog of deferred maintenance shrinks from $7.5 Million to $0.85 Million, a decrease of 88.7%.



CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2023 Pavement Management Program Update performed by PEI. PEI inspected all road segments in the City of Orinda. The Network Average PCI for the City is **84**. 92.96% of the City's pavement is in Excellent to Good condition.

To maintain the system at its current Network PCI of 84, it is estimated that the City will need to spend an average of $1.9 Million annually, over the next 5 years. Maintaining the current funding level of $1.6 Million annually, will result in a PCI decrease of 1 point over the next five years to a PCI of 83. Additionally, at this funding level the Deferred Maintenance cost will increase by an average of 17% each year and increase by a total of 78.5%, from $6.8 million to $12.1 million over the next five years.

A review of the City's Street system, by functional classification, shows that the Arterial streets maintain an average PCI of 84, the Collector streets have an average PCI of 80, and the Residential streets have the highest average PCI of 85. As a general rule, agencies typically try to keep their arterials in the best condition because they carry the bulk of the traffic and loading, followed by collectors, and then the residential/ local streets.

Moving forward, PEI recommends the City carefully evaluate the overall annual budget to determine the amount it wants to commit to pavement maintenance and rehabilitation projects. We recommend the City set priorities for each functional classification and perhaps certain streets within each classification.

This Pavement Management Program will assist the City in its efforts to monitor treatments and track their effectiveness and help the City in setting future priorities and treatment policies. To ensure the City is evaluating accurate data, PEI suggests the City update its Pavement Management Program on a regular basis and review the entire system every three years, this includes a thorough review of the Decision Tree and the unit costs contained within. As the City maintains and updates its Pavement Management Program, the program will become a valuable tool in its efforts to maximize performance and minimize the spending for pavements.

Section II

Background

BACKGROUND

This section is intended to introduce important pavement design definitions and calculations as a background for understanding the Pavement Management Program (PMP) assumptions.

PAVEMENT DESIGN BASICS

Pavements are a structural support system generally considered to act like a beam. But unlike beams in buildings, which generally have static loads, the pavement structure is flexed many times from traffic loading. Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The impact of trucks is measured in equivalent single 18,000-pound axle loads (EALs). The total EALs are converted into a design Traffic Index (TI). As an example, a design TI of 5 is equal to 7,160 EALs. A Design TI of 8 is equal to 372,000 EALs. Therefore, the design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20-year period are used. For rehabilitation treatments such as overlays, 10 years is generally used.

The other element of pavement design is the support of the beam. The support is provided by the sub-grade soils. The support value is designated by the R-value test.

Using the design TI and R-value, the pavement designer chooses various materials to construct the structural section. The most common pavement section is a thin layer of asphalt concrete over aggregate base(s). Many options are available depending on specific project requirements and conditions.

The design methods used in California is based on a 50 percent reliability. This means that the average pavement life of all pavements constructed using the design procedure will last the design life. It also means that about half will not last that long and the other half will last longer. To express this concept, a design life is often expressed in a span of years, such as 17 to 23 years for 20-year design life.

PAVEMENT DETERIORATION

The StreetSaver® Program is setup to track and mimic the deterioration that is occurring on the pavement segments. PEI takes exception to the amount of deterioration (11 PCI points) that StreetSaver® applies within the first year after a pavement has received a rehabilitation treatment. We have found this amount of deterioration to be generally excessive.

Pavement deteriorates from two processes, **fatigue** and **aging.** These processes occur simultaneously. In a well-designed and constructed pavement, the two processes result in the need to rehabilitate the pavement at approximately the same time. This is called the design life. The design life for most new pavements is 20 years. Each deterioration process has its own set of pavement defects, which are related to the process.

Fatigue

The first deterioration process is fatigue from heavy axle loads. As the pavement structure flexes or bends from heavy wheel loads, the asphalt concrete layer's ability to flex is consumed. With enough bending, the asphalt concrete layer begins to break at the bottom. These cracks progress upward until they reach the surface and appear as alligator cracking. These areas are repaired by removal and replacement of the asphalt concrete in the affected areas. These repairs are commonly called digouts.

As the pavement structure, its supporting soils, and the precise loading from wheel loads vary, so does the time it takes for alligator cracking to appear. As alligator cracking appears, the pavement should be repaired with digouts. Generally, when the total quantity of digouts, for a specific section of road, reaches approximately 10 percent, or more, of the total area, the pavement is considered to have reached its service life and will require a major rehabilitation treatment.

Aging

The major element of the pavement structure that ages is the asphalt concrete layer. To a minor extent, aggregate bases can age if contaminated by fine soil particles, which are transported from the subsoil into the aggregate base.

Asphalt concrete is composed of various sized aggregates and asphalt binder. The aggregates used are generally of fair quality and do experience some breakdown over time. Aggregate aging problems need to be addressed with maintenance treatments. The asphalt concrete binder ages as well. As the asphalt binder ages, it loses volume through the loss of volatile components in the asphalt. As the volume decreases, the pavement will progressively crack from the resulting tensile strain in the layer. Normally, these cracks first show up as transverse cracks. They also show up in weak areas, such as paving joints. These cracks widen and increase over time until the pavement has a checkerboard appearance.

The aging process also causes the pavement to become more brittle. The increased stiffness results in additional cracking from loaded vehicles. This load induced cracking from the brittleness of the asphalt concrete is very similar to fatigue cracking in appearance.

The major agent for deterioration of the asphalt binder is oxygen, whose carrier is water. Water enters the pavement either from the surface or as water vapor from underneath.

TYPICAL PAVEMENT DEFECTS

StreetSaver® identifies eight different Asphalt Concrete distresses. These are:

1. Alligator Cracking (Fatigue)
2. Block Cracking
3. Distortions
4. Longitudinal & Transverse Cracking
5. Patching and Utility Cut Patching
6. Rutting and Depression
7. Raveling
8. Weathering

These defects are common to virtually the entire pavement as aging progresses.

For purposes of understanding the levels of these distresses, the condition level descriptions from the rating manual are included herein:

Alligator Cracking (Fatigue)

Description:

Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where tensile stress and strain are highest under wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. The pieces are generally less than 0.6 m (2 ft) on the longest side. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. Therefore, it would not occur over an entire area unless the entire area were subject to traffic loading (pattern-type cracking that occurs over an entire area not subjected to loading is called “block cracking,” which is not a load-associated distress).

Severity Levels:

- **L** Fine, longitudinal hairline cracks running parallel to each other with no, or only a few interconnecting cracks. The cracks are not spalled.
- **M** Further development of light alligator cracks into a pattern or network of cracks that may be lightly spalled.
- **H** Network or pattern cracking has progressed so that the pieces are well defined and spalled at the edges. Some of the pieces may rock under traffic.

Block Cracking

Description:

Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 0.3 by 0.3 m (1 by 1 ft) to 3 by 3 m (10 by 10 ft). Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block cracks, alligator cracks are caused by repeated traffic loadings and therefore found only in traffic areas (i.e., wheel paths).

Severity Levels: (*See definitions of longitudinal transverse cracking.)

- **L** Blocks are defined by low-severity* cracks.
- **M** Blocks are defined by medium-severity* cracks.
- **H** Blocks are defined by high-severity* cracks.

Distortions

Description:

Distortions are usually caused by corrugations, bumps, sags and shoving. They are localized abrupt upward or downward displacements in the pavement surface, a series of closely spaced ridges and valley or localized longitudinal displacements of the pavement surface. Distortions affect ride quality.

Severity Levels:

L Distortion produces vehicle vibrations, which are noticeable, but no reduction in speed is necessary for comfort or safety and/or individual distortions cause the vehicle to bounce slightly but create little discomfort.

M Distortion produces vehicle vibrations, which are significant, and some reduction in speed is necessary for safety and comfort.

H Distortion produces vehicle vibrations, which are so excessive that speed must be reduced considerably for safety and comfort.

Longitudinal and Transverse Cracking (Non-PCC Slab Joint Reflective)

Description:

Longitudinal cracks are parallel to the pavement's centerline or laydown direction. They may be caused by:

1. A poorly constructed paving lane joint.
2. Shrinkage of the AC surface due to low temperature or hardening of the asphalt and/or daily temperature cycling.
3. A reflective crack caused by cracking beneath the surface course, including crack in PCC slabs.
4. Decreased support or thickness near the edge of the pavement.

Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These may be caused by conditions (2) and (3) above. These types of cracks are not usually load-associated.

Severity Levels:

L One of the following conditions exists:
- (1) non-filled crack with a width that is less than 10 mm (3/8".) or
- (2) filled crack of any width (filler in satisfactory condition).

M One of the following conditions exists:
- (1) non-filled crack with a width that is greater than or equal to 10 mm and less than 75 mm (3/8" to 3")
- (2) non-filled crack with a width that is less than or equal to 75 mm (3"), surrounded by light and random cracking, or
- (3) filled crack with a width less than or equal to 75mm (3") where the filler is no longer in satisfactory condition.

H One of the following conditions exists:

(1) any crack filled or non-filled surrounded by medium or high severity random cracking,

(2) non-filled crack with a width that is greater than 75 mm (3".) or

(3) A crack of any width where approximately 100 mm (4 in.) of pavement around the crack is severely broken.

Patching and Utility Cut Patching

Description:

A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performed (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

Severity Levels:

L Patch is in good condition and satisfactory. Ride quality* is rated as low severity or better.

M Patch is moderately deteriorated and/or ride quality* is rated as medium severity.

H Patch is badly deteriorated and/or ride quality* is rated as high severity. Needs replacement soon.

*Ride quality is defined in the severity levels of distortions.

Rutting and Depressions

Description:

A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or sub-grades, usually caused by consolidated or lateral movement of the materials due to traffic load. Significant rutting can lead to major structural failure of the pavement.

Depressions are localized areas where the pavement structure is lower than the surrounding area, but the transition is not abrupt enough to be considered a distortion. They are often referred to as "bird baths".

Severity Levels: (Average Rut or Depression Depth)

L 1/2" to less than 1" (13 to 25mm).

M 1" to less than 2" (25 to 50mm).

H equal to or greater than 2" (over 50mm).

Raveling

Description:

Raveling is the dislodging of coarse aggregate particles. Raveling may be caused by insufficient asphalt binder, poor mixture quality, insufficient compaction, segregation, or stripping.

Coarse aggregate refers to the predominant coarse aggregate size of the asphalt mix, and aggregate clusters refers to when more than one adjoining coarse aggregate piece is missing. If in doubt about a severity level, three representative areas of one square yard each (square meter) should be examined and the number of missing aggregate particles/clusters is counted.

Severity Levels:

M Considerable loss of coarse aggregate greater than 20 per square yard (square meter), and/ or clusters of missing coarse aggregate are present.

H Surface is rough and pitted, and it may be completely removed in places.

Weathering

Description:

Weathering is the wearing away of the asphalt binder and fine aggregates from the pavement matrix.

Fine aggregate refers to the small sized aggregates (generally different types of sand) used in an asphalt mix. Loss or dislodging of coarse aggregate is covered under Raveling. Surface wear is normally caused by oxidation, inadequate compaction, insufficient asphalt content, excessive natural sand, surface water erosion, and traffic. Weathering occurs faster in areas with high solar radiation.

Severity Levels:

L Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions loss of fine aggregate mix is noticeable and may be accompanied by fading of the asphalt color. Edges of the aggregates are beginning to be exposed (less than 0.05 inches or 1 mm).

M Loss of the fine aggregate matrix is noticeable, and the edges of the coarse aggregate have been exposed up to $1/4^{th}$ of the width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.

H Edges of the coarse aggregate have been exposed greater than $1/4^{th}$ of the width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.

PAVEMENT MAINTENANCE TREATMENTS

Pavement maintenance treatments are designed to slow the pavement aging process. Mainly, the treatments are designed to protect the pavement from the adverse effects of water and to some extent vehicle traffic.

Maintenance treatments, which protect the pavement from aging, are crack sealing, digouts, slurry seals, and cape seals. When pavements have extensive cracking and are beyond their design life, interim holding measures including skin patches and thin overlays are used as a stop gap prior to major rehabilitation.

The following outlines some of the more common types of maintenance treatments:

Crack Sealing

Crack sealing prevents surface water from getting beneath the asphalt concrete layer into the aggregate bases. Crack sealing is generally performed using hot rubberized crack sealing material. The procedure includes routing small cracks, cleaning and sealing.

Digouts

Digouts are small areas of deteriorated pavements, which are removed and replaced with new asphalt concrete. Pavement removal is accomplished by cold planning or saw cutting and excavation. New asphalt is installed in at least two lifts. The digout depth should be determined depending on the street type and construction.

Slurry Seals

Slurry seals consist of a combination of fine aggregate and emulsified oil. Slurry seals are used to protect the pavement surface from the oxidizing effects of the sun and water, as well as providing a new wearing surface for the pavement. Slurry Seals are very useful, especially when the existing pavement surface is severely raveled, but is structurally sound. When applied to the correct pavements, a slurry seal can extend the life of a pavement, by five (5) to seven (7) years.

Cape Seals (Conventional & Rubberized)

Cape seals, whether Conventional or Rubberized, are applied in a two-part process. The first part consists of placing a chip seal. The second part consists of coating the chip seal with a slurry seal. A chip seal is an application of small angular rock (chips) approximately 1/4" to 3/8” in maximum size, embedded into a thick application of asphalt emulsion, or rubberized asphalt binder.

Conventional chip seals generally incorporate polymer modified binders into the asphalt emulsion, whereas rubberized chip seals use an asphalt binder that has rubber mixed in solution. The rubberized binder gives the pavement more flexibility and resilience.

Cape seals are used on residential and collector streets to maintain a pavement, which may need an overlay, but there are not sufficient funds available. Cape seals can be placed over low to moderate alligator cracks and block shrinkage cracking. When applied to the correct pavement, a Conventional Cape Seal can extend the life of a pavement by 7 to 10 years, and a Rubberized Cape Seal can extend the life of a pavement by 7 to 12 years.

Interim Holding Measures (or "Stop Gap" in StreetSaver® Terms)

Interim holding measures or stop gap treatments are used to "hold" the pavement together until funds become available for major rehabilitation. The common holding measures used by City include skin patches and thin overlays.

Skin patches are thin lifts of fine asphalt concrete placed over deteriorated areas.

Thin maintenance overlays are placed to hold the surface together. The asphalt concrete layer is generally 1 to 1-1/2 inches thick. A 3/8 inch aggregate is used with a Terminally Blended Asphalt Rubber Binder.

PAVEMENT REHABILITATION TREATMENTS

Pavement rehabilitation consists of treatments used to restore the existing pavement quality or to add additional structural support to the pavement. Rehabilitation treatments include conventional overlays; pulverization and resurfacing; ARHM (asphalt rubber hot mix) overlays; AC removal and replacement (Mill and Fill); and reconstruction.

The following outlines some of the more common types of rehabilitation treatments:

Conventional Overlays

Conventional overlays generally consist of surface preparation, pavement fabric and varying thicknesses of asphalt concrete. Surface preparation can consist of crack filling, pavement repairs of base failures and leveling courses.

Pavement fabric is often used as a water inhibiting membrane and to retard reflective cracking. Care must be used with fabric to avoid intersections with heavy truck breaking, steep grades (generally over 8 percent), and areas where subsurface water might be trapped.

The overlay thickness is determined by the structural requirement of the deflection analysis and reflective cracking criteria. The reflective cracking criteria requires the thickness of the overlay to be a minimum 1/2 the thickness of the existing bonded layers. Pavement fabric can account for 0.10 ft of asphalt for reflective cracking criteria if the structural requirements from the deflection analysis are met.

Conventional overlays have an expected service life of 7 to 13 years if they are designed to meet structural and reflective cracking criteria and are well constructed.

RHMA Overlays

RHMA is the shortened reference for Rubberized Hot Mix Asphalt. This material uses crumb rubber mixed with traditional asphalt binders to produce a more flexible paving material than conventional dense graded hot mix asphalt (HMA).

Caltrans has developed design criteria for use of this material based on accelerated performance testing using its dual wheel accelerated pavement testing equipment. The Caltrans criteria allows RHMA to be used in a one to two ratio to conventional hot mix asphalt. Thus one (1) inch of RHMA is equal to two (2) inches of conventional hot mix asphalt for reflective cracking criteria.

RHMA costs approximately 1-3/4 times as much as conventional asphalt and provides a similar service life to that of conventional hot mix asphalt, 7 to 13 years. RHMA is generally only feasible when vertical constraints such as curb and gutter restrict the thickness of the overlay. RHMA typically has more open surface than conventional hot mix asphalt and is more difficult to obtain a high quality finished product.

Pulverization and Resurfacing

Pulverization and resurfacing is an alternative to conventional overlays for streets that are structurally adequate but exhibit sufficient cracking to warrant improvement to the asphalt surface.

Pulverization and resurfacing is an intermediate step between an overlay and reconstruction. The existing asphalt concrete is recycled into aggregate base and the recycled base increases the total structural section. The surface is re-graded to conform to flush facilities similar to the way the pavement is keycut for overlays. The re-grading allows for some improvement to the cross section and profile. This method eliminates the cracking and stress history of the old asphalt concrete pavement, thus eliminating negative impacts on the new asphalt concrete surface.

Some instability can be encountered when the pulverization method is used. PEI typically recommends budgeting 5 to 10 percent of the pulverized sub-grade area for stabilization. Stabilization can be performed using 6-inch deep lift asphalt concrete.

Pulverization and resurfacing has a life expectancy of 13 to 18 years. The life expectancy is slightly less than full reconstruction because some residual deficiencies in thickness or quality of the unaffected layers may still exist. Additional testing is necessary to determine if pulverization is a viable alternative. This testing includes measuring the existing structural section and testing the native soil for bearing capacity (R-value).

Cold In-Place Recycling (CIR)

CIR is an option when pavements are structurally adequate or slightly structurally deficient. It can be especially useful when pavements are thick (greater than 6 inches). CIR helps reduce crack history in thicker pavement and provides a green approach by using existing materials. CIR consists of either an emulsion process or a foaming process. The cold foam process can include mixing aggregate base with the asphalt.

AC Removal and Replacement (Mill and Fill)

On some thick asphalt concrete pavements, the most economical approach to rehabilitating the pavement is to remove some of the existing asphalt concrete surface, which matches the existing profile. The replacement material can be either conventional hot mix asphalt (HMA) or RHMA, depending on the design criteria.

In other cases, due to drainage or other physical constraints, additional thickness cannot be placed. If the underlying base is sufficient to support anticipated loading, the asphalt layer can be removed and replaced. Depending on existing conditions, this method should have a life of 15 to 20 years.

Reconstruction

When the pavement has severe cross section deficiencies or requires significant structural strengthening, reconstruction may be the only alternative. Generally, existing pavement materials are recycled and incorporated into the new pavement structure.

Reconstruction can consist of various alternatives including Full Depth HMA, HMA over aggregate base, or Full Depth Reclamation (FDR). Full Depth HMA is the fastest for construction but typically has higher costs than other reconstruction alternatives. FDR HMA can be a cost-effective approach but takes much longer to construct than HMA. HMA over aggregate base has a lower cost than Full Depth HMA but has significant impact on the public due to the slower construction process.

Section III

Pavement Management Program Specifics

PAVEMENT MANAGEMENT PROGRAM SPECIFICS

This section discusses the characteristics of the Pavement Management Program and its application for The City of Orinda.

BACKGROUND (STREETSAVER®)

During the early years of Pavement Management software development, many companies developed private software packages focused on management of municipal street systems. Though these programs were versatile and sophisticated, the user was also dependent upon the software vendor for training, program updates, and software servicing. Many of the vendors had difficulty maintaining their software, leaving agencies stranded after making a substantial investment.

In 1982, the Metropolitan Transportation Commission (MTC) completed a study of local road and street maintenance needs and revenue short falls in the San Francisco Bay Area. The results of the study indicated that local jurisdictions were spending only 60 percent of funds required to maintain roads in a condition considered adequate. This indicated a need to improve pavement maintenance and rehabilitation techniques and practices. A committee was formed to evaluate pavement management efforts. At approximately the same time, six public works directors reviewed a proposal to develop a prototype Pavement Management Program (PMP); however, it was felt that the proposed system was too complex. This group strongly emphasized that simplicity was the most important objective to be developed in a PMP if it was to be adopted and used by cities and counties.

In 1983, a consultant was retained to assist MTC in determining PMP needs, PMP resources, and problems. In addition, they were to develop three basic elements of a standardized prototype PMP: a pavement condition index (PCI), effective maintenance treatments for the Bay Area, and a network level assignment procedure. The result was the first version of the MTC PMP. Since that time the program has evolved into StreetSaver®.

Today, MTC uses StreetSaver® to help local cities and counties better allocate resources, predict the future condition of their pavements at different levels of funding, and demonstrate the effects of underfunded road programs. The Bay Area was one of the first regions in the country to implement a Pavement Management Program that is used by nearly all of its localities. Using StreetSaver®, cities and counties can plan and manage road improvement projects, document budget needs and shortfalls, and use the collected data to build support for additional transportation funding.

StreetSaver® manages a collection of related data organized for easy storage and retrieval. The StreetSaver® program includes a database comprised of several sets of related data ("tables") that contain information about the street network in the jurisdiction. This information includes pavement condition, the available maintenance/rehabilitation treatments and their costs, and the history of the network. Based on this information, budget analyses are performed. A budget analysis allows the user to project network maintenance and rehabilitation needs, and costs to evaluate the consequences of various budget allocation alternatives. Alternatives can be evaluated in terms of maintenance and rehabilitation that can actually be performed, future pavement condition, and deferred costs. For some agencies, use of the StreetSaver® program is cyclical. For others, pavement management is integrated into an ongoing effort to manage their street networks.

Implementation

There are several steps involved in implementing an effective Pavement Management Program. These tasks should be completed on a periodic basis. These tasks include:

1. Collect pavement condition and maintenance/rehabilitation data.
2. Enter re-inspection data and/or applied maintenance and rehabilitation information.
3. Check/update maintenance treatment definitions and pavement category definitions.
4. Calculate Pavement Condition Index (PCI)
5. Evaluate system and current Maintenance/Rehabilitation strategies. Determine Budget needs and if necessary, develop alternate Budget Summaries.
6. Present analysis outputs to funding bodies.
7. Acquire funds and apply maintenance/rehabilitation treatments.

PROGRAM ASSUMPTIONS

The goal of the Pavement Management Program is to furnish budgetary amounts in order to achieve system wide improvements in the overall pavement condition. The goal of project engineering is to obtain the proper structural affect, for the lowest financial amount, for a given subset of the network to be maintained. Using the Pavement Management Program, management is able to realistically budget for economically maintaining the City's pavement Network. Annually updating maintenance activity and costs keeps the program current.

PAVEMENT MAINTENANCE AND REHABILITATION (M&R) UNIT COSTS

The reliability and accuracy of any PMP is based on the information contained in its Decision Tree. The listed treatments in the Decision Tree are generalized to provide a range of treatments. The exact treatment would need to be determined during the design phase of a project.

Typical treatments within each generalized treatment range are listed in table 3 below.

Treatment Category	Typical Treatment
Light Maintenance	• Slurry Seal or Micro-Surface • Fog Seal or Scrub Seal
Heavy Maintenance	• Chip Seal, Cape Seal • Slurry Seal or Micro-Surface with Digouts • Thin Maintenance Overlay (TMO)
Light Rehab.	• Overlay (2" and under) or Thin Mill and Fill
Heavy Rehab.	• Overlay (greater than 2") or Thick Mill and Fill • Cold-In-Place Recycling • Full Depth Reclamation • Pulverize and Resurfacing
Reconstruct	• Full Section Reconstruction

Table 3: General Treatment Categories with Typical Treatments

Based on a street segment's current PCI condition, StreetSaver® assigns a treatment action and estimated cost to perform the suggested treatment. This cost is not just what is paid to the contractor but should include all the "Soft Costs" incurred by The City.

Soft Costs can include the surface preparation, engineering cost, materials testing, and construction inspection. Even if these tasks are done "in-house", the inclusion in combination with the construction costs will tend to show the "true picture" of the cost of a specific project.

The following costs were used to develop the indicated budget numbers for each street segment PEI reviewed. The costs include, but are not limited to, miscellaneous work such as transitions, striping, and digouts.

The costs are averages. Small systems will have higher unit costs and large systems will have lower unit costs. The larger the annual project size, the better the economies of scale. Timing is also important. Bidding the work in early spring will result in significantly lower prices than bids solicited in the late summer or fall. If small packages are used, costs could be 25 to 50 percent higher.

The unit costs used for the 2022 PMP update for the City of Orinda, started with the average cost for the treatments in each treatment category, based on recent pavement project bid tabulations. Those average construction and material costs were then increased by 10% for the Arterials & Collectors and by 3% for the Residential/ Local streets, to account for potential ADA Curb Ramp repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street segment. An additional increase of 15% was then applied to account for "Soft Costs". Finally, another increase of 10% was applied as a contingency factor. These prices are in today's dollars (2022/2023) and do not account for inflation.

Treatment Category	Arterial	Collector	Residential
	Cost/ Sq Yd		
Crack Seal ($$/LF)	$2.21	$1.83	$1.61
Light Maintenance	$7.76	$7.76	$7.76
Heavy Maintenance	$25.26	$25.26	$23.95
Light Rehab	$51.97	$49.66	$33.00
Heavy Rehab	$93.70	$93.70	$88.84
Reconstruct	$224.57	$224.57	$212.93

Table 1: General Treatment Unit Costs used in Orinda's StreetSaver® Database.

Decision Tree / Treatment Strategies

The Decision Tree are broken down into two main areas; Preventive Maintenance (PM) and Rehabilitation. StreetSaver® makes preventive maintenance a top priority. The longer a segment can be kept in good condition the lower the overall cost of its treatments. Preventive Maintenance addresses the sections that have a PCI of 71 and greater. This area is further broken down to specific treatments that could be better termed as Crack Sealing, Surface Treating and Restoration Treatments.

The Decision Tree allows the user to program these treatments on a cyclical basis. As part of this cyclical process, once a road has reached the point where it can no longer be maintained by a crack seal or a surface seal the program will shift to a Restoration Treatment. The program uses this treatment to restore the pavement in long term budgeting scenarios to the Very Good category.

The Decision Tree for Preventive Maintenance and Rehabilitation was reviewed with The City of Orinda and updated by PEI. The decision tree customizes the logic for how and what maintenance and rehabilitation treatments StreetSaver® selects.

Five general pavement treatment categories were used to account for the various treatments in the decision tree: Reconstruction, Heavy Rehabilitation, Light Rehabilitation, Heavy Maintenance, and Light Maintenance. Specifying a general treatment category allows the user to stay focused on a budget level analysis rather than moving to a project level analysis.

The StreetSaver® assumes average construction and material quality. Pavement life is very sensitive to materials and workmanship quality. Poor quality new construction may result in up to a 50 percent loss in the pavement life. In other words, poor quality new construction may last 10 to 15 years, whereas excellent quality construction may last 20 to 30 years. Investing in quality, both in design and construction, provides significant returns in extended pavement life resulting in lowered annual maintenance costs.

The Decision Tree for The City of Orinda can be found in **Appendix A** of this report.

ANNUAL PAVEMENT MAINTENANCE / REHABILITATION PROGRAM

The PCI range of 0 to 100 is broken down into five condition categories for budget calculation purposes. StreetSaver® default PCI breakpoints were used and not adjusted for the 2022 update of The City of Orinda's Pavement Management Program.

The breakpoints are as follows:

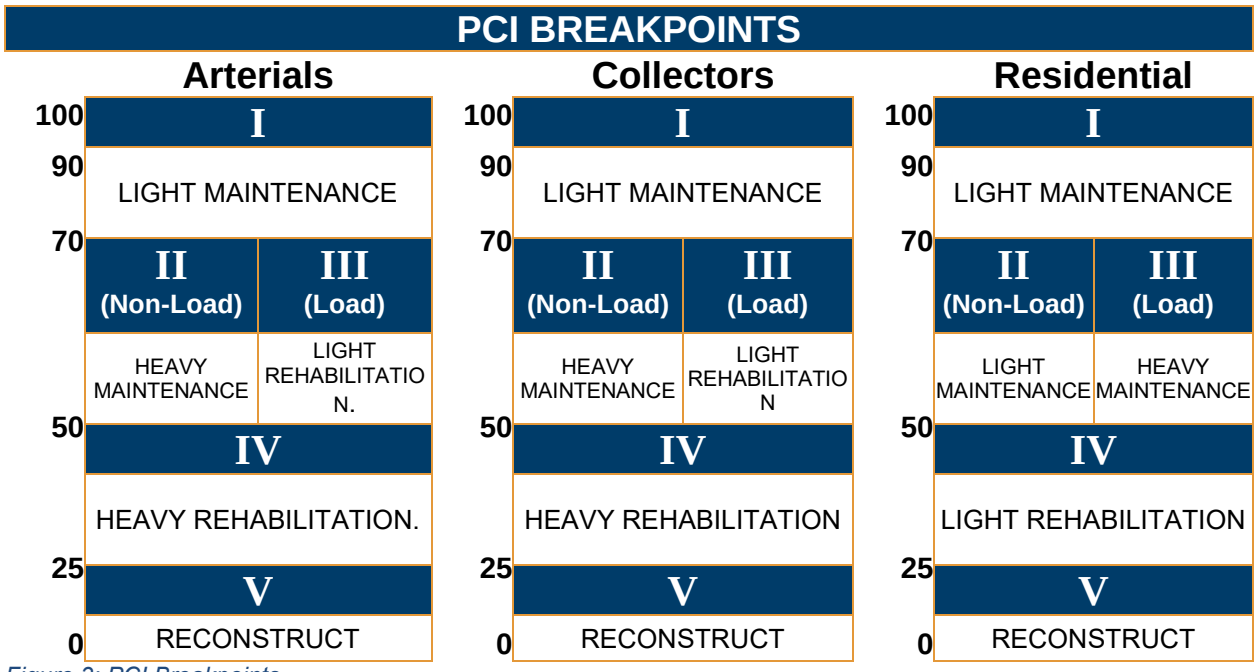


Figure 3: PCI Breakpoints

When a pavement section is identified for maintenance or rehabilitation, a user defined network-level cost category for a pavement of that functional class, type and condition is used to determine the needed funds for that section.

For sections falling within the preventive maintenance category, or category one (1), a time sequence is used to identify the appropriate treatment and cost. For those sections falling into a rehabilitation category, or categories two (2), three (3), four (4), or five (5), the PCI is used to determine the repair category for a pavement section.

The repair category is combined with functional classification (as a surrogate for traffic index) and surface type (as a surrogate for structural adequacy) to identify the appropriate treatment and cost. The treatment and cost identified for the section is a network-level budget planning treatment and is generally considered as a cost category for budgeting purposes rather than an actual treatment. Some sections will require more money than estimated, some will require less. A project-level analysis is used to determine the actual treatment to be used for a given section based on condition, structural capacity and other factors.

The funding needs are summed for all sections needing work for each year of the analysis period to determine the annual budget needs. The needs analysis provides a list of sections needing work over the selected analysis period and an estimate of the funds needed. In StreetSaver®, this analysis period is 5 years. It identifies maintenance and rehabilitation needs without considering funding constraints, i.e. the Needs Analysis is unconstrained by the available budget. StreetSaver® identifies candidate sections and funds needed to provide the level of service to meet agency-defined goals.

When an agency has a considerable backlog of maintenance and repair needs, the first-year needs will include the bulk of sections needing work. From a funding standpoint, this may appear unrealistic; however, the needs analysis is only the first step in planning and programming. The information from the needs analysis is generally best presented to management as the total 5 year needs or the average needs per year of the 5-year period. Few agencies will be able to meet the first year needs as developed by the program.

The StreetSaver® Needs Analysis provides information on the condition of the network over the analysis period with and without application of the treatments. Since the application of treatments assume no limit on funds, this can be considered the upper limit of condition that could be reached by the agency and the condition without treatment can be considered the lower limit.

StreetSaver® uses a ranking process based on cost-effectiveness concepts. Basically, the longer a pavement is in good condition, the more benefit the user gets from the pavement. This can be approximated by the area under the PCI vs Time curve.

The larger that area, the longer the pavement provides the desired level of service. That area is divided by annualized costs per unit area. This ratio is weighted for different usage so that arterial streets are selected for repair before collectors in the same condition,

which are selected for repair before residential/locals in the same condition. Sections of pavements that provide the best service for the least money are then selected as those that should be repaired first. StreetSaver® provides a ranked listing based on this cost-effectiveness analysis. StreetSaver® also shows the condition with and without treatment, the estimated costs for each section, the calculations used to determine the ranking, and a listing of sections not recommended for treatment.

VISUAL EVALUATIONS

PEI's technical staff evaluated all of the streets. The streets were rated based on the StreetSaver® system described in the Background. Once the data was entered into the program, PEI completed a quality assurance review of the system and verified the results in the field. The street inventory was based on visual evaluations.

PROGRAM UPDATES

The Pavement Management Program is a dynamic program. It is expected that The City will continue to visually rate the street network and update the database at least every three years. In addition to the visual review, The City should update the database by adding new streets incorporated into The City as well as new maintenance and rehabilitation work performed to any street segment.

Section IV
Reference Reports

Street Name Alphabetical Listing

City of Orinda
Reference Report
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
ABBOT COURT	1	MORGA VIA	CUL-DE-SAC	339	19	6,441	R	A	87
ACACIA DR.	1	MANZANITA DR.	CUL-DE-SAC	1,935	22	42,570	R	O	94
ALBO CT.	1	KENMORE CT.	CUL-DE-SAC	411	25	10,275	R	A	82
ALICE LANE	1C	GOODFELLOW DRIVE	ZANDER DRIVER	387	29	11,223	R	A	82
ALICE LANE	2	ZANDER DRIVE	1000' W ZANDER DRIVE	1,000	29	29,000	R	A	48
ALICE LANE	3	1000'W/ZANDER DRIVE	DONALD DRIVE	1,100	26	28,600	R	O	90
ALTAMOUNT DRIVE	1C	LA CRESTA ROAD	MORAGA WAY	1,215	21	25,515	R	A	85
ALTARINDA CR. (2545AD)	1	E. ALTARINDA DR.	CUL-DE-SAC	245	25	6,125	R	A	82
ALTARINDA RD.	1	SANTA MARIA WY	COP N/O SANTA MARIA WAY	800	37	29,600	C	A	89
ALTARINDA RD.	2	COP N/O SANTA MARIA WAY	ORINDA WOODS DR	452	37	16,724	C	A	82
AMBER VALLEY DR. (2555Y)	1	DALEWOOD DR.	CUL-DE-SAC	1,060	29	30,740	R	A	88
ARBOLADO CT. (2745AP)	1	MUTH DR.	CUL-DE-SAC	360	25	9,000	R	A	72
ARDILLA RD. (2345E)	1	CAMINO PABLO	NORTH LANE	1,800	21	37,800	R	A	77
ARDITH COURT	1	CORAL DRIVE	CUL-DE-SAC	279	25	6,975	R	A	90
ARDITH DRIVE	2C	CORAL DRIVE	TOTTERDELL COURT	1,242	33	40,986	R	O	93
ARDITH DRIVE	4	TOTTERDELL COURT	WESTOVER COURT	1,145	33	37,785	R	O	94
ARDITH DRIVE	5	WESTOVER COURT	IVY DRIVE	846	33	27,918	R	O	93
ARDOR DRIVE	1	CUL-DE-SAC	LOMA LINDA COURT	971	22	21,362	R	O	87
ARDOR DRIVE	2	LOMA LINDA COURT	MORAGA WAY	268	26	6,968	R	A	83
ARROYO DRIVE	1	IVY DRIVE	CITY LIMITS	432	24	10,368	R	O	66
ASPINWALL COURT	1	EASTWOOD DRIVE	CUL-DE-SAC	610	25	15,250	R	O	93
AUSTIN CT. (2745AT)	1	MUTH DR.	CUL-DE-SAC	420	25	10,500	R	O	86
AVENIDA DE ORINDA	1	ORINDA WAY	END	314	39	12,246	R	A	90
AVIS COURT	1	DONALD DRIVE	CUL-DE-SAC	166	26	4,316	R	A	86
BARBARA RD.(2645D)	1	SPRING RD.	OAK RD.	1,200	20	24,000	R	O	84
BATES BLVD. (2745AW)	1A	DAVIS RD	MUTH DR (S)	991	32	31,712	R	A	93
BATES BLVD. (2745AW)	2	MUTH DR (S)	WARFORD TERR	1,573	32	50,336	R	O	91
BATES BLVD. (2745AW)	3	WARFORD TERR	MUTH DR (N)	2,179	32	69,728	R	A	68
BATES BLVD. (2745AW)	4	MUTH DR (N)	TAHOS RD	1,077	32	34,464	R	O	93
BATES CT.	1	TAHOS RD	END	394	29	11,426	R	A	89
BEACONSFIELD COURT	1	ARDITH DRIVE	CUL-DE-SAC	743	25	18,575	R	A	90
BEAR CREEK RD.	1A	CAMINO PABLO	WIDTH CHANGE N/O WAGNER RNCH SCHOOL DRVWY	185	40	7,400	C	A	97
BEAR CREEK RD.	2	WIDTH CHANGE N/O WAGNER RNCH SCHOOL DRVWY	CITY LIMIT	3,000	26	78,000	C	A	26
BEL AIR CT. (2847K)	1	BEL AIR DR.	CUL-DE-SAC	145	22	3,190	R	O	77
BEL AIR DR. (2847 J)	1	PARKLANE DR.	CUL-DE-SAC	1,380	25	34,500	R	O	87
BERKELEY AVE (2345Y)	1	CLAREMONT AVE	END	752	22	16,544	R	A	77
BERKELEY AVE (2345Y)	1	CLAREMONT AVE	END	752	22	16,544	R	A	77
BOBOLINK RD. (2354B)	1	MANZANITA DR.	LOS ALTOS	1,990	22	43,780	R	A	75
BROADVIEW TR. (2745AD)	1	OVERHILL RD.	CUL-DE-SAC	900	24	21,600	R	A	89
BROOKBANK RD. (2655A)	1	MINER RD.	CUL-DE-SAC	865	19	16,435	R	A	87
BROOKSIDE RD. (2643)	1A	ESTATES DR	ORCHARD RD	465	24	11,160	R	A	89
BROOKSIDE RD. (2643)	2	ORCHARD RD	MORAGA WAY	515	24	12,360	R	O	87
BROOKWOOD RD.(2744A)	1	SPRING RD.	CAMINO PABLO	2,100	26	54,600	C	O	94
BROOKWOOD RD.(2744A)	2	CAMINO PABLO	MORAGA WAY	335	47	15,745	A	O	82
BRYANT WAY	1	CUL-DE-SAC	MORAGA WAY	276	33	9,108	R	O	94
BRYANT WAY	2	MORAGA WAY	DAVIS ROAD	480	30	14,400	A	O	89
CALIFORNIA AVE. (2345J)	1	PROPERTY LINE AT #65/61	Claremont Ave	250	22	5,500	R	O	91
CALVIN COURT	1	CALVIN DRIVE	CUL-DE-SAC	396	30	11,880	R	O	93
CALVIN DRIVE	1C	RHEEM BLVD.	CALVIN COURT	1,092	24	26,901	R	A	91
CALVIN DRIVE	3	CALVIN COURT	END	360	30	10,800	R	O	90
CAMINO DEL DIABLO 2345B	1	EL TOYONAL	CHAPPARAL PLACE	1,790	19	34,010	R	A	82
CAMINO DON MIGUEL(2354D	1	MINER ROAD	CAMINO DON MIGUEL	4,485	20	89,700	R	O	93
CAMINO ENCINAS (2645E)	1	MORAGA WAY (N)	MORAGA WAY (S)	2,700	26	70,200	R	O	91
CAMINO PABLO	0	MORAGA WAY	SANTA MARIA WAY	2,212	73	161,476	A	O	90
CAMINO PABLO	1A	SANTA MARIA WAY	CAMINO SOBRANTE	1,979	65	128,635	A	O	90
CAMINO PABLO	2	CAMINO SOBRANTE	ORINDA WAY	938	65	60,970	A	O	90
CAMINO PABLO	3	ORINDA WAY	MINER RD	1,058	64	67,712	A	O	90
CAMINO PABLO	1A	MINER RD	ARDILLA ROAD/NORTH LN	1,600	43	68,800	A	O	91
CAMINO PABLO	2	ARDILLA ROAD/NORTH LN	SOL BRAE WY	2,040	39	79,560	A	O	92
CAMINO PABLO	3	SOL BRAE WY	MONTE VISTA RD	1,045	39	40,755	A	O	93
CAMINO PABLO	1	MONTE VISTA RD.	BEAR CREEK RD.	1,600	44	70,400	A	O	74

City of Orinda
Reference Report
Alphabetical

Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
CAMINO SOBRANTE (2544C)	1	ORINDA WAY	EL RIBERO (SOUTH)	3,050	26	79,300	C	A	89
CAMINO SOBRANTE (2544C)	2A	EL RIBERO (SOUTH)	LA ESPIRAL	2,460	21	51,660	R	O	93
CAMINO SOBRANTE (2544C)	2B	LA ESPIRAL	EL RIBERO (NORTH)	2,190	21	45,990	R	A	90
CAMINO SOBRANTE (2544C)	3A	EL RIBERO (NORTH)	LA NORIA (SOUTH)	1,450	21	30,450	R	A	83
CAMINO SOBRANTE (2544C)	3B	LA NORIA (SOUTH)	LA ESPIRAL	1,946	21	40,866	R	A	85
CAMINO SOBRANTE (2544C)	4A	LA ESPIRAL	MINER ROAD	2,354	21	49,434	R	A	83
CAMINO SOBRANTE (2544C)	5	CAMINO PABLO	ORINDA WAY	430	38	16,340	A	O	89
CANDLE TR. (2555AA)	1	DALEWOOD DR.	CHANGE OF PAVEMENT	205	29	5,945	R	A	92
CANDLE TR. (2555AA)	2	CHANGE OF PAVEMENT	CUL-DE-SAC	295	29	8,555	R	A	74
CANDLESTICK RD.(2645H)	1	KNICKERBOCKER LANE	CUL-DE-SAC	780	25	19,500	R	A	91
CANON DR. (2345D)	1	EL TOYONAL	CUL-DE-SAC	3,650	15	54,750	R	A	85
CARISBROOK DRIVE	1C	CORAL DRIVE	CUL-DE-SAC	1,160	25	29,000	R	A	89
CARMEN COURT	1	LA CRESTA ROAD	CUL-DE-SAC	340	20	6,800	R	A	75
CATHERINE COURT (2745H)	1	OVERHILL RD.	CUL-DE-SAC	540	27	14,580	R	A	93
CEDAR LANE	1	DONALD DRIVE	CUL-DE-SAC	859	27	23,193	R	A	83
CHAPPARAL PLACE	1	EL TOYONAL RD	CUL-DE-SAC	350	20	7,200	R	O	85
CHARLES HILL CR.(2755A)	1	CHARLES HILL RD. (S)	CHARLES HILL RD. (N)	2,800	20	56,000	R	A	80
CHARLES HILL PL(2545AK)	1	END	CHARLES HILL RD.	487	21	10,227	R	O	93
CHARLES HILL RD. (2444)	3	HONEY HILL ROAD	SOULE RD	1,980	21	41,580	R	O	85
CHARLES HILL RD. (2444)	4	SOULE RD	DIABLO VIEW DR	2,035	21	42,735	R	A	90
CHARLES HILL RD.(2444A)	1C	EL NIDO RANCH RD.	CHARLES HILL PL	470	38	17,860	C	O	89
CHARLES HILL RD.(2444A)	1D	CHARLES HILL PL	HONEY HILL ROAD	1,380	21	28,980	C	O	89
CHELTON COURT	1	WHITEHALL DRIVE	CUL-DE-SAC	420	25	10,500	R	O	85
CIELO COURT	1	IVY DRIVE	CUL-DE-SAC	214	25	5,350	R	O	86
CLAREMONT AVE (2345G)	1	CAMINO PABLO	HOLLY LANE	1,930	22	42,460	R	O	87
COACHWOOD TR. (2555Z)	1	DALEWOOD DR.	CUL-DE-SAC	670	29	19,430	R	O	94
CORAL DRIVE	1C	MORAGA WAY	IVY DR	1,720	33	56,760	UL	O	89
CORAL DRIVE	4	IVY DRIVE	FIESTA CIRCLE	1,115	26	28,990	R	O	79
CORTE DEL REY	1	IVY DRIVE	CUL-DE-SAC	327	27	8,829	R	A	89
CORTE HOLGANZA	1	IVY DRIVE	CUL-DE-SAC	203	27	5,481	R	O	92
CORTE SOMBRITA	1	IVY DRIVE	CUL-DE-SAC	270	27	7,290	R	O	54
COURTNEY LANE	1	DONALD DRIVE	CUL-DE-SAC	828	20	16,560	R	A	90
CRANE CT. (2555P)	1	VAN TASSEL LANE	CUL-DE-SAC	315	24	7,560	R	O	82
CRESCENT DR	1	CLAREMONT AVE.	PIEDMONT AVE.	896	19	17,024	R	A	84
CREST VIEW DR.	1A	VALLEY VIEW DRIVE	CRESTVIEW COURT	1,901	22	41,822	R	O	85
CREST VIEW DR.	2	CREST VIEW COURT	CULVER COURT	1,394	22	30,668	R	O	90
CREST VIEW DR.	3	CULVER COURT	COP 2,305' W/O CULVER CT	2,305	22	50,710	R	A	86
CREST VIEW DR.	4	COP 2,305' W/O CULVER CT	CUL DE SAC	914	22	20,108	R	A	87
CROSS RIDGE TR.(2545AV)	1	KITE HILL RD.	END	240	25	6,000	R	A	63
CROSSRIDGE CT. (2545AT)	1	KITE HILL RD.	CUL-DE-SAC	160	23	3,680	R	A	62
CROSSRIDGE PL. (2545AU)	1	KITE HILL RD.	CUL-DE-SAC	147	23	3,381	R	O	62
CROWN COURT	1	IVY DRIVE	CUL-DE-SAC	285	25	7,125	R	O	58
CULVER CT.	1	CREST VIEW DR.	CUL-DE-SAC	691	20	13,820	R	A	91
DALE COURT	1	ALTAMOUNT DRIVE	CUL-DE-SAC	190	20	3,800	R	O	87
DALEWOOD DR.(2555W)	1A	CUL-DE-SAC	LOMBARDY LN	843	33	27,819	R	O	94
DALEWOOD DR.(2555W)	2	LOMBARDY LN	AMBER VALLEY DR	1,635	36	58,860	R	A	92
DALEWOOD DR.(2555W)	3	AMBER VALLEY DR	SUNDOWN TERR.	1,047	36	37,692	R	O	94
DALEWOOD DR.(2555W)	4	SUNDOWN TERR.	CUL-DE-SAC (EAST)	950	33	31,350	R	O	93
DANZA COURT	1	IVY DRIVE	CUL-DE-SAC	208	27	5,616	R	O	73
DAPHNE CT.	1	CHARLES HILL ROAD	END	267	15	4,005	R	A	89
DARNBY COURT	1	ARDITH DRIVE	CUL-DE-SAC	471	25	11,775	R	A	82
DARYL DR. (2745 J)	1	GLORIETTA BLVD.	OVERHILL RD.	1,180	26	30,680	R	A	93
DAVIS RD. (2745W)	1C	BRYANT WAY	SOUTHWOOD DR	1,700	22	37,400	R	O	85
DE SOTO CT.	1	ST. STEVENS DR.	CUL-DE-SAC	140	26	3,640	R	A	91
DEBRA CT. (2745 AQ)	1	SCENIC DR.	CUL-DE-SAC	168	25	4,200	R	A	92
DEL MAR CT. (2445L)	1	VISTA DEL MAR	CUL-DE-SAC	430	25	10,750	R	A	87
DESCANSO DRIVE	1C	IVY DRIVE	END	1,498	30	44,940	R	A	88
DIABLO VIEW DR. (2655G)	1	MINER RD.	CHARLES HILL RD.	4,310	21	90,510	R	O	87
DIAS DORADOS	1	CAMINO SOBRANTE	LA CINTILLA	719	17	12,223	R	O	84
DOLORES WAY	1C	CUL-DE-SAC	PRIVATE STREET	1,605	22	35,310	R	A	78
DON GABRIEL WAY	1	VALLEY VIEW DRIVE	LA CRESTA RD	1,406	25	35,150	UL	A	85

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DON GABRIEL WAY	2	LA CRESTA RD	EL CAMINO MORAGA	661	25	16,525	UL	A	85
DONALD DRIVE	1C	CUL-DE-SAC	HALL DRIVE	2,587	29	75,023	R	O	85
DONALD DRIVE	4	HALL DRIVE	ALICE LANE	645	25	16,125	R	O	84
DONALD DRIVE	5	ALICE LANE	PRIVATE STREET	1,140	29	33,060	R	A	88
DONNA MARIA WAY	1	DOLORES WAY	RITA WAY	1,075	23	24,725	R	A	88
DONNA MARIA WAY	2	RITA WAY	EL CAMINO MORAGA	585	23	13,455	R	O	71
DONNA MARIA WAY	3	LAVENIDA	END @ 131 DONNA MARIA	325	24	7,800	R	A	91
DOS ENCINAS	1	EL CAMINO MORAGA	CUL-DE-SAC	1,202	27	32,454	R	A	87
DOUGLAS CT. (2847 H)	1	ROBERT RD.	CUL-DE-SAC	208	20	4,160	R	O	89
DOVER COURT	1	DONALD DRIVE	CUL-DE-SAC	436	25	10,900	R	A	91
DUNCAN COURT	1	DONALD DRIVE	CUL-DE-SAC	107	64	6,848	R	A	89
E. ALTARINDA DR(2545AC)	1	ORINDAWOODS DR.	EL NIDO RANCH RD.	1,190	30	35,700	C	O	83
E. ALTARINDA DR(2545AC)	2	ORINDAWOODS DR.	CUL-DE-SAC	1,090	29	31,610	R	O	93
EASTON COURT	1	HALL DRIVE	CUL-DE-SAC	1,010	25	25,250	R	A	83
EASTWOOD DRIVE	1	MORAGA WAY	CARISBROOK DRIVE	565	33	18,645	R	O	75
EASTWOOD DRIVE	2	CARISBROOK DRIVE	CORAL DRIVE	1,031	33	34,023	R	O	94
EDGEWOOD RD.	1	LOST VALLEY DR.	END	601	23	13,823	R	A	87
EL CAMINO MORAGA	1	DONNA MARIA WAY	DON GABRIEL WAY	693	26	18,018	R	A	84
EL CAMINO MORAGA	2	DON GABRIEL WAY	MORAGA WAY	737	26	19,162	UL	A	86
EL CORTE	1	MORAGA WAY	CUL-DE-SAC	135	25	3,375	R	A	89
EL GAVILAN (2545R)	1	LA ESPIRAL	END	2,700	18	48,600	R	A	84
EL NIDO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	194	20	3,880	R	A	81
EL NIDO RANCH RD (2854)	1	ST. STEVENS DR.	CITY LIMITS	1,935	37	71,595	A	O	90
EL SERENO RD. (2545V)	1	LA ESPIRAL	CUL-DE-SAC	900	15	13,500	R	O	94
EL SUENO (2545U)	1	CAMINO SOBRANTE	CUL-DE-SAC	525	15	7,875	R	O	72
EL TOYONAL (2254)	10	3000FT W/O VISTA DEL ORINDA	END AT BARRICADE	1,112	18	20,016	R	A	89
EL TOYONAL (2254)	1A	CAMINO PABLO	460' W/O CAMINO PABLO	460	39	17,940	C	A	97
EL TOYONAL (2254)	1B	460' W/O CAMINO PABLO	LOMA VISTA (EAST)	1,321	24	31,704	C	A	97
EL TOYONAL (2254)	2	LOMA VISTA (EAST)	BONITA LN	1,106	18	19,908	R	A	95
EL TOYONAL (2254)	3	BONITA LN	LA ENCINAL	1,676	18	30,168	R	O	95
EL TOYONAL (2254)	4	LA ENCINAL	LOMA VISTA (WEST)	1,220	18	21,960	R	O	94
EL TOYONAL (2254)	5	LOMA VISTA (WEST)	WIDTH CHANGE	1,121	20	22,420	C	A	96
EL TOYONAL (2254)	6	WIDTH CHANGE	CAMINO DEL CIELO	514	18	9,252	C	A	96
EL TOYONAL (2254)	7A	CAMINO DEL CIELO	ALTA VISTA LANE	750	18	13,500	C	A	94
EL TOYONAL (2254)	7B	ALTA VISTA LANE	VISTA DEL ORINDA	2,085	18	37,530	C	O	94
EL TOYONAL (2254)	8A	VISTA DEL ORINDA	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	400	18	7,200	R	O	95
EL TOYONAL (2254)	8B	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	1500' W/O VISTA DEL ORINDA	1,100	18	19,800	R	A	85
EL TOYONAL (2254)	9	1500FT W/O VISTA DEL ORINDA	3000FT W/O VISTA DEL ORINDA	1,500	18	27,000	R	A	86
EL VERANO (2545P)	1	LAS VEGAS	CUL-DE-SAC	620	18	11,160	R	O	93
ELLEN CT. (2545AB)	1	E. ALTARINDA DR.	CUL-DE-SAC	516	25	12,900	R	A	80
ESTABUENO	1	LAVENIDA	CUL-DE-SAC	387	24	9,288	R	O	79
ESTABUENO	2	LAVENIDA	MORAGA WAY	1,029	24	24,696	R	O	77
ESTATES DR. (2745 F)	1	ORCHARD ROAD	BROOKSIDE ROAD	1,600	21	33,600	R	A	81
ESTATES DR. (2745 F)	2	BROOKSIDE ROAD	SCENIC DRIVE	2,803	27	75,681	R	A	79
EVANS PLACE	1	KEITH DRIVE	CUL-DE-SAC	322	24	7,728	R	A	88
EVERGREEN DR. (2745AY)	1	TARABROOK DR.	CUL-DE-SAC	1,650	29	47,850	R	A	90
FALLEN LEAF TR. (2555AC	1	DALEWOOD DR.	CUL-DE-SAC	845	29	24,505	R	A	85
FIESTA CIRCLE	1C	IVY DRIVE (N)	IVY DRIVE (S)	2,344	33	77,352	R	O	75
FLEETWOOD COURT	1C	HALL DRIVE	CUL-DE-SAC	723	25	18,075	R	O	94
FRANCISCO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	660	20	13,200	R	A	81
GLORIETTA BLVD (2731 B)	1A	MORAGA WAY	SHADOW CREEK LN	1,585	30	47,550	A	O	92
GLORIETTA BLVD (2731 B)	2	SHADOW CREEK LN	RHEEM BLVD	1,475	30	44,250	A	O	92
GLORIETTA BLVD (2731 B)	3	RHEEM BLVD.	MARTHA RD.	1,314	32	42,048	A	O	63
GLORIETTA BLVD (2731 B)	4	MARTHA RD.	OVERHILL RD.	1,151	31	35,681	A	O	67
GLORIETTA BLVD (2731 B)	5	OVERHILL RD	CITY LIMITS	2,275	32	72,800	A	O	79
GLORIETTA COURT	1	GLORIETTA BLVD	CUL-DE-SAC	742	22	16,324	R	A	71
GOODFELLOW DRIVE	1	ALICE LN	CITY LIMITS	709	29	20,561	R	A	88
GREAT OAK CR. (2745 AB)	1	ORCHARD RD.	CUL-DE-SAC	155	22	3,410	R	A	76
GREENWOOD COURT	1	CALVIN DRIVE	CUL-DE-SAC	1,315	20	26,300	R	A	73
GREYSTONE TR. (2545AP)	1	ORINDAWOODS DR.	GREYSTONE TR	360	25	9,000	R	A	63
GREYSTONE TR. (2545AP)	2	EAST END	WEST END	410	29	11,890	R	A	65

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HACIENDA CIRCLE	1	ACACIA DR (N)	HACIENDA CIRCLE	1,200	22	26,400	R	O	92
HACIENDA CIRCLE	2	ACACIA DR (S)	END	425	23	9,775	R	O	93
HALL DR.	1	DONALD DR.	COP 200' N/O DONALD	200	28	5,600	R	O	94
HALL DR.	2	COP 200' N/O DONALD	END OF PAVEMENT	721	21	15,141	R	A	60
HALL DRIVE	1A	MORAGA WAY	FLEETWOOD CT	1,257	25	31,425	C	O	92
HALL DRIVE	2	FLEETWOOD CT	DONALD DR	1,707	27	46,089	C	O	92
HALL DRIVE	6C	Rhemm Blvd.	200'+/- S/EASTON COURT END	1,400	25	35,000	R	A	75
HAPPY VALLEY RD.(2851)	1	CITY LIMIT (SOUTH)	CITY LIMIT (NORTH)	2,200	23	50,600	C	O	29
HARRAN CR. (2545AE)	1	E. ALTARINDA DR.	CUL-DE-SAC	267	26	6,942	R	A	70
HARTFORD RD. (2755D)	1	CHARLES HILL CIRCLE	END	400	15	6,000	R	O	93
HAWKRIDGE TR.(2545AL)	1	ORINDAWOODS DR.	HAWKRIDGE TR	210	25	5,250	R	O	94
HAWKRIDGE TR.(2545AL)	2	EAST END	WEST END	320	29	9,280	R	O	93
HEATHER LN.	1	WEST END	EAST END	775	26	20,150	R	A	74
HEATHER LN.	2	Scenic Drive	Private Street	520	25	13,000	R	A	87
HIDDEN VALLEY	1	ST STEPHENS DRIVE	SR 24 ON RAMP	950	32	30,400	C	O	82
HIDDEN VALLEY	2	PAVEMENT CHANGE	CITY LIMIT	800	32	25,600	R	A	91
HIGHLAND CT, (2745 AE)	1	OVERHILL RD.	CUL-DE-SAC	420	19	7,980	R	A	88
HILLCREST DR. (2745K)	1	MARTHA RD.	OVERHILL ROAD	1,610	23	37,030	UL	O	79
HILLCREST DR. (2745K)	2	OVERHILL ROAD	END	1,820	23	41,860	R	O	90
HONEY HILL RD.	1	CHARLES HILL RD.	MINER RD.	2,048	22	45,056	C	O	88
ICHABOD LN. (2555S)	1	SLEEPY HOLLOW LANE	BERRY BROOK HOLLOW (PVT)	1,155	21	24,255	R	A	79
IDYLL COURT	1	MORAGA VIA	CUL-DE-SAC	230	31	7,130	R	O	93
IRONBARK CR. (2545AQ)	1	ORINDAWOODS DR. (W)	ORINDAWOODS DR. (E)	1,988	28	55,664	R	O	92
IRONBARK CT. (2545AR)	1	IRONBARK CR.	CUL-DE-SAC	466	29	13,514	R	O	94
IRONBARK PL.(2545AS)	1	IRONBARK CR.	CUL-DE-SAC	365	29	10,585	R	O	92
IRVING CT. (2555D)	1	IRVING LANE	CUL-DE-SAC	208	21	4,368	R	O	92
IRVING LANE	1	LOMBARDY LANE	VAN RIPPER LANE	1,296	21	27,216	R	O	91
IRWIN WAY	1	ORINDA WAY	END	379	22	8,338	R	A	89
IVY DRIVE	1C	MORAGA WAY	RISA COURT	2,716	35	89,612	C	O	89
IVY DRIVE	4	RISA COURT	DANZA COURT	916	35	32,060	C	A	91
IVY DRIVE	5	DANZA COURT	PUEBLO COURT	1,081	35	37,835	C	A	93
IVY DRIVE	6C	PUEBLO COURT	MORAGA WAY	1,870	33	61,710	C	A	93
IVY DRIVE	8C	MORAGA WAY	END	1,042	32	33,344	R	A	80
KATRINA CT. (2555Q)	1	VAN TASSEL LANE	CUL-DE-SAC	275	21	5,775	R	O	91
KEITH DRIVE	1	WEST END	EVANS PL	460	24	11,040	R	A	88
KEITH DRIVE	2	EVANS PL	DONALD DRIVE	537	24	12,888	R	A	87
KELLIE ANN CT. (2745BA)	1	MEADOW VIEW RD.	CUL-DE-SAC	320	29	9,280	R	A	65
KENMORE CT.	1	LOST VALLEY DR.	CUL-DE-SAC	492	25	12,300	R	A	87
KITE HILL RD. (2545AN)	1	ORINDAWOODS DR.	LA CUESTA	1,765	25	44,125	R	A	85
KITTIWAKE RD. (2445G)	1	MANZANITA DR.	CUL-DE-SAC	335	20	6,700	R	O	94
KNICKERBOCKER LN(2645G)	1	SPRING RD.	STEIN WAY	1,300	30	39,000	R	O	85
LA CAMPANA (2545K)	1	LA ESPIRAL (E)	LA ESPIRAL (W)	2,600	18	46,800	R	O	93
LA CINTILLA	1	DIAS DORADOS	CUL-DE-SAC	860	17	14,620	R	A	85
LA CRESTA ROAD	1C	DON GABRIEL WAY	EL NIDO COURT	1,701	21	35,721	R	O	87
LA CRESTA ROAD	3C	EL NIDO COURT	WOODLAND RIOAD	1,576	21	33,096	R	A	87
LA CUESTA (2545E)	1	CAMINO SOBRANTE	END	3,080	15	46,200	R	A	84
LA ESPIRAL (2544D)	1A	CAMINO SOBRANTE SOUTH	2,400' COP	2,400	20	48,000	R	O	95
LA ESPIRAL (2544D)	1B	2,400' COP	LAS VEGAS ROAD	2,100	20	42,000	R	O	94
LA ESPIRAL (2544D)	2	LAS VEGAS ROAD	VIA HERMOSA	2,881	20	57,620	R	A	84
LA ESPIRAL (2544D)	3	VIA HERMOSA	CAMINO SOBRANTE NORTH	1,094	20	21,880	R	O	94
LA NORIA (2545F)	1	CAMINO SOBRANTE (S)	CAMINO SOBRANTE (N)	1,530	15	22,950	R	A	92
LA SENDA (2545W)	1	LA NORIA	CUL-DE-SAC	330	16	5,280	R	O	71
LA SOMBRA COURT	1	ARDOR DRIVE	CUL-DE-SAC	505	25	12,625	R	O	94
LA VUELTA	1	LA ESPIRAL (S)	LA ESPIRAL (N)	1,610	16	25,760	R	A	89
LAS PIEDRAS (2244B)	1	VISTA DEL ORINDA	LOMAS CANTADAS	885	22	19,470	C	O	93
LAS VEGAS (2544E)	1	LA ESPIRAL	MIRA FLORES	1,189	19	22,591	R	O	93
LAS VEGAS (2544E)	2	MIRA FLORES	VIA LAS CRUCES	1,000	19	19,000	R	O	93
LAS VEGAS (2544E)	3	VIA LAS CRUCES	ST. STEPHENS DRIVE	320	31	9,920	C	O	92
LAS VEGAS (2544E)	4	ST. STEPHENS DRIVE	LA ESPIRAL ROAD	1,050	19	19,950	R	O	93
LAVENIDA	1	MORAGA WAY	B.C. @ 90 DEGREE	932	24	22,368	R	O	85
LAVINA COURT	1	IVY DRIVE	CUL-DE-SAC	675	24	16,200	R	A	82

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LIND COURT	1	CALVIN DRIVE	CUL-DE-SAC	781	26	20,306	R	A	84
LINDA VISTA (2545C)	1	MIRA LOMA	END	1,330	17	22,610	R	A	77
LOMA LINDA COURT	1	ARDOR DRIVE	END	580	24	13,920	R	A	77
LOMA VISTA DR. (2345C)	1A	EL TOYONAL (WEST)	EL DORADO LN	1,360	19	25,840	C	O	82
LOMA VISTA DR. (2345C)	2	EL DORADO LN	EL TOYONAL (EAST)	1,586	18	28,548	C	A	80
LOMAS CANTADAS	1A	CITY LIMITS	TRES MESAS	2,028	22	44,616	C	O	93
LOMAS CANTADAS	2	TRES MESAS	LAS PIEDRAS	1,367	22	30,074	C	O	93
LOMBARDY LN. (2554)	1A	MINER ROAD	TARRY LANE	1,136	25	28,400	C	O	93
LOMBARDY LN. (2554)	2	TARRY LANE	VAN RIPPER (S)	1,367	26	35,542	C	O	66
LOMBARDY LN. (2554)	3	VAN RIPPER (S)	VAN RIPPER (N)	1,369	26	35,594	C	O	85
LOMBARDY LN. (2554)	4	VAN RIPPER (N)	DALEWOOD DR	1,238	25	30,950	C	O	93
LONGVIEW TERRACE	1	ORCHARD ROAD	CUL-DE-SAC	331	20	6,620	R	O	71
LOS ALTOS (2354C)	1	CAMINO DON MIGUEL	BOBOLINK RD.	385	22	8,470	R	A	81
LOS AMIGOS (2345L)	1	CAMINO PABLO	CUL-DE-SAC	484	22	10,648	R	A	78
LOST VALLEY DRIVE	10C	EDGEWOOD RD	CUL-DE-SAC	932	24	22,368	R	A	84
LOST VALLEY DRIVE	5	PGE SUBSTATION	700' W OF PGE SUBSTATION	700	24	16,800	R	A	83
LOST VALLEY DRIVE	6	700' W OF PGE SUBSTATION	PL BET. 17/19 LOST VALLEY DR	1,020	24	24,480	R	A	81
LOST VALLEY DRIVE	7C	PL BET. 17/19 LOST VALLEY DR	EDGEWOOD RD	1,577	24	42,718	R	A	74
MANZANITA DR. (2354A)	2	CREEK BRIDGE	END (PRIVATE ST.)	3,360	20	67,200	R	A	81
MANZANITA DR. (2445F)	1	CAMINO PABLO	CREEK BRIDGE	580	24	13,920	R	O	89
MARSTON RD. (2345N)	1	MONTE VISTA RD.	CUL-DE-SAC	1,025	16	16,400	R	A	82
MARTHA RD.(2745H)	1	GLORIETTA BLVD.	HILLCREST RD.	500	29	14,500	UL	O	85
MARTHA RD.(2745H)	2	HILLCREST RD.	CUL DE SAC	1,645	33	54,285	R	A	89
MEADOW CT. (2745 D)	1	MEADOW LN.	CUL-DE-SAC	365	21	7,665	R	A	90
MEADOW LN. (2745 N)	1	GLORIETTA BLVD.	MEADOW VIEW RD.	1,380	25	34,500	R	O	92
MEADOW PARK CT. (2835Z)	1	GLORIETTA BLVD.	END	1,200	22	26,400	R	O	84
MEADOW VIEW RD. (2745Q)	1	CUL DE SAC EAST OF GLORIETTA BLVD	GLORIETTA BLVD	1,575	22	34,650	R	O	87
MEADOW VIEW RD. (2745Q)	2	GLORIETTA BLVD	CUL DE SAC WEST OF GLORIETTA BLVD	1,800	22	39,600	R	O	80
MEADOWLANDS COURT	1	MORAGA WAY	CUL-DE-SAC	128	24	3,072	R	O	88
MINER RD. (2444C)	1A	CAMINO PABLO	BIEN VENIDA	1,480	27	39,960	A	O	92
MINER RD. (2444C)	1B	BIEN VENIDA	CAMINO DON MIGUEL	1,895	27	51,165	A	O	92
MINER RD. (2444C)	1C	CAMINO DON MIGUEL	LOMBARDY LN	1,950	26	50,700	A	O	92
MINER RD. (2444C)	2A	LOMBARDY LN	TIGERTAIL CT	2,345	23	53,935	C	O	30
MINER RD. (2444C)	2B	TIGERTAIL CT	SYCAMORE RD	2,075	23	47,725	C	O	27
MINER RD. (2444C)	2C	SYCAMORE RD	PAVT CHANGE	920	23	21,160	C	O	86
MINER RD. (2444C)	3A	PAVT CHANGE	GARDINER CT.	1,630	21	34,230	C	A	93
MINER RD. (2444C)	3B	GARDINER CT.	HONEY HILL RD.	700	23	16,100	C	A	57
MINER RD. (2444C)	4A	HONEY HILL RD.	LONGWORTH	1,050	22	23,100	R	A	78
MINER RD. (2444C)	4B	LONGWORTH	DIABLO VIEW DR	1,430	20	28,600	R	A	79
MIRA FLORES	1	LAS VEGAS	EL GAVILAN	227	18	4,086	R	A	87
MIRA LOMA (2545G)	1	CAMINO SOBRANTE	LINDA VISTA	1,010	19	19,190	R	O	88
MONTE VISTA RD (2345M)	1	CAMINO PABLO	PRIVATE STREET	2,700	20	54,000	R	A	84
MORAGA CT. (2745 AA)	1	MORAGA WAY	CUL-DE-SAC	180	24	4,320	R	A	92
MORAGA VIA	1	VIRGINIA DRIVE	WOODCREST DRIVE (PVT)	601	20	12,020	R	A	82
MORAGA VIA	2	WOODCREST DRIVE	RUSTIC WAY	695	22	15,290	R	A	82
MORAGA VIA	3	RUSTIC WAY	RHEEM BLVD	834	19	15,846	R	O	84
MORAGA VIA	4	GLORIETTA BLVD.	VIRGINIA DRIVE	911	21	19,131	R	O	84
MORAGA WAY	1AAC	BRYANT WAY	CAMINO PABLO	870	63	54,810	A	O	85
MORAGA WAY	1C	CAMINO PABLO	OVERHILL RD	510	50	25,500	A	O	79
MORAGA WAY	2	OVERHILL RD	CAMINO ENCINAS (N)	1,385	40	55,400	A	O	83
MORAGA WAY	3	CAMINO ENCINAS	LLOYD LN	1,445	38	54,910	A	O	74
MORAGA WAY	4	LLOYD LN	BROOKSIDE RD	1,518	38	57,684	A	O	75
MORAGA WAY	5	BROOKSIDE RD	GLORIETTA BLVD	2,058	38	78,204	A	O	75
MORAGA WAY	1	GLORIETTA BLVD	ORCHARD RD	1,849	44	81,356	A	O	77
MORAGA WAY	2	ORCHARD RD	VALLEY VIEW DR	1,667	42	70,014	A	O	73
MORAGA WAY	3	VALLEY VIEW DR	WOODLAND RD	1,082	44	47,608	A	O	76
MORAGA WAY	4	WOODLAND RD	IVY DR (WEST)	1,092	42	45,864	A	O	84
MORAGA WAY	5	IVY DR (WEST)	SOUTHWAITE CT	1,013	42	42,546	A	O	85
MORAGA WAY	6	SOUTHWAITE CT	CAMINO MORAGA	1,425	42	59,850	A	O	84
MORAGA WAY	1A	CAMINO MORAGA	CORAL DR	1,824	37	67,488	A	O	76
MORAGA WAY	2	CORAL DR	IVY DR (EAST)	1,776	38	67,488	A	O	86

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
MUTH DR. (2745AM)	1A	BATES BLVD (W)	WARFORD TERR	2,367	26	61,542	R	A	87
MUTH DR. (2745AM)	2	WARFORD TERR	WANDA LN	1,852	26	48,152	R	A	86
MUTH DR. (2745AM)	3	WANDA LN	BATES BLVD (E)	1,126	26	29,276	R	A	84
NONIE RD.	1	TARA RD	END	185	15	2,775	R	O	66
NORMANDY LN.(2555M)	1	SLEEPY HOLLOW LN.	RIDGE LN.	1,290	20	25,800	R	O	72
NORTH LANE	1	CAMINO PABLO	ARDILLA ROAD	830	21	17,430	R	A	83
NORTHWOOD CT. (2745X)	1	NORTHWOOD DR.	CUL-DE-SAC	235	22	5,170	R	O	70
NORTHWOOD DR. (2744D)	1	MORAGA WAY	DAVIS RD.	860	24	20,640	R	O	92
OAK DRIVE	1	MORAGA WAY	1000' W/MORAGA WAY	1,000	20	20,000	R	O	83
OAK DRIVE	2	1000' W/MORAGA WAY	CUL-DE-SAC	1,421	18	25,578	R	O	92
OAK FLAT RD. (2755C)	1	CHARLES HILL RD.	CUL-DE-SAC	390	15	5,850	R	O	95
OAK LANE (2655C)	1	MINER RD.	END	230	17	3,910	R	O	89
OAKRIDGE COURT (2745AU)	1	TAHOS RD.	CUL-DE-SAC	480	22	10,560	R	A	80
OAKWOOD RD.	1	ORCHARD RD.	CUL-DE-SAC	1,600	22	35,200	R	A	69
OLD CAMINO PABLO	1	END - WEST OF CLAREMONT	END - EAST OF CLAREMONT	394	18	7,092	R	O	95
OLD CAMINO PABLO	2	NORTH LANE	ARDILLA ROAD	1,139	20	22,780	R	A	85
ORCHARD CT. (2745 Z)	1	MORAGA WAY	CUL-DE-SAC	165	27	4,455	R	O	81
ORCHARD RD. (2945 D)	1A	MORAGA WAY	BROOKSIDE ROAD	2,609	23	60,007	R	A	83
ORCHARD RD. (2945 D)	2C	BROOKSIDE ROAD	GLORIETTA BLVD	2,071	23	47,633	R	A	84
ORCHARD ROAD	1C	GLORIETTA BLVD	CORTE BOMBERO	1,906	21	40,026	R	A	81
ORCHARD ROAD	3	CORTE BOMBERO	MORAGA WAY	382	21	8,022	R	O	60
ORINDA WAY	1	END	SANTA MARIA WAY	195	55	10,725	R	O	94
ORINDA WAY	2	SANTA MARIA WAY	540 FT N/O SANTA MARIA WAY	540	50	27,000	A	O	94
ORINDA WAY	3	540 FT N/O SANTA MARIA WAY	IRWIN WAY	1,150	45	51,750	A	O	92
ORINDA WAY	4	IRWIN WAY	CAMINO PABLO	1,104	44	48,576	A	O	92
ORINDAWOODS DR.(2545AM)	1A	ALTARINDA RD	KITE HILL RD	1,760	25	44,000	C	O	93
ORINDAWOODS DR.(2545AM)	2	KITE HILL RD	GREYSTONE TERR.	1,470	25	36,750	C	O	93
ORINDAWOODS DR.(2545AM)	3	GREYSTONE TERR.	E. ALTARINDA	1,019	25	25,475	C	O	93
ORIOLE RD. (2445E)	1	BOBOLINK RD.	CUL-DE-SAC	200	21	4,200	R	A	77
OVERHILL COURT	1	OVERHILL RD.	CUL-DE-SAC	240	20	4,800	R	A	91
OVERHILL RD. (2744G)	1A	MORAGA WAY	WESTWOOD CT	1,186	25	29,650	C	A	84
OVERHILL RD. (2744G)	2	WESTWOOD CT	HIGHLAND COURT	1,775	24	42,600	C	A	80
OVERHILL RD. (2744G)	3	HIGHLAND COURT	BROADVIEW TERR	1,242	23	28,566	C	A	84
OVERHILL RD. (2744G)	4	BROADVIEW TERR	TARA RD	1,066	22	23,452	C	A	81
OVERHILL RD. (2744G)	5	TARA RD	241 OVERHILL RD	1,003	25	25,075	C	A	72
OVERHILL RD. (2744G)	6	241 OVERHILL RD	GLORIETTA BLVD	1,175	25	29,375	C	A	72
OWL HILL CT. (2745 AH)	1	OWL HILL RD.	CUL-DE-SAC	180	22	3,960	R	A	89
OWL HILL RD. (2745 AF)	1	OAK WOOD RD.	ESTATES DR.	1,655	22	36,410	R	A	87
PARKLANE DR. (2847 C)	1	GLORIETTA BLVD. (W)	GLORIETTA BLVD. (E)	1,800	25	45,000	R	O	86
PARKWAY CT. (2847 B)	1	GLORIETTA BLVD.	END	960	22	21,120	R	A	85
PICO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	285	20	5,700	R	O	94
PIEDMONT AVENUE	1	CRESCENT DR.	CLAREMONT AVE.	365	18	6,570	R	O	83
PUEBLO COURT	1	IVY DRIVE	CUL-DE-SAC	247	24	5,928	R	A	73
RAE COURT	1	FIESTA CIRCLE	CUL-DE-SAC	115	26	2,990	R	A	88
RAE DRIVE	1	FIESTA CIRCLE	CUL-DE-SAC	292	34	9,928	R	A	86
RAMONA DRIVE	1	IVY DRIVE	ARROYO DRIVE	1,063	23	24,449	R	A	85
RANCH RD. (2655D)	1	MINER RD.	END	700	18	12,600	R	A	88
REDCOACH LN. (2555X)	1	DALEWOOD DR.	CUL-DE-SAC	390	29	11,310	R	A	85
RHEEM BLVD	1	CITY LIMITS	ZANDER DRIVE	834	39	32,526	A	O	89
RHEEM BLVD	2	ZANDER DRIVE	1066' W/ZANDER DRIVE	1,066	29	30,914	A	O	92
RHEEM BLVD	3	1066' W/ZANDER DRIVE	CAROLYN COURT	1,048	31	32,488	A	O	92
RHEEM BLVD	4C	CAROLYN COURT	MORAGA VIA	1,771	31	54,901	A	O	89
RHEEM BLVD	6	MORAGA VIA	GLORIETA BLVD	1,338	26	34,788	A	A	62
RICHARD COURT	1	VALLEY VIEW DRIVE	CUL-DE-SAC	278	18	5,004	R	A	63
RIDGE GATE ROAD	1	VILLAGE GATE ROAD	CUL-DE-SAC	580	25	14,500	R	A	62
RIDGE LN. (2555N)	1	EAST END	WEST END	740	18	13,320	R	A	87
RISA COURT	1	IVY DRIVE	CUL-DE-SAC	670	27	18,090	R	A	67
RITA WAY	1	DONNA MARIA WAY	DOLORES WAY	585	23	13,455	R	A	86
ROBERT RD. (2847 G)	1	GLORIETTA BLVD.	CITY LIMITS	1,230	21	25,830	R	O	87
RUSTIC WAY	1	MORAGA VIA	CUL-DE-SAC	563	16	9,008	R	A	76
RYDAL COURT	1	EASTWOOD DRIVE	CUL-DE-SAC	143	25	3,575	R	A	88

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SAGER COURT	1	DONNA MARIA WAY	CUL-DE-SAC	357	25	8,925	R	A	69
SALLY ANN RD. (2847 A)	1	GLORIETTA BLVD.	PARKWAY CT.	900	22	19,800	R	A	87
SANTA LUCIA (2445H)	1	CAMINO DON MIGUEL	CUL-DE-SAC	435	20	8,700	R	O	86
SANTA MARIA WY.	2	CAMINO PABLO	ORINDA WAY	190	50	9,500	A	A	89
SANTA MARIA WY. (2544B)	1	ORINDA WAY	ALTARINDA RD	426	50	21,300	C	O	89
SANTA MARIA WY. (2544B)	3	ALTARINDA ROAD	SANTA MARIA WAY (PRIVATE)	327	38	12,426	R	O	86
SCENIC CT. (2745 O)	1	SCENIC DR.	CUL-DE-SAC	240	21	5,040	R	A	75
SCENIC DR. (2745 C)	1A	OVERHILL ROAD	NORTHERLY PROP LINE 68 SCENIC	2,995	26	77,870	R	A	90
SCENIC DR. (2745 C)	2	NORTHERLY PROP LINE 68 SCENIC	ORCHARD ROAD	1,685	26	43,810	R	A	85
SILVEROAK TR(2555AE)	1	SUNDOWN TR.	CUL-DE-SAC	657	29	19,053	R	O	93
SILVERWOOD CT.(2745AX)	1	TAHOS RD.	CUL-DE-SAC	300	29	8,700	R	A	93
SILVERWOOD RD.	1	TAHOS RD	CITY LIMIT	242	29	7,018	R	A	69
SINGINGWOOD LN.(2555AB)	1	AMBER VALLEY DR.	CUL-DE-SAC	635	29	18,415	R	A	88
SLEEPY HOLLOW LN (2555K)	1A	LOMBARDY LANE	SOUTHERLY EDGE NORMANDY LANE	2,750	22	60,500	UL	O	79
SLEEPY HOLLOW LN (2555K)	2	SOUTHERLY EDGE NORMANDY LANE	TARRY LANE	1,693	22	37,246	UL	O	94
SNOW COURT	1	LOST VALLEY DR	CUL-DE-SAC	600	30	18,000	R	A	88
SNOWBERRY LN.(2555R)	1	TARRY LN	CUL-DE-SAC	670	20	13,400	R	A	83
SOUTHWAITE COURT	1	MORAGA WAY	CUL-DE-SAC	822	33	27,126	R	O	85
SOUTHWOOD CT. (2745T)	1	SOUTHWOOD DR.	CUL-DE-SAC	360	23	8,280	R	O	87
SOUTHWOOD DR.(2745AZ)	1A	NORTHWOOD DR	TARA RD	1,600	20	32,000	C	O	92
SOUTHWOOD DR.(2745AZ)	2	TARA RD	COP 1,150'	1,150	22	25,300	R	O	83
SOUTHWOOD DR.(2745AZ)	3	Bates Blvd.	End	180	35	6,300	R	A	84
SPRING RD.(2645B)	1	BROOKWOOD RD.	WEST END	1,670	23	38,410	R	O	90
ST. JAMES CT. (2555E)	1	VAN RIPPER LANE	CUL-DE-SAC	790	19	15,010	R	O	92
ST. STEPHENS DR.	1	HIDDEN VALLEY RD	EL NIDO RANCH RD	716	40	28,640	A	O	59
ST. STEPHENS DR.	2	EL NIDO RANCH RD	LAS VEGAS ROAD	2,315	33	76,395	C	O	90
STANTON AVE. (2345H)	1	STANTON CT.	CLAREMONT	560	30	16,800	R	O	66
STANTON AVE. (2345H)	1A	CLAREMONT	CUL-DE-SAC	422	25	10,550	R	O	74
STANTON CT.	2	STANTON AVE.	CUL-DE-SAC	535	25	13,375	R	O	81
STEIN WAY	1	MORAGA WAY	OAK RD.	1,210	30	36,300	R	O	74
STEIN WAY	2	OAK RD.	KNICKERBOCKER LN.	1,530	30	45,900	R	O	80
STRAWBERRY HOLLOW	1	CHARLES HILL ROAD	END	248	17	4,216	R	A	89
SUNDOWN TR. (2555AD)	1	DALEWOOD DR. (PRIVATE ST.)	SILVER OAK	1,035	33	34,155	R	A	89
SUNDOWN TR. (2555AD)	2	SILVER OAK	HAPPY VALLEY RD	815	38	30,970	R	A	88
SUNNYSIDE CT. (2555U)	1	SUNNYSIDE LANE	CUL-DE-SAC	360	26	9,360	R	A	87
SUNNYSIDE LN. (2555T)	1	VAN TASSEL LANE	END	1,780	23	40,940	R	O	92
TAHOS RD. (2745AS)	1	WANDA LANE	NORTHERLY PROP LINE 445 TAHOS	1,789	29	51,881	R	A	84
TAHOS RD. (2745AS)	2	NORTHERLY PROP LINE 445 TAHOS	NORTHERLY PROP LINE 565 TAHOS	1,698	29	49,242	R	A	87
TAHOS RD. (2745AS)	3	CHANGE OF PAVEMENT	CUL DE SAC	1,613	29	46,777	R	A	86
TAPPAN CT. (2555J)	1	TAPPAN LN.	CUL-DE-SAC	568	24	13,632	R	A	85
TAPPAN LN. (2555G)	1	TARRY LN.	PVT. SECT. TAPPAN LN.	3,450	23	79,350	R	A	80
TARA RD. (2744F)	1A	SOUTHWOOD DR	TARABROOK DR	940	25	23,500	C	O	73
TARA RD. (2744F)	2	TARABROOK DR	NONIE RD	1,409	25	35,225	C	O	63
TARA RD. (2744F)	3	NONIE RD	OVERHILL RD	937	23	21,551	C	O	56
TARABROOK DR. (2745AZ)	1	TARA RD.	CUL-DE-SAC	1,360	26	35,360	R	A	83
TARRY LN. (2555H)	1A	LOMBARDY LN	SLEEPY HOLLOW LN.	500	21	10,500	UL	A	64
TARRY LN. (2555H)	1B	SLEEPY HOLLOW LN.	COP N/O 52 TARRY LN	2,133	21	44,793	R	A	81
TARRY LN. (2555H)	2	COP N/O 52 TARRY LN	VAN TASSEL LN.	1,562	23	35,926	R	O	86
TOTTERDELL COURT	1	ARDITH DRIVE	CUL-DE-SAC	538	25	13,450	R	O	94
UNDERHILL RD.(2645C)	1	SPRING RD.	CAMINO ENCINAS	1,600	18	28,800	R	A	89
VALENCIA ROAD	1C	DON GABRIEL WAY	ALTAMOUNT DRIVE	1,730	21	36,330	R	A	87
VALLEY CT. (2745 BC)	1	VALLEY DR.	CUL-DE-SAC	240	29	6,960	R	A	92
VALLEY DR. (2835 B)	1	SCENIC DR.	HEATHER LN.	2,500	23	57,500	R	A	83
VALLEY VIEW DRIVE	1C	MORAGA WAY	840' W/WOODLAND ROAD	2,150	28	60,200	C	O	87
VALLEY VIEW DRIVE	4	840' W/WOODLAND ROAD	PGE SUBSTATION	1,020	28	28,560	C	A	90
VALLEY VIEW RD.	1	MINER RD.	CUL-DE-SAC	1,685	24	40,440	R	A	85
VAN RIPPER LN. (2555B)	1	LOMBARDY LANE	VAN TASSEL LANE	3,840	19	72,960	R	A	87
VAN TASSEL LN. (2555F)	1A	LOMBARDY LANE	VAN RIPPER	1,635	24	39,240	R	O	90
VAN TASSEL LN. (2555F)	2	VAN RIPPER	SUNNYSIDE	1,271	20	25,420	R	O	92
VAN TASSEL LN. (2555F)	3	SUNNYSIDE	TARRY LANE	874	20	17,480	R	O	92
VASHELL WAY	1	Moraga Way	Davis Road	380	18	6,840	R	O	92

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
VIA CALLADOS (2555V)	1	SUNNYSIDE LANE	CUL-DE-SAC	340	26	8,840	R	O	93
VIA FARALLON (2545D)	1	MIRA LOMA	LA CUESTA	1,220	16	19,520	R	A	83
VIA FLOREADO 2545Q	2	VIA FLOREADO STA. 2890	LAS VEGAS	1,070	17	18,190	R	O	93
VIA FLOREADO 2545Q)	1	ST. STEPHENS DR.	VIA FLOREADO STA. 2890	2,890	25	72,250	R	O	91
VIA HERMOSA (2545J)	1	LA ESPIRAL	LOOP END	2,000	18	36,000	R	A	80
VIA LAS CRUCES	1	HONEY HILL RD.	LAS VEGAS RD.	730	29	21,170	C	O	92
VIANNE CT. (2745Y)	1	HILLCREST DR.	CUL-DE-SAC	300	22	6,600	R	A	93
VILLAGE GATE ROAD	1	ORINDA WOODS DR.	VILLAGE GATE/WATCHWOOD RD.	1,960	25	49,000	R	A	64
VIRGINIA DRIVE	1	GLORIETTA BLVD	MORAGA VIA	766	24	18,384	R	A	84
VISTA DEL MAR(2445K)	1	CAMINO DON MIGUEL	DEL MAR COURT	815	25	20,375	R	O	73
VISTA DEL MAR(2445K)	2	DEL MAR COURT	PRIVATE ROAD	725	25	18,125	R	A	87
VISTA DEL ORINDA	1	EL TOYONAL	LAS PIEDRAS	380	22	8,360	C	A	89
WANDA LANE (2745AR)	1	HIDDEN VALLEY RD.	MUTH DR.	1,020	25	25,500	R	O	68
WANFLETE CT	1	CORAL DRIVE	CUL-DE-SAC	397	25	9,925	R	A	87
WARFORD TR. (2745AN)	1	MUTH DR.	BATES BLVD	999	33	32,967	R	A	83
WARFORD TR. (2745AN)	2	BATES BLVD	CUL-DE-SAC	870	20	17,400	R	A	83
WASHINGTON LN. (2555L)	1	SLEEPY HOLLOW LANE	END	533	21	11,193	UL	O	73
WATCHWOOD CT.	1	WATCHWOOD RD.	END OF WATCHWOOD CT.	270	21	5,670	R	A	60
WESTOVER COURT	1	ARDITH DRIVE	CUL-DE-SAC	385	25	9,625	R	A	89
WHITEHALL DRIVE	1	MORAGA WAY	735' E/O MORAGA WAY	735	33	24,255	R	A	87
WHITEHALL DRIVE	2	735' E/O MORAGA WAY	ARDITH DRIVE	651	33	21,483	R	O	85
WHITEOAK DR.	1	CITY LIMIT	CUL-DE-SAC	1,080	26	28,080	R	A	91
WILDER RD.	1	GATE 920 FT (S)	DAIRY CREEK LN	920	22	20,240	C	A	81
WILDER RD.	2	DAIRY CREEK LN	RABBLE RD	2,430	22	53,460	C	A	82
WILDER RD.	3	RABBLE RD	BIGLEAF RD	1,435	22	31,570	C	A	81
WILDER RD.	4	BIGLEAF RD	ORINDA FIELDS LANE	2,725	28	76,300	C	A	83
WILDER RD.	1	ORINDA FIELDS LANE	HWY 24 EB ON-RAMP	526	27	14,202	C	A	89
WILDER RD.	2	HWY 24 EB ON-RAMP	BRIDGE DECKING (S)	357	40	14,280	C	O	93
WILDER RD.	3	BRIDGE DECKING (S)	BRIDGE DECKING (N)	300	28	8,400	C	P	89
WILDER RD.	4	BRIDGE DECKING (N)	HWY 24 WB OFF-RAMP	780	37	28,860	C	O	60
WOODLAND ROAD	1	MORAGA WAY	VALLEY VIEW DRIVE	1,000	21	21,000	R	A	81
ZANDER DRIVE	1	RHEEM BLVD.	ZANDER COURT	979	29	28,391	R	O	91
ZANDER DRIVE	2	ZANDER COURT	ALICE LANE	1,339	29	38,831	R	O	80

Street List PCI High to Low

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
BEAR CREEK RD.	1A	CAMINO PABLO	WIDTH CHANGE N/O WAGNER RNCH SCHOOL DRVWY	185	40	7,400	C	A	97
EL TOYONAL (2254)	1A	CAMINO PABLO	460' W/O CAMINO PABLO	460	39	17,940	C	A	97
EL TOYONAL (2254)	1B	460' W/O CAMINO PABLO	LOMA VISTA (EAST)	1,321	24	31,704	C	A	97
EL TOYONAL (2254)	5	LOMA VISTA (WEST)	WIDTH CHANGE	1,121	20	22,420	C	A	96
EL TOYONAL (2254)	6	WIDTH CHANGE	CAMINO DEL CIELO	514	18	9,252	C	A	96
EL TOYONAL (2254)	2	LOMA VISTA (EAST)	BONITA LN	1,106	18	19,908	R	A	95
EL TOYONAL (2254)	3	BONITA LN	LA ENCINAL	1,676	18	30,168	R	O	95
EL TOYONAL (2254)	8A	VISTA DEL ORINDA	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	400	18	7,200	R	O	95
LA ESPIRAL (2544D)	1A	CAMINO SOBRANTE SOUTH	2,400' COP	2,400	20	48,000	R	O	95
OAK FLAT RD. (2755C)	1	CHARLES HILL RD.	CUL-DE-SAC	390	15	5,850	R	O	95
OLD CAMINO PABLO	1	END - WEST OF CLAREMONT	END - EAST OF CLAREMONT	394	18	7,092	R	O	95
ACACIA DR.	1	MANZANITA DR.	CUL-DE-SAC	1,935	22	42,570	R	O	94
ARDITH DRIVE	4	TOTTERDELL COURT	WESTOVER COURT	1,145	33	37,785	R	O	94
BROOKWOOD RD.(2744A)	1	SPRING RD.	CAMINO PABLO	2,100	26	54,600	C	O	94
BRYANT WAY	1	CUL-DE-SAC	MORAGA WAY	276	33	9,108	R	O	94
COACHWOOD TR. (2555Z)	1	DALEWOOD DR.	CUL-DE-SAC	670	29	19,430	R	O	94
DALEWOOD DR.(2555W)	1A	CUL-DE-SAC	LOMBARDY LN	843	33	27,819	R	O	94
DALEWOOD DR.(2555W)	3	AMBER VALLEY DR	SUNDOWN TERR.	1,047	36	37,692	R	O	94
EASTWOOD DRIVE	2	CARISBROOK DRIVE	CORAL DRIVE	1,031	33	34,023	R	O	94
EL SERENO RD. (2545V)	1	LA ESPIRAL	CUL-DE-SAC	900	15	13,500	R	O	94
EL TOYONAL (2254)	4	LA ENCINAL	LOMA VISTA (WEST)	1,220	18	21,960	R	O	94
EL TOYONAL (2254)	7A	CAMINO DEL CIELO	ALTA VISTA LANE	750	18	13,500	C	A	94
EL TOYONAL (2254)	7B	ALTA VISTA LANE	VISTA DEL ORINDA	2,085	18	37,530	C	O	94
FLEETWOOD COURT	1C	HALL DRIVE	CUL-DE-SAC	723	25	18,075	R	O	94
HALL DR.	1	DONALD DR.	COP 200' N/O DONALD	200	28	5,600	R	O	94
HAWKRIDGE TR.(2545AL)	1	ORINDAWOODS DR.	HAWKRIDGE TR	210	25	5,250	R	O	94
IRONBARK CT. (2545AR)	1	IRONBARK CR.	CUL-DE-SAC	466	29	13,514	R	O	94
KITTIWAKE RD. (2445G)	1	MANZANITA DR.	CUL-DE-SAC	335	20	6,700	R	O	94
LA ESPIRAL (2544D)	1B	2,400' COP	LAS VEGAS ROAD	2,100	20	42,000	R	O	94
LA ESPIRAL (2544D)	3	VIA HERMOSA	CAMINO SOBRANTE NORTH	1,094	20	21,880	R	O	94
LA SOMBRA COURT	1	ARDOR DRIVE	CUL-DE-SAC	505	25	12,625	R	O	94
ORINDA WAY	1	END	SANTA MARIA WAY	195	55	10,725	R	O	94
ORINDA WAY	2	SANTA MARIA WAY	540 FT N/O SANTA MARIA WAY	540	50	27,000	A	O	94
PICO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	285	20	5,700	R	O	94
SLEEPY HOLLOW LN (2555K)	2	SOUTHERLY EDGE NORMANDY LANE	TARRY LANE	1,693	22	37,246	UL	O	94
TOTTERDELL COURT	1	ARDITH DRIVE	CUL-DE-SAC	538	25	13,450	R	O	94
ARDITH DRIVE	2C	CORAL DRIVE	TOTTERDELL COURT	1,242	33	40,986	R	O	93
ARDITH DRIVE	5	WESTOVER COURT	IVY DRIVE	846	33	27,918	R	O	93
ASPINWALL COURT	1	EASTWOOD DRIVE	CUL-DE-SAC	610	25	15,250	R	O	93
BATES BLVD. (2745AW)	1A	DAVIS RD	MUTH DR (S)	991	32	31,712	R	A	93
BATES BLVD. (2745AW)	4	MUTH DR (N)	TAHOS RD	1,077	32	34,464	R	O	93
CALVIN COURT	1	CALVIN DRIVE	CUL-DE-SAC	396	30	11,880	R	O	93
CAMINO DON MIGUEL(2354D	1	MINER ROAD	CAMINO DON MIGUEL	4,485	20	89,700	R	O	93
CAMINO PABLO	3	SOL BRAE WY	MONTE VISTA RD	1,045	39	40,755	A	O	93
CAMINO SOBRANTE (2544C)	2A	EL RIBERO (SOUTH)	LA ESPIRAL	2,460	21	51,660	R	O	93
CATHERINE COURT (2745H)	1	OVERHILL RD.	CUL-DE-SAC	540	27	14,580	R	A	93
CHARLES HILL PL(2545AK)	1	END	CHARLES HILL RD.	487	21	10,227	R	O	93
DALEWOOD DR.(2555W)	4	SUNDOWN TERR.	CUL-DE-SAC (EAST)	950	33	31,350	R	O	93
DARYL DR. (2745 J)	1	GLORIETTA BLVD.	OVERHILL RD.	1,180	26	30,680	R	A	93
E. ALTARINDA DR(2545AC)	2	ORINDAWOODS DR.	CUL-DE-SAC	1,090	29	31,610	R	O	93
EL VERANO (2545P)	1	LAS VEGAS	CUL-DE-SAC	620	18	11,160	R	O	93
HACIENDA CIRCLE	2	ACACIA DR (S)	END	425	23	9,775	R	O	93
HARTFORD RD. (2755D)	1	CHARLES HILL CIRCLE	END	400	15	6,000	R	O	93
HAWKRIDGE TR.(2545AL)	2	EAST END	WEST END	320	29	9,280	R	O	93
IDYLL COURT	1	MORAGA VIA	CUL-DE-SAC	230	31	7,130	R	O	93
IVY DRIVE	5	DANZA COURT	PUEBLO COURT	1,081	35	37,835	C	A	93
IVY DRIVE	6C	PUEBLO COURT	MORAGA WAY	1,870	33	61,710	C	A	93
LA CAMPANA (2545K)	1	LA ESPIRAL (E)	LA ESPIRAL (W)	2,600	18	46,800	R	O	93
LAS PIEDRAS (2244B)	1	VISTA DEL ORINDA	LOMAS CANTADAS	885	22	19,470	C	O	93
LAS VEGAS (2544E)	1	LA ESPIRAL	MIRA FLORES	1,189	19	22,591	R	O	93
LAS VEGAS (2544E)	2	MIRA FLORES	VIA LAS CRUCES	1,000	19	19,000	R	O	93

City of Orinda
Reference Report
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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
LAS VEGAS (2544E)	4	ST. STEPHENS DRIVE	LA ESPIRAL ROAD	1,050	19	19,950	R	O	93
LOMAS CANTADAS	1A	CITY LIMITS	TRES MESAS	2,028	22	44,616	C	O	93
LOMAS CANTADAS	2	TRES MESAS	LAS PIEDRAS	1,367	22	30,074	C	O	93
LOMBARDY LN. (2554)	1A	MINER ROAD	TARRY LANE	1,136	25	28,400	C	O	93
LOMBARDY LN. (2554)	4	VAN RIPPER (N)	DALEWOOD DR	1,238	25	30,950	C	O	93
MINER RD. (2444C)	3A	PAVT CHANGE	GARDINER CT.	1,630	21	34,230	C	A	93
ORINDAWOODS DR.(2545AM)	1A	ALTARINDA RD	KITE HILL RD	1,760	25	44,000	C	O	93
ORINDAWOODS DR.(2545AM)	2	KITE HILL RD	GREYSTONE TERR.	1,470	25	36,750	C	O	93
ORINDAWOODS DR.(2545AM)	3	GREYSTONE TERR.	E. ALTARINDA	1,019	25	25,475	C	O	93
SILVEROAK TR(2555AE)	1	SUNDOWN TR.	CUL-DE-SAC	657	29	19,053	R	O	93
SILVERWOOD CT.(2745AX)	1	TAHOS RD.	CUL-DE-SAC	300	29	8,700	R	A	93
VIA CALLADOS (2555V)	1	SUNNYSIDE LANE	CUL-DE-SAC	340	26	8,840	R	O	93
VIA FLOREADO 2545Q	2	VIA FLOREADO STA. 2890	LAS VEGAS	1,070	17	18,190	R	O	93
VIANNE CT. (2745Y)	1	HILLCREST DR.	CUL-DE-SAC	300	22	6,600	R	A	93
WILDER RD.	2	HWY 24 EB ON-RAMP	BRIDGE DECKING (S)	357	40	14,280	C	O	93
CAMINO PABLO	2	ARDILLA ROAD/NORTH LN	SOL BRAE WY	2,040	39	79,560	A	O	92
CANDLE TR. (2555AA)	1	DALEWOOD DR.	CHANGE OF PAVEMENT	205	29	5,945	R	A	92
CORTE HOLGANZA	1	IVY DRIVE	CUL-DE-SAC	203	27	5,481	R	O	92
DALEWOOD DR.(2555W)	2	LOMBARDY LN	AMBER VALLEY DR	1,635	36	58,860	R	A	92
DEBRA CT. (2745 AQ)	1	SCENIC DR.	CUL-DE-SAC	168	25	4,200	R	A	92
GLORIETTA BLVD (2731 B)	1A	MORAGA WAY	SHADOW CREEK LN	1,585	30	47,550	A	O	92
GLORIETTA BLVD (2731 B)	2	SHADOW CREEK LN	RHEEM BLVD	1,475	30	44,250	A	O	92
HACIENDA CIRCLE	1	ACACIA DR (N)	HACIENDA CIRCLE	1,200	22	26,400	R	O	92
HALL DRIVE	1A	MORAGA WAY	FLEETWOOD CT	1,257	25	31,425	C	O	92
HALL DRIVE	2	FLEETWOOD CT	DONALD DR	1,707	27	46,089	C	O	92
IRONBARK CR. (2545AQ)	1	ORINDAWOODS DR. (W)	ORINDAWOODS DR. (E)	1,988	28	55,664	R	O	92
IRONBARK PL.(2545AS)	1	IRONBARK CR.	CUL-DE-SAC	365	29	10,585	R	O	92
IRVING CT. (2555D)	1	IRVING LANE	CUL-DE-SAC	208	21	4,368	R	O	92
LA NORIA (2545F)	1	CAMINO SOBRANTE (S)	CAMINO SOBRANTE (N)	1,530	15	22,950	R	A	92
LAS VEGAS (2544E)	3	VIA LAS CRUCES	ST. STEPHENS DRIVE	320	31	9,920	C	O	92
MEADOW LN. (2745 N)	1	GLORIETTA BLVD.	MEADOW VIEW RD.	1,380	25	34,500	R	O	92
MINER RD. (2444C)	1A	CAMINO PABLO	BIEN VENIDA	1,480	27	39,960	A	O	92
MINER RD. (2444C)	1B	BIEN VENIDA	CAMINO DON MIGUEL	1,895	27	51,165	A	O	92
MINER RD. (2444C)	1C	CAMINO DON MIGUEL	LOMBARDY LN	1,950	26	50,700	A	O	92
MORAGA CT. (2745 AA)	1	MORAGA WAY	CUL-DE-SAC	180	24	4,320	R	A	92
NORTHWOOD DR. (2744D)	1	MORAGA WAY	DAVIS RD.	860	24	20,640	R	O	92
OAK DRIVE	2	1000' W/MORAGA WAY	CUL-DE-SAC	1,421	18	25,578	R	O	92
ORINDA WAY	3	540 FT N/O SANTA MARIA WAY	IRWIN WAY	1,150	45	51,750	A	O	92
ORINDA WAY	4	IRWIN WAY	CAMINO PABLO	1,104	44	48,576	A	O	92
RHEEM BLVD	2	ZANDER DRIVE	1066' W/ZANDER DRIVE	1,066	29	30,914	A	O	92
RHEEM BLVD	3	1066' W/ZANDER DRIVE	CAROLYN COURT	1,048	31	32,488	A	O	92
SOUTHWOOD DR.(2745AZ)	1A	NORTHWOOD DR	TARA RD	1,600	20	32,000	C	O	92
ST. JAMES CT. (2555E)	1	VAN RIPPER LANE	CUL-DE-SAC	790	19	15,010	R	O	92
SUNNYSIDE LN. (2555T)	1	VAN TASSEL LANE	END	1,780	23	40,940	R	O	92
VALLEY CT. (2745 BC)	1	VALLEY DR.	CUL-DE-SAC	240	29	6,960	R	A	92
VAN TASSEL LN. (2555F)	2	VAN RIPPER	SUNNYSIDE	1,271	20	25,420	R	O	92
VAN TASSEL LN. (2555F)	3	SUNNYSIDE	TARRY LANE	874	20	17,480	R	O	92
VASHELL WAY	1	Moraga Way	Davis Road	380	18	6,840	R	O	92
VIA LAS CRUCES	1	HONEY HILL RD.	LAS VEGAS RD.	730	29	21,170	C	O	92
BATES BLVD. (2745AW)	2	MUTH DR (S)	WARFORD TERR	1,573	32	50,336	R	O	91
CALIFORNIA AVE. (2345J)	1	PROPERTY LINE AT #65/61	Claremont Ave	250	22	5,500	R	O	91
CALVIN DRIVE	1C	RHEEM BLVD.	CALVIN COURT	1,092	24	26,901	R	A	91
CAMINO ENCINAS (2645E)	1	MORAGA WAY (N)	MORAGA WAY (S)	2,700	26	70,200	R	O	91
CAMINO PABLO	1A	MINER RD	ARDILLA ROAD/NORTH LN	1,600	43	68,800	A	O	91
CANDLESTICK RD.(2645H)	1	KNICKERBOCKER LANE	CUL-DE-SAC	780	25	19,500	R	A	91
CULVER CT.	1	CREST VIEW DR.	CUL-DE-SAC	691	20	13,820	R	A	91
DE SOTO CT.	1	ST. STEVENS DR.	CUL-DE-SAC	140	26	3,640	R	A	91
DONNA MARIA WAY	3	LAVENIDA	END @ 131 DONNA MARIA	325	24	7,800	R	A	91
DOVER COURT	1	DONALD DRIVE	CUL-DE-SAC	436	25	10,900	R	A	91
HIDDEN VALLEY	2	PAVEMENT CHANGE	CITY LIMIT	800	32	25,600	R	A	91
IRVING LANE	1	LOMBARDY LANE	VAN RIPPER LANE	1,296	21	27,216	R	O	91

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
IVY DRIVE	4	RISA COURT	DANZA COURT	916	35	32,060	C	A	91
KATRINA CT. (2555Q)	1	VAN TASSEL LANE	CUL-DE-SAC	275	21	5,775	R	O	91
OVERHILL COURT	1	OVERHILL RD.	CUL-DE-SAC	240	20	4,800	R	A	91
VIA FLOREADO 2545Q)	1	ST. STEPHENS DR.	VIA FLOREADO STA. 2890	2,890	25	72,250	R	O	91
WHITEOAK DR.	1	CITY LIMIT	CUL-DE-SAC	1,080	26	28,080	R	A	91
ZANDER DRIVE	1	RHEEM BLVD.	ZANDER COURT	979	29	28,391	R	O	91
ALICE LANE	3	1000'W/ZANDER DRIVE	DONALD DRIVE	1,100	26	28,600	R	O	90
ARDITH COURT	1	CORAL DRIVE	CUL-DE-SAC	279	25	6,975	R	A	90
AVENIDA DE ORINDA	1	ORINDA WAY	END	314	39	12,246	R	A	90
BEACONSFIELD COURT	1	ARDITH DRIVE	CUL-DE-SAC	743	25	18,575	R	A	90
CALVIN DRIVE	3	CALVIN COURT	END	360	30	10,800	R	O	90
CAMINO PABLO	0	MORAGA WAY	SANTA MARIA WAY	2,212	73	161,476	A	O	90
CAMINO PABLO	1A	SANTA MARIA WAY	CAMINO SOBRANTE	1,979	65	128,635	A	O	90
CAMINO PABLO	2	CAMINO SOBRANTE	ORINDA WAY	938	65	60,970	A	O	90
CAMINO PABLO	3	ORINDA WAY	MINER RD	1,058	64	67,712	A	O	90
CAMINO SOBRANTE (2544C)	2B	LA ESPIRAL	EL RIBERO (NORTH)	2,190	21	45,990	R	A	90
CHARLES HILL RD. (2444)	4	SOULE RD	DIABLO VIEW DR	2,035	21	42,735	R	A	90
COURTNEY LANE	1	DONALD DRIVE	CUL-DE-SAC	828	20	16,560	R	A	90
CREST VIEW DR.	2	CREST VIEW COURT	CULVER COURT	1,394	22	30,668	R	O	90
EL NIDO RANCH RD (2854)	1	ST. STEVENS DR.	CITY LIMITS	1,935	37	71,595	A	O	90
EVERGREEN DR. (2745AY)	1	TARABROOK DR.	CUL-DE-SAC	1,650	29	47,850	R	A	90
HILLCREST DR. (2745K)	2	OVERHILL ROAD	END	1,820	23	41,860	R	O	90
MEADOW CT. (2745 D)	1	MEADOW LN.	CUL-DE-SAC	365	21	7,665	R	A	90
SCENIC DR. (2745 C)	1A	OVERHILL ROAD	NORTHERLY PROP LINE 68 SCENIC	2,995	26	77,870	R	A	90
SPRING RD.(2645B)	1	BROOKWOOD RD.	WEST END	1,670	23	38,410	R	O	90
ST. STEPHENS DR.	2	EL NIDO RANCH RD	LAS VEGAS ROAD	2,315	33	76,395	C	O	90
VALLEY VIEW DRIVE	4	840' W/WOODLAND ROAD	PGE SUBSTATION	1,020	28	28,560	C	A	90
VAN TASSEL LN. (2555F)	1A	LOMBARDY LANE	VAN RIPPER	1,635	24	39,240	R	O	90
ALTARINDA RD.	1	SANTA MARIA WY	COP N/O SANTA MARIA WAY	800	37	29,600	C	A	89
BATES CT.	1	TAHOS RD	END	394	29	11,426	R	A	89
BROADVIEW TR. (2745AD)	1	OVERHILL RD.	CUL-DE-SAC	900	24	21,600	R	A	89
BROOKSIDE RD. (2643)	1A	ESTATES DR	ORCHARD RD	465	24	11,160	R	A	89
BRYANT WAY	2	MORAGA WAY	DAVIS ROAD	480	30	14,400	A	O	89
CAMINO SOBRANTE (2544C)	1	ORINDA WAY	EL RIBERO (SOUTH)	3,050	26	79,300	C	A	89
CAMINO SOBRANTE (2544C)	5	CAMINO PABLO	ORINDA WAY	430	38	16,340	A	O	89
CARISBROOK DRIVE	1C	CORAL DRIVE	CUL-DE-SAC	1,160	25	29,000	R	A	89
CHARLES HILL RD.(2444A)	1C	EL NIDO RANCH RD.	CHARLES HILL PL	470	38	17,860	C	O	89
CHARLES HILL RD.(2444A)	1D	CHARLES HILL PL	HONEY HILL ROAD	1,380	21	28,980	C	O	89
CORAL DRIVE	1C	MORAGA WAY	IVY DR	1,720	33	56,760	UL	O	89
CORTE DEL REY	1	IVY DRIVE	CUL-DE-SAC	327	27	8,829	R	A	89
DAPHNE CT.	1	CHARLES HILL ROAD	END	267	15	4,005	R	A	89
DOUGLAS CT. (2847 H)	1	ROBERT RD.	CUL-DE-SAC	208	20	4,160	R	O	89
DUNCAN COURT	1	DONALD DRIVE	CUL-DE-SAC	107	64	6,848	R	A	89
EL CORTE	1	MORAGA WAY	CUL-DE-SAC	135	25	3,375	R	A	89
EL TOYONAL (2254)	10	3000FT W/O VISTA DEL ORINDA	END AT BARRICADE	1,112	18	20,016	R	A	89
IRWIN WAY	1	ORINDA WAY	END	379	22	8,338	R	A	89
IVY DRIVE	1C	MORAGA WAY	RISA COURT	2,716	35	89,612	C	O	89
LA VUELTA	1	LA ESPIRAL (S)	LA ESPIRAL (N)	1,610	16	25,760	R	A	89
MANZANITA DR. (2445F)	1	CAMINO PABLO	CREEK BRIDGE	580	24	13,920	R	O	89
MARTHA RD.(2745H)	2	HILLCREST RD.	CUL DE SAC	1,645	33	54,285	R	A	89
OAK LANE (2655C)	1	MINER RD.	END	230	17	3,910	R	O	89
OWL HILL CT. (2745 AH)	1	OWL HILL RD.	CUL-DE-SAC	180	22	3,960	R	A	89
RHEEM BLVD	1	CITY LIMITS	ZANDER DRIVE	834	39	32,526	A	O	89
RHEEM BLVD	4C	CAROLYN COURT	MORAGA VIA	1,771	31	54,901	A	O	89
SANTA MARIA WY.	2	CAMINO PABLO	ORINDA WAY	190	50	9,500	A	A	89
SANTA MARIA WY. (2544B)	1	ORINDA WAY	ALTARINDA RD	426	50	21,300	C	O	89
STRAWBERRY HOLLOW	1	CHARLES HILL ROAD	END	248	17	4,216	R	A	89
SUNDOWN TR. (2555AD)	1	DALEWOOD DR. (PRIVATE ST.)	SILVER OAK	1,035	33	34,155	R	A	89
UNDERHILL RD.(2645C)	1	SPRING RD.	CAMINO ENCINAS	1,600	18	28,800	R	A	89
VISTA DEL ORINDA	1	EL TOYONAL	LAS PIEDRAS	380	22	8,360	C	A	89
WESTOVER COURT	1	ARDITH DRIVE	CUL-DE-SAC	385	25	9,625	R	A	89

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
WILDER RD.	1	ORINDA FIELDS LANE	HWY 24 EB ON-RAMP	526	27	14,202	C	A	89
WILDER RD.	3	BRIDGE DECKING (S)	BRIDGE DECKING (N)	300	28	8,400	C	P	89
AMBER VALLEY DR. (2555Y)	1	DALEWOOD DR.	CUL-DE-SAC	1,060	29	30,740	R	A	88
DESCANSO DRIVE	1C	IVY DRIVE	END	1,498	30	44,940	R	A	88
DONALD DRIVE	5	ALICE LANE	PRIVATE STREET	1,140	29	33,060	R	A	88
DONNA MARIA WAY	1	DOLORES WAY	RITA WAY	1,075	23	24,725	R	A	88
EVANS PLACE	1	KEITH DRIVE	CUL-DE-SAC	322	24	7,728	R	A	88
GOODFELLOW DRIVE	1	ALICE LN	CITY LIMITS	709	29	20,561	R	A	88
HIGHLAND CT, (2745 AE)	1	OVERHILL RD.	CUL-DE-SAC	420	19	7,980	R	A	88
HONEY HILL RD.	1	CHARLES HILL RD.	MINER RD.	2,048	22	45,056	C	O	88
KEITH DRIVE	1	WEST END	EVANS PL	460	24	11,040	R	A	88
MEADOWLANDS COURT	1	MORAGA WAY	CUL-DE-SAC	128	24	3,072	R	O	88
MIRA LOMA (2545G)	1	CAMINO SOBRANTE	LINDA VISTA	1,010	19	19,190	R	O	88
RAE COURT	1	FIESTA CIRCLE	CUL-DE-SAC	115	26	2,990	R	A	88
RANCH RD. (2655D)	1	MINER RD.	END	700	18	12,600	R	A	88
RYDAL COURT	1	EASTWOOD DRIVE	CUL-DE-SAC	143	25	3,575	R	A	88
SINGINGWOOD LN.(2555AB)	1	AMBER VALLEY DR.	CUL-DE-SAC	635	29	18,415	R	A	88
SNOW COURT	1	LOST VALLEY DR	CUL-DE-SAC	600	30	18,000	R	A	88
SUNDOWN TR. (2555AD)	2	SILVER OAK	HAPPY VALLEY RD	815	38	30,970	R	A	88
ABBOT COURT	1	MORGA VIA	CUL-DE-SAC	339	19	6,441	R	A	87
ARDOR DRIVE	1	CUL-DE-SAC	LOMA LINDA COURT	971	22	21,362	R	O	87
BEL AIR DR. (2847 J)	1	PARKLANE DR.	CUL-DE-SAC	1,380	25	34,500	R	O	87
BROOKBANK RD. (2655A)	1	MINER RD.	CUL-DE-SAC	865	19	16,435	R	A	87
BROOKSIDE RD. (2643)	2	ORCHARD RD	MORAGA WAY	515	24	12,360	R	O	87
CLAREMONT AVE (2345G)	1	CAMINO PABLO	HOLLY LANE	1,930	22	42,460	R	O	87
CREST VIEW DR.	4	COP 2,305' W/O CULVER CT	CUL DE SAC	914	22	20,108	R	A	87
DALE COURT	1	ALTAMOUNT DRIVE	CUL-DE-SAC	190	20	3,800	R	O	87
DEL MAR CT. (2445L)	1	VISTA DEL MAR	CUL-DE-SAC	430	25	10,750	R	A	87
DIABLO VIEW DR. (2655G)	1	MINER RD.	CHARLES HILL RD.	4,310	21	90,510	R	O	87
DOS ENCINAS	1	EL CAMINO MORAGA	CUL-DE-SAC	1,202	27	32,454	R	A	87
EDGEWOOD RD.	1	LOST VALLEY DR.	END	601	23	13,823	R	A	87
HEATHER LN.	2	Scenic Drive	Private Street	520	25	13,000	R	A	87
KEITH DRIVE	2	EVANS PL	DONALD DRIVE	537	24	12,888	R	A	87
KENMORE CT.	1	LOST VALLEY DR.	CUL-DE-SAC	492	25	12,300	R	A	87
LA CRESTA ROAD	1C	DON GABRIEL WAY	EL NIDO COURT	1,701	21	35,721	R	O	87
LA CRESTA ROAD	3C	EL NIDO COURT	WOODLAND RIOAD	1,576	21	33,096	R	A	87
MEADOW VIEW RD. (2745Q)	1	CUL DE SAC EAST OF GLORIETTA BLVD	GLORIETTA BLVD	1,575	22	34,650	R	O	87
MIRA FLORES	1	LAS VEGAS	EL GAVILAN	227	18	4,086	R	A	87
MUTH DR. (2745AM)	1A	BATES BLVD (W)	WARFORD TERR	2,367	26	61,542	R	A	87
OWL HILL RD. (2745 AF)	1	OAK WOOD RD.	ESTATES DR.	1,655	22	36,410	R	A	87
RIDGE LN. (2555N)	1	EAST END	WEST END	740	18	13,320	R	A	87
ROBERT RD. (2847 G)	1	GLORIETTA BLVD.	CITY LIMITS	1,230	21	25,830	R	O	87
SALLY ANN RD. (2847 A)	1	GLORIETTA BLVD.	PARKWAY CT.	900	22	19,800	R	A	87
SOUTHWOOD CT. (2745T)	1	SOUTHWOOD DR.	CUL-DE-SAC	360	23	8,280	R	O	87
SUNNYSIDE CT. (2555U)	1	SUNNYSIDE LANE	CUL-DE-SAC	360	26	9,360	R	A	87
TAHOS RD. (2745AS)	2	NORTHERLY PROP LINE 445 TAHOS	NORTHERLY PROP LINE 565 TAHOS	1,698	29	49,242	R	A	87
VALENCIA ROAD	1C	DON GABRIEL WAY	ALTAMOUNT DRIVE	1,730	21	36,330	R	A	87
VALLEY VIEW DRIVE	1C	MORAGA WAY	840' W/WOODLAND ROAD	2,150	28	60,200	C	O	87
VAN RIPPER LN. (2555B)	1	LOMBARDY LANE	VAN TASSEL LANE	3,840	19	72,960	R	A	87
VISTA DEL MAR(2445K)	2	DEL MAR COURT	PRIVATE ROAD	725	25	18,125	R	A	87
WANFLETE CT	1	CORAL DRIVE	CUL-DE-SAC	397	25	9,925	R	A	87
WHITEHALL DRIVE	1	MORAGA WAY	735' E/O MORAGA WAY	735	33	24,255	R	A	87
AUSTIN CT. (2745AT)	1	MUTH DR.	CUL-DE-SAC	420	25	10,500	R	O	86
AVIS COURT	1	DONALD DRIVE	CUL-DE-SAC	166	26	4,316	R	A	86
CIELO COURT	1	IVY DRIVE	CUL-DE-SAC	214	25	5,350	R	O	86
CREST VIEW DR.	3	CULVER COURT	COP 2,305' W/O CULVER CT	2,305	22	50,710	R	A	86
EL CAMINO MORAGA	2	DON GABRIEL WAY	MORAGA WAY	737	26	19,162	UL	A	86
EL TOYONAL (2254)	9	1500FT W/O VISTA DEL ORINDA	3000FT W/O VISTA DEL ORINDA	1,500	18	27,000	R	A	86
MINER RD. (2444C)	2C	SYCAMORE RD	PAVT CHANGE	920	23	21,160	C	O	86
MORAGA WAY	2	CORAL DR	IVY DR (EAST)	1,776	38	67,488	A	O	86
MUTH DR. (2745AM)	2	WARFORD TERR	WANDA LN	1,852	26	48,152	R	A	86

City of Orinda
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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
PARKLANE DR. (2847 C)	1	GLORIETTA BLVD. (W)	GLORIETTA BLVD. (E)	1,800	25	45,000	R	O	86
RAE DRIVE	1	FIESTA CIRCLE	CUL-DE-SAC	292	34	9,928	R	A	86
RITA WAY	1	DONNA MARIA WAY	DOLORES WAY	585	23	13,455	R	A	86
SANTA LUCIA (2445H)	1	CAMINO DON MIGUEL	CUL-DE-SAC	435	20	8,700	R	O	86
SANTA MARIA WY. (2544B)	3	ALTARINDA ROAD	SANTA MARIA WAY (PRIVATE)	327	38	12,426	R	O	86
TAHOS RD. (2745AS)	3	CHANGE OF PAVEMENT	CUL DE SAC	1,613	29	46,777	R	A	86
TARRY LN. (2555H)	2	COP N/O 52 TARRY LN	VAN TASSEL LN.	1,562	23	35,926	R	O	86
ALTAMOUNT DRIVE	1C	LA CRESTA ROAD	MORAGA WAY	1,215	21	25,515	R	A	85
CAMINO SOBRANTE (2544C)	3B	LA NORIA (SOUTH)	LA ESPIRAL	1,946	21	40,866	R	A	85
CANON DR. (2345D)	1	EL TOYONAL	CUL-DE-SAC	3,650	15	54,750	R	A	85
CHAPPARAL PLACE	1	EL TOYONAL RD	CUL-DE-SAC	350	20	7,200	R	O	85
CHARLES HILL RD. (2444)	3	HONEY HILL ROAD	SOULE RD	1,980	21	41,580	R	O	85
CHELTON COURT	1	WHITEHALL DRIVE	CUL-DE-SAC	420	25	10,500	R	O	85
CREST VIEW DR.	1A	VALLEY VIEW DRIVE	CRESTVIEW COURT	1,901	22	41,822	R	O	85
DAVIS RD. (2745W)	1C	BRYANT WAY	SOUTHWOOD DR	1,700	22	37,400	R	O	85
DON GABRIEL WAY	1	VALLEY VIEW DRIVE	LA CRESTA RD	1,406	25	35,150	UL	A	85
DON GABRIEL WAY	2	LA CRESTA RD	EL CAMINO MORAGA	661	25	16,525	UL	A	85
DONALD DRIVE	1C	CUL-DE-SAC	HALL DRIVE	2,587	29	75,023	R	O	85
EL TOYONAL (2254)	8B	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	1500' W/O VISTA DEL ORINDA	1,100	18	19,800	R	A	85
FALLEN LEAF TR. (2555AC	1	DALEWOOD DR.	CUL-DE-SAC	845	29	24,505	R	A	85
KITE HILL RD. (2545AN)	1	ORINDAWOODS DR.	LA CUESTA	1,765	25	44,125	R	A	85
KNICKERBOCKER LN(2645G)	1	SPRING RD.	STEIN WAY	1,300	30	39,000	R	O	85
LA CINTILLA	1	DIAS DORADOS	CUL-DE-SAC	860	17	14,620	R	A	85
LAVENIDA	1	MORAGA WAY	B.C. @ 90 DEGREE	932	24	22,368	R	O	85
LOMBARDY LN. (2554)	3	VAN RIPPER (S)	VAN RIPPER (N)	1,369	26	35,594	C	O	85
MARTHA RD.(2745H)	1	GLORIETTA BLVD.	HILLCREST RD.	500	29	14,500	UL	O	85
MORAGA WAY	1AAC	BRYANT WAY	CAMINO PABLO	870	63	54,810	A	O	85
MORAGA WAY	5	IVY DR (WEST)	SOUTHWAITE CT	1,013	42	42,546	A	O	85
OLD CAMINO PABLO	2	NORTH LANE	ARDILLA ROAD	1,139	20	22,780	R	A	85
PARKWAY CT. (2847 B)	1	GLORIETTA BLVD.	END	960	22	21,120	R	A	85
RAMONA DRIVE	1	IVY DRIVE	ARROYO DRIVE	1,063	23	24,449	R	A	85
REDCOACH LN. (2555X)	1	DALEWOOD DR.	CUL-DE-SAC	390	29	11,310	R	A	85
SCENIC DR. (2745 C)	2	NORTHERLY PROP LINE 68 SCENIC	ORCHARD ROAD	1,685	26	43,810	R	A	85
SOUTHWAITE COURT	1	MORAGA WAY	CUL-DE-SAC	822	33	27,126	R	O	85
TAPPAN CT. (2555J)	1	TAPPAN LN.	CUL-DE-SAC	568	24	13,632	R	A	85
VALLEY VIEW RD.	1	MINER RD.	CUL-DE-SAC	1,685	24	40,440	R	A	85
WHITEHALL DRIVE	2	735' E/O MORAGA WAY	ARDITH DRIVE	651	33	21,483	R	O	85
BARBARA RD.(2645D)	1	SPRING RD.	OAK RD.	1,200	20	24,000	R	O	84
CRESCENT DR	1	CLAREMONT AVE.	PIEDMONT AVE.	896	19	17,024	R	A	84
DIAS DORADOS	1	CAMINO SOBRANTE	LA CINTILLA	719	17	12,223	R	O	84
DONALD DRIVE	4	HALL DRIVE	ALICE LANE	645	25	16,125	R	O	84
EL CAMINO MORAGA	1	DONNA MARIA WAY	DON GABRIEL WAY	693	26	18,018	R	A	84
EL GAVILAN (2545R)	1	LA ESPIRAL	END	2,700	18	48,600	R	A	84
LA CUESTA (2545E)	1	CAMINO SOBRANTE	END	3,080	15	46,200	R	A	84
LA ESPIRAL (2544D)	2	LAS VEGAS ROAD	VIA HERMOSA	2,881	20	57,620	R	A	84
LIND COURT	1	CALVIN DRIVE	CUL-DE-SAC	781	26	20,306	R	A	84
LOST VALLEY DRIVE	10C	EDGEWOOD RD	CUL-DE-SAC	932	24	22,368	R	A	84
MEADOW PARK CT. (2835Z)	1	GLORIETTA BLVD.	END	1,200	22	26,400	R	O	84
MONTE VISTA RD (2345M)	1	CAMINO PABLO	PRIVATE STREET	2,700	20	54,000	R	A	84
MORAGA VIA	3	RUSTIC WAY	RHEEM BLVD	834	19	15,846	R	O	84
MORAGA VIA	4	GLORIETTA BLVD.	VIRGINIA DRIVE	911	21	19,131	R	O	84
MORAGA WAY	4	WOODLAND RD	IVY DR (WEST)	1,092	42	45,864	A	O	84
MORAGA WAY	6	SOUTHWAITE CT	CAMINO MORAGA	1,425	42	59,850	A	O	84
MUTH DR. (2745AM)	3	WANDA LN	BATES BLVD (E)	1,126	26	29,276	R	A	84
ORCHARD RD. (2945 D)	2C	BROOKSIDE ROAD	GLORIETTA BLVD	2,071	23	47,633	R	A	84
OVERHILL RD. (2744G)	1A	MORAGA WAY	WESTWOOD CT	1,186	25	29,650	C	A	84
OVERHILL RD. (2744G)	3	HIGHLAND COURT	BROADVIEW TERR	1,242	23	28,566	C	A	84
SOUTHWOOD DR.(2745AZ)	3	Bates Blvd.	End	180	35	6,300	R	A	84
TAHOS RD. (2745AS)	1	WANDA LANE	NORTHERLY PROP LINE 445 TAHOS	1,789	29	51,881	R	A	84
VIRGINIA DRIVE	1	GLORIETTA BLVD	MORAGA VIA	766	24	18,384	R	A	84
ARDOR DRIVE	2	LOMA LINDA COURT	MORAGA WAY	268	26	6,968	R	A	83

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
CAMINO SOBRANTE (2544C)	3A	EL RIBERO (NORTH)	LA NORIA (SOUTH)	1,450	21	30,450	R	A	83
CAMINO SOBRANTE (2544C)	4A	LA ESPIRAL	MINER ROAD	2,354	21	49,434	R	A	83
CEDAR LANE	1	DONALD DRIVE	CUL-DE-SAC	859	27	23,193	R	A	83
E. ALTARINDA DR(2545AC)	1	ORINDAWOODS DR.	EL NIDO RANCH RD.	1,190	30	35,700	C	O	83
EASTON COURT	1	HALL DRIVE	CUL-DE-SAC	1,010	25	25,250	R	A	83
LOST VALLEY DRIVE	5	PGE SUBSTATION	700' W OF PGE SUBSTATION	700	24	16,800	R	A	83
MORAGA WAY	2	OVERHILL RD	CAMINO ENCINAS (N)	1,385	40	55,400	A	O	83
NORTH LANE	1	CAMINO PABLO	ARDILLA ROAD	830	21	17,430	R	A	83
OAK DRIVE	1	MORAGA WAY	1000' W/MORAGA WAY	1,000	20	20,000	R	O	83
ORCHARD RD. (2945 D)	1A	MORAGA WAY	BROOKSIDE ROAD	2,609	23	60,007	R	A	83
PIEDMONT AVENUE	1	CRESCENT DR.	CLAREMONT AVE.	365	18	6,570	R	O	83
SNOWBERRY LN.(2555R)	1	TARRY LN	CUL-DE-SAC	670	20	13,400	R	A	83
SOUTHWOOD DR.(2745AZ)	2	TARA RD	COP 1,150'	1,150	22	25,300	R	O	83
TARABROOK DR. (2745AZ)	1	TARA RD.	CUL-DE-SAC	1,360	26	35,360	R	A	83
VALLEY DR. (2835 B)	1	SCENIC DR.	HEATHER LN.	2,500	23	57,500	R	A	83
VIA FARALLON (2545D)	1	MIRA LOMA	LA CUESTA	1,220	16	19,520	R	A	83
WARFORD TR. (2745AN)	1	MUTH DR.	BATES BLVD	999	33	32,967	R	A	83
WARFORD TR. (2745AN)	2	BATES BLVD	CUL-DE-SAC	870	20	17,400	R	A	83
WILDER RD.	4	BIGLEAF RD	ORINDA FIELDS LANE	2,725	28	76,300	C	A	83
ALBO CT.	1	KENMORE CT.	CUL-DE-SAC	411	25	10,275	R	A	82
ALICE LANE	1C	GOODFELLOW DRIVE	ZANDER DRIVER	387	29	11,223	R	A	82
ALTARINDA CR. (2545AD)	1	E. ALTARINDA DR.	CUL-DE-SAC	245	25	6,125	R	A	82
ALTARINDA RD.	2	COP N/O SANTA MARIA WAY	ORINDA WOODS DR	452	37	16,724	C	A	82
BROOKWOOD RD.(2744A)	2	CAMINO PABLO	MORAGA WAY	335	47	15,745	A	O	82
CAMINO DEL DIABLO 2345B	1	EL TOYONAL	CHAPPARAL PLACE	1,790	19	34,010	R	A	82
CRANE CT. (2555P)	1	VAN TASSEL LANE	CUL-DE-SAC	315	24	7,560	R	O	82
DARNBY COURT	1	ARDITH DRIVE	CUL-DE-SAC	471	25	11,775	R	A	82
HIDDEN VALLEY	1	ST STEPHENS DRIVE	SR 24 ON RAMP	950	32	30,400	C	O	82
LAVINA COURT	1	IVY DRIVE	CUL-DE-SAC	675	24	16,200	R	A	82
LOMA VISTA DR. (2345C)	1A	EL TOYONAL (WEST)	EL DORADO LN	1,360	19	25,840	C	O	82
MARSTON RD. (2345N)	1	MONTE VISTA RD.	CUL-DE-SAC	1,025	16	16,400	R	A	82
MORAGA VIA	1	VIRGINIA DRIVE	WOODCREST DRIVE (PVT)	601	20	12,020	R	A	82
MORAGA VIA	2	WOODCREST DRIVE	RUSTIC WAY	695	22	15,290	R	A	82
WILDER RD.	2	DAIRY CREEK LN	RABBLE RD	2,430	22	53,460	C	A	82
EL NIDO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	194	20	3,880	R	A	81
ESTATES DR. (2745 F)	1	ORCHARD ROAD	BROOKSIDE ROAD	1,600	21	33,600	R	A	81
FRANCISCO COURT	1	LA CRESTA ROAD	CUL-DE-SAC	660	20	13,200	R	A	81
LOS ALTOS (2354C)	1	CAMINO DON MIGUEL	BOBOLINK RD.	385	22	8,470	R	A	81
LOST VALLEY DRIVE	6	700' W OF PGE SUBSTATION	PL BET. 17/19 LOST VALLEY DR	1,020	24	24,480	R	A	81
MANZANITA DR. (2354A)	2	CREEK BRIDGE	END (PRIVATE ST.)	3,360	20	67,200	R	A	81
ORCHARD CT. (2745 Z)	1	MORAGA WAY	CUL-DE-SAC	165	27	4,455	R	O	81
ORCHARD ROAD	1C	GLORIETTA BLVD	CORTE BOMBERO	1,906	21	40,026	R	A	81
OVERHILL RD. (2744G)	4	BROADVIEW TERR	TARA RD	1,066	22	23,452	C	A	81
STANTON CT.	2	STANTON AVE.	CUL-DE-SAC	535	25	13,375	R	O	81
TARRY LN. (2555H)	1B	SLEEPY HOLLOW LN.	COP N/O 52 TARRY LN	2,133	21	44,793	R	A	81
WILDER RD.	1	GATE 920 FT (S)	DAIRY CREEK LN	920	22	20,240	C	A	81
WILDER RD.	3	RABBLE RD	BIGLEAF RD	1,435	22	31,570	C	A	81
WOODLAND ROAD	1	MORAGA WAY	VALLEY VIEW DRIVE	1,000	21	21,000	R	A	81
CHARLES HILL CR.(2755A)	1	CHARLES HILL RD. (S)	CHARLES HILL RD. (N)	2,800	20	56,000	R	A	80
ELLEN CT. (2545AB)	1	E. ALTARINDA DR.	CUL-DE-SAC	516	25	12,900	R	A	80
IVY DRIVE	8C	MORAGA WAY	END	1,042	32	33,344	R	A	80
LOMA VISTA DR. (2345C)	2	EL DORADO LN	EL TOYONAL (EAST)	1,586	18	28,548	C	A	80
MEADOW VIEW RD. (2745Q)	2	GLORIETTA BLVD	CUL DE SAC WEST OF GLORIETTA BLVD	1,800	22	39,600	R	O	80
OAKRIDGE COURT (2745AU)	1	TAHOS RD.	CUL-DE-SAC	480	22	10,560	R	A	80
OVERHILL RD. (2744G)	2	WESTWOOD CT	HIGHLAND COURT	1,775	24	42,600	C	A	80
STEIN WAY	2	OAK RD.	KNICKERBOCKER LN.	1,530	30	45,900	R	O	80
TAPPAN LN. (2555G)	1	TARRY LN.	PVT. SECT. TAPPAN LN.	3,450	23	79,350	R	A	80
VIA HERMOSA (2545J)	1	LA ESPIRAL	LOOP END	2,000	18	36,000	R	A	80
ZANDER DRIVE	2	ZANDER COURT	ALICE LANE	1,339	29	38,831	R	O	80
CORAL DRIVE	4	IVY DRIVE	FIESTA CIRCLE	1,115	26	28,990	R	O	79
ESTABUENO	1	LAVENIDA	CUL-DE-SAC	387	24	9,288	R	O	79

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Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
ESTATES DR. (2745 F)	2	BROOKSIDE ROAD	SCENIC DRIVE	2,803	27	75,681	R	A	79
GLORIETTA BLVD (2731 B)	5	OVERHILL RD	CITY LIMITS	2,275	32	72,800	A	O	79
HILLCREST DR. (2745K)	1	MARTHA RD.	OVERHILL ROAD	1,610	23	37,030	UL	O	79
ICHABOD LN. (2555S)	1	SLEEPY HOLLOW LANE	BERRY BROOK HOLLOW (PVT)	1,155	21	24,255	R	A	79
MINER RD. (2444C)	4B	LONGWORTH	DIABLO VIEW DR	1,430	20	28,600	R	A	79
MORAGA WAY	1C	CAMINO PABLO	OVERHILL RD	510	50	25,500	A	O	79
SLEEPY HOLLOW LN (2555K)	1A	LOMBARDY LANE	SOUTHERLY EDGE NORMANDY LANE	2,750	22	60,500	UL	O	79
DOLORES WAY	1C	CUL-DE-SAC	PRIVATE STREET	1,605	22	35,310	R	A	78
LOS AMIGOS (2345L)	1	CAMINO PABLO	CUL-DE-SAC	484	22	10,648	R	A	78
MINER RD. (2444C)	4A	HONEY HILL RD.	LONGWORTH	1,050	22	23,100	R	A	78
ARDILLA RD. (2345E)	1	CAMINO PABLO	NORTH LANE	1,800	21	37,800	R	A	77
BEL AIR CT. (2847K)	1	BEL AIR DR.	CUL-DE-SAC	145	22	3,190	R	O	77
BERKELEY AVE (2345Y)	1	CLAREMONT AVE	END	752	22	16,544	R	A	77
BERKELEY AVE (2345Y)	1	CLAREMONT AVE	END	752	22	16,544	R	A	77
ESTABUENO	2	LAVENIDA	MORAGA WAY	1,029	24	24,696	R	O	77
LINDA VISTA (2545C)	1	MIRA LOMA	END	1,330	17	22,610	R	A	77
LOMA LINDA COURT	1	ARDOR DRIVE	END	580	24	13,920	R	A	77
MORAGA WAY	1	GLORIETTA BLVD	ORCHARD RD	1,849	44	81,356	A	O	77
ORIOLE RD. (2445E)	1	BOBOLINK RD.	CUL-DE-SAC	200	21	4,200	R	A	77
GREAT OAK CR. (2745 AB)	1	ORCHARD RD.	CUL-DE-SAC	155	22	3,410	R	A	76
MORAGA WAY	3	VALLEY VIEW DR	WOODLAND RD	1,082	44	47,608	A	O	76
MORAGA WAY	1A	CAMINO MORAGA	CORAL DR	1,824	37	67,488	A	O	76
RUSTIC WAY	1	MORAGA VIA	CUL-DE-SAC	563	16	9,008	R	A	76
BOBOLINK RD. (2354B)	1	MANZANITA DR.	LOS ALTOS	1,990	22	43,780	R	A	75
CARMEN COURT	1	LA CRESTA ROAD	CUL-DE-SAC	340	20	6,800	R	A	75
EASTWOOD DRIVE	1	MORAGA WAY	CARISBROOK DRIVE	565	33	18,645	R	O	75
FIESTA CIRCLE	1C	IVY DRIVE (N)	IVY DRIVE (S)	2,344	33	77,352	R	O	75
HALL DRIVE	6C	Rhemm Blvd.	200'+/- S/EASTON COURT END	1,400	25	35,000	R	A	75
MORAGA WAY	4	LLOYD LN	BROOKSIDE RD	1,518	38	57,684	A	O	75
MORAGA WAY	5	BROOKSIDE RD	GLORIETTA BLVD	2,058	38	78,204	A	O	75
SCENIC CT. (2745 O)	1	SCENIC DR.	CUL-DE-SAC	240	21	5,040	R	A	75
CAMINO PABLO	1	MONTE VISTA RD.	BEAR CREEK RD.	1,600	44	70,400	A	O	74
CANDLE TR. (2555AA)	2	CHANGE OF PAVEMENT	CUL-DE-SAC	295	29	8,555	R	A	74
HEATHER LN.	1	WEST END	EAST END	775	26	20,150	R	A	74
LOST VALLEY DRIVE	7C	PL BET. 17/19 LOST VALLEY DR	EDGEWOOD RD	1,577	24	42,718	R	A	74
MORAGA WAY	3	CAMINO ENCINAS	LLOYD LN	1,445	38	54,910	A	O	74
STANTON AVE. (2345H)	1A	CLAREMONT	CUL-DE-SAC	422	25	10,550	R	O	74
STEIN WAY	1	MORAGA WAY	OAK RD.	1,210	30	36,300	R	O	74
DANZA COURT	1	IVY DRIVE	CUL-DE-SAC	208	27	5,616	R	O	73
GREENWOOD COURT	1	CALVIN DRIVE	CUL-DE-SAC	1,315	20	26,300	R	A	73
MORAGA WAY	2	ORCHARD RD	VALLEY VIEW DR	1,667	42	70,014	A	O	73
PUEBLO COURT	1	IVY DRIVE	CUL-DE-SAC	247	24	5,928	R	A	73
TARA RD. (2744F)	1A	SOUTHWOOD DR	TARABROOK DR	940	25	23,500	C	O	73
VISTA DEL MAR(2445K)	1	CAMINO DON MIGUEL	DEL MAR COURT	815	25	20,375	R	O	73
WASHINGTON LN. (2555L)	1	SLEEPY HOLLOW LANE	END	533	21	11,193	UL	O	73
ARBOLADO CT. (2745AP)	1	MUTH DR.	CUL-DE-SAC	360	25	9,000	R	A	72
EL SUENO (2545U)	1	CAMINO SOBRANTE	CUL-DE-SAC	525	15	7,875	R	O	72
NORMANDY LN.(2555M)	1	SLEEPY HOLLOW LN.	RIDGE LN.	1,290	20	25,800	R	O	72
OVERHILL RD. (2744G)	5	TARA RD	241 OVERHILL RD	1,003	25	25,075	C	A	72
OVERHILL RD. (2744G)	6	241 OVERHILL RD	GLORIETTA BLVD	1,175	25	29,375	C	A	72
DONNA MARIA WAY	2	RITA WAY	EL CAMINO MORAGA	585	23	13,455	R	O	71
GLORIETTA COURT	1	GLORIETTA BLVD	CUL-DE-SAC	742	22	16,324	R	A	71
LA SENDA (2545W)	1	LA NORIA	CUL-DE-SAC	330	16	5,280	R	O	71
LONGVIEW TERRACE	1	ORCHARD ROAD	CUL-DE-SAC	331	20	6,620	R	O	71
HARRAN CR. (2545AE)	1	E. ALTARINDA DR.	CUL-DE-SAC	267	26	6,942	R	A	70
NORTHWOOD CT. (2745X)	1	NORTHWOOD DR.	CUL-DE-SAC	235	22	5,170	R	O	70
OAKWOOD RD.	1	ORCHARD RD.	CUL-DE-SAC	1,600	22	35,200	R	A	69
SAGER COURT	1	DONNA MARIA WAY	CUL-DE-SAC	357	25	8,925	R	A	69
SILVERWOOD RD.	1	TAHOS RD	CITY LIMIT	242	29	7,018	R	A	69
BATES BLVD. (2745AW)	3	WARFORD TERR	MUTH DR (N)	2,179	32	69,728	R	A	68
WANDA LANE (2745AR)	1	HIDDEN VALLEY RD.	MUTH DR.	1,020	25	25,500	R	O	68

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PCI High to Low

Street Name	Section ID	From	To	Length	Width	Area	Functional Class	Surface Type	PCI
GLORIETTA BLVD (2731 B)	4	MARTHA RD.	OVERHILL RD.	1,151	31	35,681	A	O	67
RISA COURT	1	IVY DRIVE	CUL-DE-SAC	670	27	18,090	R	A	67
ARROYO DRIVE	1	IVY DRIVE	CITY LIMITS	432	24	10,368	R	O	66
LOMBARDY LN. (2554)	2	TARRY LANE	VAN RIPPER (S)	1,367	26	35,542	C	O	66
NONIE RD.	1	TARA RD	END	185	15	2,775	R	O	66
STANTON AVE. (2345H)	1	STANTON CT.	CLAREMONT	560	30	16,800	R	O	66
GREYSTONE TR. (2545AP)	2	EAST END	WEST END	410	29	11,890	R	A	65
KELLIE ANN CT. (2745BA)	1	MEADOW VIEW RD.	CUL-DE-SAC	320	29	9,280	R	A	65
TARRY LN. (2555H)	1A	LOMBARDY LN	SLEEPY HOLLOW LN.	500	21	10,500	UL	A	64
VILLAGE GATE ROAD	1	ORINDA WOODS DR.	VILLAGE GATE/WATCHWOOD RD.	1,960	25	49,000	R	A	64
CROSS RIDGE TR.(2545AV)	1	KITE HILL RD.	END	240	25	6,000	R	A	63
GLORIETTA BLVD (2731 B)	3	RHEEM BLVD.	MARTHA RD.	1,314	32	42,048	A	O	63
GREYSTONE TR. (2545AP)	1	ORINDAWOODS DR.	GREYSTONE TR	360	25	9,000	R	A	63
RICHARD COURT	1	VALLEY VIEW DRIVE	CUL-DE-SAC	278	18	5,004	R	A	63
TARA RD. (2744F)	2	TARABROOK DR	NONIE RD	1,409	25	35,225	C	O	63
CROSSRIDGE CT. (2545AT)	1	KITE HILL RD.	CUL-DE-SAC	160	23	3,680	R	A	62
CROSSRIDGE PL. (2545AU)	1	KITE HILL RD.	CUL-DE-SAC	147	23	3,381	R	O	62
RHEEM BLVD	6	MORAGA VIA	GLORIETA BLVD	1,338	26	34,788	A	A	62
RIDGE GATE ROAD	1	VILLAGE GATE ROAD	CUL-DE-SAC	580	25	14,500	R	A	62
HALL DR.	2	COP 200' N/O DONALD	END OF PAVEMENT	721	21	15,141	R	A	60
ORCHARD ROAD	3	CORTE BOMBERO	MORAGA WAY	382	21	8,022	R	O	60
WATCHWOOD CT.	1	WATCHWOOD RD.	END OF WATCHWOOD CT.	270	21	5,670	R	A	60
WILDER RD.	4	BRIDGE DECKING (N)	HWY 24 WB OFF-RAMP	780	37	28,860	C	O	60
ST. STEPHENS DR.	1	HIDDEN VALLEY RD	EL NIDO RANCH RD	716	40	28,640	A	O	59
CROWN COURT	1	IVY DRIVE	CUL-DE-SAC	285	25	7,125	R	O	58
MINER RD. (2444C)	3B	GARDINER CT.	HONEY HILL RD.	700	23	16,100	C	A	57
TARA RD. (2744F)	3	NONIE RD	OVERHILL RD	937	23	21,551	C	O	56
CORTE SOMBRITA	1	IVY DRIVE	CUL-DE-SAC	270	27	7,290	R	O	54
ALICE LANE	2	ZANDER DRIVE	1000' W ZANDER DRIVE	1,000	29	29,000	R	A	48
MINER RD. (2444C)	2A	LOMBARDY LN	TIGERTAIL CT	2,345	23	53,935	C	O	30
HAPPY VALLEY RD.(2851)	1	CITY LIMIT (SOUTH)	CITY LIMIT (NORTH)	2,200	23	50,600	C	O	29
MINER RD. (2444C)	2B	TIGERTAIL CT	SYCAMORE RD	2,075	23	47,725	C	O	27
BEAR CREEK RD.	2	WIDTH CHANGE N/O WAGNER RNCH SCHOOL DRVWY	CITY LIMIT	3,000	26	78,000	C	A	26

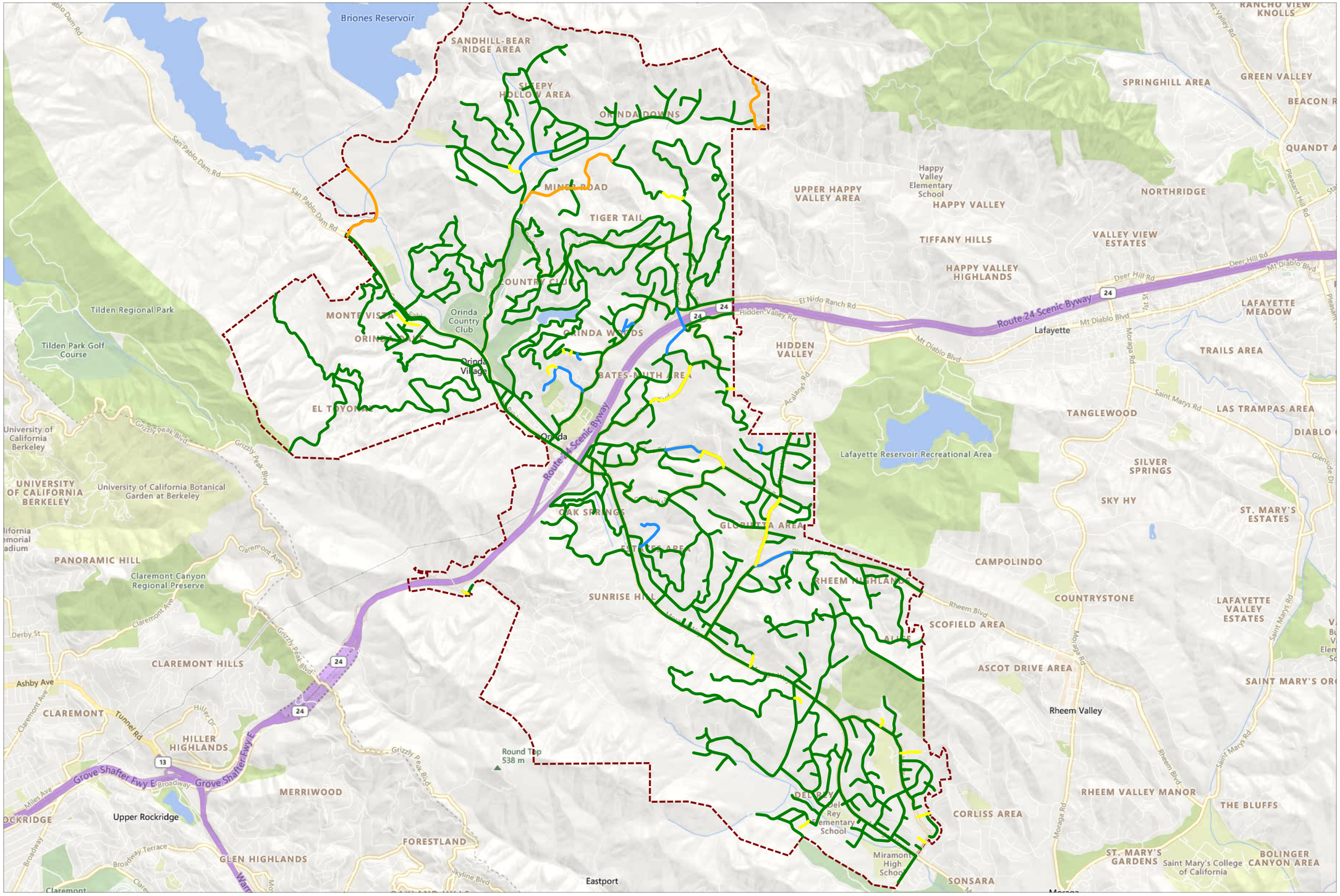
CITY OF ORINDA

PCI Condition

Printed: 3/23/2023

Feature Legend

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



City of Orinda
2022 PMP Update (PTAP Round 23)

Data Quality Management Report

For the 2022 Pavement Management Program update for the City of Orinda, Pavement Engineering Inc. (PEI) rated approximately 93 centerline miles of Arterial, Collector, and Residential roadways. Those 93 centerline miles are broken down into 459 different management segments of varying lengths and widths. PEI completed their initial rating assessment in August 2022.

Once the initial ratings were completed, the field crew then preformed a 2nd rating on a randomly selected 10% of segments. This 2nd rating is intended as a consistency check, which ensures that our raters are performing evaluations consistent with our allowable range of +/- 5 PCI points. Of the 46 segments that were part of the 10% QC, 5 were found to be outside of the allowable range. Those 5 segments were re-rated by The Project Manager. Following the 10% Field Crew QC, an additional randomly selected 5% of segments were reviewed by The Project Manager.

Furthermore, an analysis was performed on the initial ratings to see how each segment's PCI has changed since the last rating was performed. Any segment found to have deteriorated more than 3 PCI points per year, since the City of Orinda's PCIs were last updated, or have increased more than 1 PCI point without a documented M&R treatment, was then reviewed by The Project Manager.

Of the 459 segments reviewed, a total of 53.2% or 244 segments, were outside of the allowable range. These segments were then reviewed by The Project Manager. We found that of the 53.2% (244 segments),23.0% (56 segments) had received a M&R treatment since they were previously rated. 53.7% (131 segments) were deemed to be accurate in the amount they had deteriorated. 5.3% (13 segments) were found to be rated harsher than necessary, and 18.0% (44 segments) were rated too leniently. Those segments' PCIs were re-rated and now reflect the proper deterioration amount and coinciding PCI.

Appendix A
Summarized System Information

CITY OF ORINDA

Network Summary Statistics

Printed: 3/23/2023

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Arterial	44	10.99	25.71	2,340,347	84
Collector	66	16.48	32.96	2,227,917	80
Residential/Local	339	63.71	127.50	7,874,103	85
Urban Local (7)	10	2.29	4.59	298,566	84
Total	459	93.47	190.76	12,740,933	

Overall Network PCI as of 3/23/2023: 84

***** Combined Sections are excluded from totals. These Sections do not have a PCI Date - they have not been inspected or had a Treatment applied.***

CITY OF ORINDA

Network Replacement Cost

Printed: 03/23/2023

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Arterial	AC	0.7	$24.95	44,288	$1,105
	AC/AC	25.1	$24.95	2,296,059	$57,292
Collector	AC	13.8	$24.95	927,733	$23,149
	AC/AC	19.1	$24.95	1,291,784	$32,233
	PCC	0.1	$24.95	8,400	$210
Residential/Local	AC	75.4	$23.66	4,604,513	$108,937
	AC/AC	52.1	$23.66	3,269,590	$77,355
Urban Local (7)	AC	1.3	$23.66	81,337	$1,924
	AC/AC	3.3	$23.66	217,229	$5,139
	Grand Total:	190.8		12,740,933	$307,344

CITY OF ORINDA

Decision Tree

Printed: 3/23/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$2.21	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$51.97			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.26		5	
		III - Good, Load Related		LIGHT REHAB	$51.97			
		IV - Poor		HEAVY REHAB	$93.70			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$224.57			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$2.21	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$51.97			99
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.26		5	
		III - Good, Load Related		LIGHT REHAB	$51.97			
		IV - Poor		HEAVY REHAB	$93.70			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$224.57			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			2
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

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	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.83	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$49.66			99
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.26		5	
		III - Good, Load Related		LIGHT REHAB	$49.66			
		IV - Poor		HEAVY REHAB	$93.70			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$224.57			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.83	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$49.66			99
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$25.26		5	
		III - Good, Load Related		LIGHT REHAB	$49.66			
		IV - Poor		HEAVY REHAB	$93.70			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$224.57			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		7	
			Restoration Treatment	DO NOTHING	$0.00			3
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

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	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		HEAVY REHAB	$93.70			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$224.57			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.61	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$33.00			99
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$23.95		5	
		III - Good, Load Related		LIGHT REHAB	$33.00			
		IV - Poor		HEAVY REHAB	$88.84			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$212.93			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	$1.61	3		
			Surface Treatment	LIGHT MAINTENANCE	$7.76		5	
			Restoration Treatment	LIGHT REHAB	$33.00			99
		II - Good, Non-Load Related		HEAVY MAINTENANCE	$23.95		5	
		III - Good, Load Related		LIGHT REHAB	$33.00			
		IV - Poor		HEAVY REHAB	$88.84			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	$212.93			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	4		
			Surface Treatment	DO NOTHING	$0.00		8	
			Restoration Treatment	DO NOTHING	$0.00			8
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

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	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	8		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	99		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	3		
			Surface Treatment	DO NOTHING	$0.00		5	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	8		
			Surface Treatment	DO NOTHING	$0.00			
			Restoration Treatment	DO NOTHING	$0.00			1
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 3/23/2023

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	PCC	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	$0.00	9		
			Surface Treatment	DO NOTHING	$0.00		15	
			Restoration Treatment	DO NOTHING	$0.00			99
		II - Good, Non-Load Related		DO NOTHING	$0.00			
		III - Good, Load Related		DO NOTHING	$0.00			
		IV - Poor		DO NOTHING	$0.00			
		V - Very Poor		DO NOTHING	$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix B
Budget Scenarios

Needs Analysis
&
Zero Budget
($16.0 Million over 5 Years)

- Projected PCI/Cost Summary

CITY OF ORINDA

Needs - Projected PCI/Cost Summary

Interest: 0.00% **Inflation: 0.00%** Printed: 3/23/2023

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	89	84	$3,829,534	$4,529,596	$8,359,130
2024	88	83	$1,644,410	$633,158	$2,277,569
2025	88	81	$2,045,730	$420,000	$2,465,731
2026	87	79	$379,849	$0	$379,849
2027	87	78	$1,768,973	$787,634	$2,556,608

	% PM	PM Total Cost	Rehab Total Cost	Total Cost
	60.28%	**$9,668,497**	**$6,370,389**	**$16,038,886**

Increase PCI by 5

($18.8 Million over 5 Years)

- Pavement Network Condition Lane Miles
- Network Condition Summary
- Cost Summary

CITY OF ORINDA

Target-Driven Scenarios
Pavement Network Condition Lane Miles

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Increase PCI by 5

Objective: Minimum Network Average PCI | Target: By Year

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	85	Year 2	86	Year 3	87	Year 4	88
Year 5	89						

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2023	$88,804	$22,651	$702,623	$0	$814,078	$814,078
2024	$0	$288,315	$3,963,267	$0	$3,599,975	$4,251,582
2025	$1,092,852	$1,742,289	$3,011,344	$0	$3,105,621	$5,846,486
2026	$86,619	$5,010,121	$288,499	$0	$366,636	$5,385,239
2027	$1,440,264	$827,201	$196,939	$0	$1,776,524	$2,464,404
					Average Yearly Total:	$3,752,358
					Grand Total:	$18,761,789

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	84	17.3%	0.0%	25
Collector	80	14.6%	1.8%	21
Residential	85	61.1%	0.2%	33

Pavement Network after schedulable treatments applied in lane miles.

2023

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	85	94.0%	0.0%	26
Collector	81	83.5%	10.3%	21
Residential	86	95.2%	0.4%	33

Pavement Network after schedulable treatments applied in lane miles.

2024

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	83	94.0%	0.0%	25
Collector	79	81.1%	10.3%	20
Residential	89	96.8%	0.4%	35

2025

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	86	95.5%	0.0%	27
Collector	81	85.6%	8.2%	21
Residential	89	99.3%	0.0%	35

2026

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	85	95.5%	0.0%	26
Collector	86	95.5%	0.0%	22
Residential	88	98.8%	0.0%	34

2027

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	87	96.7%	0.0%	28
Collector	87	95.5%	0.0%	23
Residential	87	98.5%	0.0%	34

Target-Driven Scenarios
Network Condition Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Increase PCI by 5

Objective: Minimum Network Average PCI | Target: By Year

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	85	Year 2	86	Year 3	87	Year 4	88
Year 5	89						

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment
2023	84	85	84
2024	83	86	83
2025	81	87	81
2026	79	87	79
2027	78	87	78

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	17.8%	16.7%	63.2%	0.0%	97.7%
II / III	0.6%	0.8%	1.0%	0.0%	2.3%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

CITY OF ORINDA

Target-Driven Scenarios - Cost Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Increase PCI by 5

Objective: Minimum Network Average PCI | Target: By Year

Year	Value	Year	Value	Year	Value	Year	Value
Year 1	85	Year 2	86	Year 3	87	Year 4	88
Year 5	89						

Year		Rehabilitation	Preventive Maintenance		Total Cost	Deferred
2023	II	$0	Non-Project	$814,078	$814,078	$7,545,052
	III	$0	Project	$0		
	IV	$0				
	V	$0				
	Total	$0				
	Project	$0				
2024	II	$0	Non-Project	$3,599,975	$4,251,582	$7,399,220
	III	$651,607	Project	$0		
	IV	$0				
	V	$0				
	Total	$651,607				
	Project	$0				
2025	II	$973,045	Non-Project	$3,105,621	$5,846,485	$5,538,520
	III	$290,712	Project	$0		
	IV	$286,262				
	V	$1,190,845				
	Total	$2,740,864				
	Project	$0				
2026	II	$0	Non-Project	$366,636	$5,385,239	$749,386
	III	$0	Project	$0		
	IV	$463,949				
	V	$4,554,654				
	Total	$5,018,603				
	Project	$0				
2027	II	$0	Non-Project	$1,776,524	$2,464,404	$849,141
	III	$389,706	Project	$0		
	IV	$298,174				
	V	$0				
	Total	$687,880				
	Project	$0				

Summary

Functional Class	Rehabilitation	Prev. Maint.
Arterial	$893,918	$1,814,620
Collector	$6,356,267	$1,534,310
Residential/Local	$1,848,769	$6,313,903
Total:	$9,098,954	$9,662,833

Grand Total: $18,761,787

Maintain PCI

($9.4 Million over 5 Years)

- Pavement Network Condition Lane Miles
- Network Condition Summary
- Cost Summary

Scenario: Maintain 84

Objective: Minimum Network Average PCI | Target: Overall 84

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2023	$0	$0	$0	$0	$0	$0
2024	$89,134	$22,601	$2,032,042	$0	$2,143,777	$2,143,777
2025	$616,779	$83,432	$1,614,784	$0	$2,276,495	$2,314,995
2026	$356,538	$213,136	$1,864,851	$0	$1,918,823	$2,434,525
2027	$752,519	$1,037,914	$710,960	$0	$2,416,719	$2,501,393

Average Yearly Total: $1,878,938
Grand Total: $9,394,691

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	84	17.3%	0.0%	25
Collector	80	14.6%	1.8%	21
Residential	85	61.1%	0.2%	33

Pavement Network after schedulable treatments applied in lane miles.

2023

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	84	94.0%	0.0%	25
Collector	80	83.5%	10.3%	21
Residential	85	95.2%	0.4%	33

2024

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	84	94.0%	0.0%	25
Collector	78	81.1%	10.3%	20
Residential	86	94.6%	0.4%	33

Pavement Network after schedulable treatments applied in lane miles.

2025

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	85	94.0%	0.0%	26
Collector	77	80.0%	10.3%	19
Residential	86	93.1%	0.4%	33

2026

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	85	94.0%	0.0%	26
Collector	75	80.0%	12.0%	19
Residential	86	93.9%	0.4%	33

2027

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	86	91.1%	1.2%	27
Collector	76	78.1%	12.0%	20
Residential	86	92.6%	0.4%	33

CITY OF ORINDA

Target-Driven Scenarios
Network Condition Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Maintain 84

Objective: Minimum Network Average PCI | Target: Overall 84

Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment
2023	84	84	84
2024	83	84	83
2025	81	84	81
2026	79	84	79
2027	78	84	78

Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	13.7%	59.4%	0.0%	89.8%
II / III	1.4%	1.7%	4.5%	0.0%	7.6%
IV	0.2%	0.3%	0.3%	0.0%	0.8%
V	0.0%	1.8%	0.0%	0.0%	1.8%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

CITY OF ORINDA

Target-Driven Scenarios - Cost Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Maintain 84

Objective: Minimum Network Average PCI | Target: Overall 84

Year	Rehabilitation		Preventive Maintenance		Total Cost	Deferred
2023	II	$0	Non-Project	$0	$0	$8,359,130
	III	$0	Project	$0		
	IV	$0				
	V	$0				
	Total	$0				
	Project	$0				
2024	II	$0	Non-Project	$2,143,777	$2,143,777	$10,317,327
	III	$0	Project	$0		
	IV	$0				
	V	$0				
	Total	$0				
	Project	$0				
2025	II	$0	Non-Project	$2,276,495	$2,314,995	$11,988,118
	III	$38,500	Project	$0		
	IV	$0				
	V	$0				
	Total	$38,500				
	Project	$0				
2026	II	$0	Non-Project	$1,918,823	$2,434,525	$10,290,181
	III	$515,702	Project	$0		
	IV	$0				
	V	$0				
	Total	$515,702				
	Project	$0				
2027	II	$0	Non-Project	$2,416,719	$2,501,393	$10,657,751
	III	$84,674	Project	$0		
	IV	$0				
	V	$0				
	Total	$84,674				
	Project	$0				

Summary

Functional Class	Rehabilitation	Prev. Maint.
Arterial	$0	$1,814,971
Collector	$0	$1,357,083
Residential/Local	$638,876	$5,583,760
Total:	$638,876	$8,755,814

Grand Total: $9,394,690

Current Funding

($8.0 Million over 5 Years)

- Network Condition Summary
- Cost Summary
- Sections Selected for Treatment
- GIS Maps of Treatments by year

CITY OF ORINDA

Scenarios - Network Condition Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	$1,600,000	100%	2025	$1,600,000	100%	2027	$1,600,000	75%
2024	$1,600,000	100%	2026	$1,600,000	75%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	84	85	27.85	55.86
2024	83	85	14.78	29.56
2025	81	84	22.68	49.00
2026	79	84	23.80	47.60
2027	78	83	21.10	45.46

Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	17.3%	14.6%	61.1%	0.0%	93.0%
II / III	1.1%	1.1%	2.8%	0.0%	5.0%
IV	0.0%	1.8%	0.2%	0.0%	2.0%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	16.7%	13.7%	59.7%	0.0%	90.1%
II / III	1.4%	1.7%	4.2%	0.0%	7.3%
IV	0.2%	0.3%	0.2%	0.0%	0.7%
V	0.0%	1.8%	0.0%	0.0%	1.8%
Total	18.4%	17.5%	64.1%	0.0%	100.0%

CITY OF ORINDA

Scenarios - Cost Summary

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year	PM	Budget	Rehabilitation			Preventative Maintenance	Surplus PM	Deferred		Stop Gap
2023	100%	$1,600,000	II	$0	Non-Project	$1,599,620	$380	$6,759,510	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2024	100%	$1,600,000	II	$0	Non-Project	$1,598,891	$1,109	$9,266,369	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2025	100%	$1,600,000	II	$0	Non-Project	$1,598,778	$1,222	$11,653,376	Funded	$0
			III	$0					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$0						
			Project	$0						
2026	75%	$1,600,000	II	$0	Non-Project	$1,202,644	$0	$10,795,204	Funded	$0
			III	$395,923					Unmet	$0
			IV	$0	Project	$0				
			V	$0						
			Total	$395,923						
			Project	$0						
2027	75%	$1,600,000	II	$119,146	Non-Project	$1,202,899	$0	$12,065,411	Funded	$0
			III	$204,453					Unmet	$0
			IV	$71,960	Project	$0				
			V	$0						
			Total	$395,560						
			Project	$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	$0	$1,814,620	$0	$0
Collector	$0	$579,594	$0	$0
Residential/Local	$791,483	$4,808,619	$0	$0
Grand Total:	$791,483	$7,202,833	$0	$0

Scenarios Criteria:

Criteria:

CITY OF ORINDA

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year	Budget	PM
2023	$1,600,000	100%
2024	$1,600,000	100%

Year	Budget	PM
2025	$1,600,000	100%
2026	$1,600,000	75%

Year	Budget	PM
2027	$1,600,000	75%

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
AMBER VALLEY DR. (2555Y)	DALEWOOD DR.	CUL-DE-SAC	10005	1	1,060	29	30,740	R	AC	Local	88	89	94	$26,505	28,564	LIGHT MAINTENANCE
SINGINGWOOD LN. (2555AB)	AMBER VALLEY DR.	CUL-DE-SAC	10006	1	635	29	18,415	R	AC	Local	88	89	94	$15,878	28,564	LIGHT MAINTENANCE
FALLEN LEAF TR. (2555AC	DALEWOOD DR.	CUL-DE-SAC	10007	1	845	29	24,505	R	AC	Local	85	85	92	$21,129	25,374	LIGHT MAINTENANCE
SUNDOWN TR. (2555AD)	DALEWOOD DR. (PRIVATE ST.)	SILVER OAK	10008	1	1,035	33	34,155	R	AC	Local	89	90	95	$29,449	25,682	LIGHT MAINTENANCE
TAHOS RD. (2745AS)	NORTHERLY PROP LINE 445 TAHOS	NORTHERLY PROP LINE 565 TAHOS	11007	2	1,698	29	49,242	R	AC	Local	87	87	93	$42,458	24,390	LIGHT MAINTENANCE
OVERHILL RD. (2744G)	MORAGA WAY	WESTWOOD CT	12010	1A	1,186	25	29,650	C	AC	ArtCol	83	84	91	$25,565	23,895	LIGHT MAINTENANCE
OVERHILL RD. (2744G)	HIGHLAND COURT	BROADVIEW TERR	12010	3	1,242	23	28,566	C	AC	ArtCol	83	84	91	$24,630	23,895	LIGHT MAINTENANCE
MARTHA RD.(2745H)	HILLCREST RD.	CUL DE SAC	12017	2	1,645	33	54,285	R	AC	Local	89	90	95	$46,806	26,488	LIGHT MAINTENANCE
VALLEY DR. (2835 B)	SCENIC DR.	HEATHER LN.	12022	1	2,500	23	57,500	R	AC	Local	83	83	90	$49,578	25,965	LIGHT MAINTENANCE
ESTATES DR. (2745 F)	BROOKSIDE ROAD	SCENIC DRIVE	12025	2	2,803	27	75,681	R	AC	Local	79	79	87	$65,254	25,466	LIGHT MAINTENANCE
OWL HILL CT. (2745 AH)	OWL HILL RD.	CUL-DE-SAC	12028	1	180	22	3,960	R	AC	Local	89	89	95	$3,414	21,763	LIGHT MAINTENANCE
BROOKSIDE RD. (2643)	ORCHARD RD	MORAGA WAY	12030	2	515	24	12,360	R	AC/AC	Local	87	88	94	$10,657	30,789	LIGHT MAINTENANCE
SALLY ANN RD. (2847 A)	GLORIETTA BLVD.	PARKWAY CT.	12034	1	900	22	19,800	R	AC	Local	87	87	93	$17,072	27,463	LIGHT MAINTENANCE
DOUGLAS CT. (2847 H)	ROBERT RD.	CUL-DE-SAC	12045	1	208	20	4,160	R	AC/AC	Local	89	89	95	$3,587	22,080	LIGHT MAINTENANCE
KNICKERBOCKER LN(2645G)	SPRING RD.	STEIN WAY	14007	1	1,300	30	39,000	R	AC/AC	Local	85	85	92	$33,627	28,434	LIGHT MAINTENANCE
MIRA FLORES	LAS VEGAS	EL GAVILAN	20080	1	227	18	4,086	R	AC	Local	87	87	93	$3,523	24,414	LIGHT MAINTENANCE
IRWIN WAY	ORINDA WAY	END	20130	1	379	22	8,338	R	AC	Local	89	90	95	$7,189	26,150	LIGHT MAINTENANCE
HEATHER LN.	WEST END	EAST END	20240	1	775	26	20,150	R	AC	Local	74	74	83	$17,374	26,015	LIGHT MAINTENANCE
HEATHER LN.	Scenic Drive	Private Street	20240	2	520	25	13,000	R	AC	Local	87	87	93	$11,209	24,544	LIGHT MAINTENANCE
CREST VIEW DR.	CREST VIEW COURT	CULVER COURT	20260	2	1,394	22	30,668	R	AC/AC	Local	89	90	95	$26,443	33,090	LIGHT MAINTENANCE
CREST VIEW DR.	CULVER COURT	COP 2,305' W/O CULVER CT	20260	3	2,305	22	50,710	R	AC	Local	86	86	93	$43,723	23,737	LIGHT MAINTENANCE
KENMORE CT.	LOST VALLEY DR.	CUL-DE-SAC	20270	1	492	25	12,300	R	AC	Local	87	87	93	$10,605	24,758	LIGHT MAINTENANCE
EDGEWOOD RD.	LOST VALLEY DR.	END	20290	1	601	23	13,823	R	AC	Local	87	87	93	$11,919	24,800	LIGHT MAINTENANCE
GOODFELLOW DRIVE	ALICE LN	CITY LIMITS	3001	1	709	29	20,561	R	AC	Local	88	89	94	$17,728	28,557	LIGHT MAINTENANCE
KEITH DRIVE	EVANS PL	DONALD DRIVE	3003	2	537	24	12,888	R	AC	Local	87	87	93	$11,112	27,487	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
EVANS PLACE	KEITH DRIVE	CUL-DE-SAC	3012	1	322	24	7,728	R	AC	Local	88	88	94	$6,663	25,741	LIGHT MAINTENANCE
DUNCAN COURT	DONALD DRIVE	CUL-DE-SAC	3014	1	107	64	6,848	R	AC	Local	89	90	95	$5,905	26,802	LIGHT MAINTENANCE
DONALD DRIVE	CUL-DE-SAC	HALL DRIVE	3018	1C	2,587	29	75,023	R	AC/AC	Local	85	85	92	$64,687	28,258	LIGHT MAINTENANCE
DONALD DRIVE	HALL DRIVE	ALICE LANE	3018	4	645	25	16,125	R	AC/AC	Local	84	84	91	$13,903	27,119	LIGHT MAINTENANCE
ARDOR DRIVE	LOMA LINDA COURT	MORAGA WAY	3020	2	268	26	6,968	R	AC	Local	83	83	90	$6,008	25,854	LIGHT MAINTENANCE
MORAGA VIA	GLORIETTA BLVD.	VIRGINIA DRIVE	3025	4	911	21	19,131	R	AC/AC	Local	84	84	91	$16,495	27,273	LIGHT MAINTENANCE
VIRGINIA DRIVE	GLORIETTA BLVD	MORAGA VIA	3026	1	766	24	18,384	R	AC	Local	84	84	91	$15,851	24,362	LIGHT MAINTENANCE
LOST VALLEY DRIVE	EDGEWOOD RD	CUL-DE-SAC	3138	10C	932	24	22,368	R	AC	Local	84	84	91	$19,286	24,338	LIGHT MAINTENANCE
LOST VALLEY DRIVE	PGE SUBSTATION	700' W OF PGE SUBSTATION	3138	5	700	24	16,800	R	AC	Local	83	83	90	$14,485	29,633	LIGHT MAINTENANCE
LOST VALLEY DRIVE	700' W OF PGE SUBSTATION	PL BET. 17/19 LOST VALLEY DR	3138	6	1,020	24	24,480	R	AC	Local	81	81	89	$21,107	27,179	LIGHT MAINTENANCE
RAMONA DRIVE	IVY DRIVE	ARROYO DRIVE	4003	1	1,063	23	24,449	R	AC	Local	85	85	92	$21,080	25,340	LIGHT MAINTENANCE
RAE COURT	FIESTA CIRCLE	CUL-DE-SAC	4007	1	115	26	2,990	R	AC	Local	88	88	94	$2,578	25,605	LIGHT MAINTENANCE
CORTE DEL REY	IVY DRIVE	CUL-DE-SAC	4009	1	327	27	8,829	R	AC	Local	89	90	95	$7,613	26,631	LIGHT MAINTENANCE
CARISBROOK DRIVE	CORAL DRIVE	CUL-DE-SAC	4013	1C	1,160	25	29,000	R	AC	Local	89	90	95	$25,004	26,633	LIGHT MAINTENANCE
RYDAL COURT	EASTWOOD DRIVE	CUL-DE-SAC	4014	1	143	25	3,575	R	AC	Local	88	88	94	$3,082	25,597	LIGHT MAINTENANCE
WANFLETE CT	CORAL DRIVE	CUL-DE-SAC	4016	1	397	25	9,925	R	AC	Local	87	87	93	$8,558	24,649	LIGHT MAINTENANCE
WHITEHALL DRIVE	MORAGA WAY	735' E/O MORAGA WAY	4023	1	735	33	24,255	R	AC	Local	87	87	93	$20,913	27,442	LIGHT MAINTENANCE
WESTOVER COURT	ARDITH DRIVE	CUL-DE-SAC	4026	1	385	25	9,625	R	AC	Local	89	90	95	$8,299	26,633	LIGHT MAINTENANCE
DESCANSO DRIVE	IVY DRIVE	END	4049	1C	1,498	30	44,940	R	AC	Local	88	88	94	$38,748	28,539	LIGHT MAINTENANCE
EL CORTE	MORAGA WAY	CUL-DE-SAC	4120	1	135	25	3,375	R	AC	Local	89	90	95	$2,910	26,608	LIGHT MAINTENANCE
EL CAMINO MORAGA	DONNA MARIA WAY	DON GABRIEL WAY	4132	1	693	26	18,018	R	AC	Local	84	84	91	$15,536	27,025	LIGHT MAINTENANCE
RITA WAY	DONNA MARIA WAY	DOLORES WAY	4134	1	585	23	13,455	R	AC	Local	86	86	93	$11,601	26,366	LIGHT MAINTENANCE
ALTAMOUNT DRIVE	LA CRESTA ROAD	MORAGA WAY	4143	1C	1,215	21	25,515	R	AC	Local	85	85	92	$22,000	25,344	LIGHT MAINTENANCE
DONNA MARIA WAY	DOLORES WAY	RITA WAY	4144	1	1,075	23	24,725	R	AC	Local	88	88	94	$21,318	28,539	LIGHT MAINTENANCE
LA CRESTA ROAD	EL NIDO COURT	WOODLAND RIOAD	4145	3C	1,576	21	33,096	R	AC	Local	87	87	93	$28,536	27,442	LIGHT MAINTENANCE
LOMA VISTA DR. (2345C)	EL TOYONAL (WEST)	EL DORADO LN	5203	1A	1,360	19	25,840	C	AC/AC	ArtCol	82	83	90	$22,280	47,151	LIGHT MAINTENANCE
ARDILLA RD. (2345E)	CAMINO PABLO	NORTH LANE	5301	1	1,800	21	37,800	R	AC	Local	77	77	85	$32,592	26,007	LIGHT MAINTENANCE
KITE HILL RD. (2545AN)	ORINDAWOODS DR.	LA CUESTA	6002	1	1,765	25	44,125	R	AC	Local	85	85	92	$38,046	28,253	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHARLES HILL RD. (2444)	HONEY HILL ROAD	SOULE RD	6201	3	1,980	21	41,580	R	AC/AC	Local	85	86	92	$35,851	32,631	LIGHT MAINTENANCE
EL NIDO RANCH RD (2854)	ST. STEVENS DR.	CITY LIMITS	6208	1	1,935	37	71,595	A	AC/AC	ArtCol	89	90	95	$61,731	38,985	LIGHT MAINTENANCE
BROOKBANK RD. (2655A)	MINER RD.	CUL-DE-SAC	7002	1	865	19	16,435	R	AC	Local	87	87	93	$14,171	23,949	LIGHT MAINTENANCE
VALLEY VIEW RD.	MINER RD.	CUL-DE-SAC	7004	1	1,685	24	40,440	R	AC	Local	85	85	92	$34,868	25,398	LIGHT MAINTENANCE
RANCH RD. (2655D)	MINER RD.	END	7005	1	700	18	12,600	R	AC	Local	88	88	94	$10,864	24,795	LIGHT MAINTENANCE
CAMINO SOBRANTE (2544C)	LA ESPIRAL	EL RIBERO (NORTH)	7101	2B	2,190	21	45,990	R	AC	Local	89	90	95	$39,654	33,118	LIGHT MAINTENANCE
CAMINO SOBRANTE (2544C)	EL RIBERO (NORTH)	LA NORIA (SOUTH)	7101	3A	1,450	21	30,450	R	AC	Local	83	83	90	$26,255	25,985	LIGHT MAINTENANCE
CAMINO SOBRANTE (2544C)	LA NORIA (SOUTH)	LA ESPIRAL	7101	3B	1,946	21	40,866	R	AC	Local	85	85	92	$35,236	28,245	LIGHT MAINTENANCE
MIRA LOMA (2545G)	CAMINO SOBRANTE	LINDA VISTA	7102	1	1,010	19	19,190	R	AC/AC	Local	87	88	94	$16,546	30,808	LIGHT MAINTENANCE
EL GAVILAN (2545R)	LA ESPIRAL	END	7205	1	2,700	18	48,600	R	AC	Local	84	84	91	$41,904	24,390	LIGHT MAINTENANCE
VISTA DEL MAR(2445K)	DEL MAR COURT	PRIVATE ROAD	8102	2	725	25	18,125	R	AC	Local	87	87	93	$15,628	27,491	LIGHT MAINTENANCE
DEL MAR CT. (2445L)	VISTA DEL MAR	CUL-DE-SAC	8103	1	430	25	10,750	R	AC	Local	87	87	93	$9,269	24,262	LIGHT MAINTENANCE
SLEEPY HOLLOW LN (2555K)	LOMBARDY LANE	SOUTHERLY EDGE NORMANDY LANE	9001	1A	2,750	22	60,500	UL	AC/AC	Local	79	79	87	$52,164	32,071	LIGHT MAINTENANCE
RIDGE LN. (2555N)	EAST END	WEST END	9003	1	740	18	13,320	R	AC	Local	87	88	94	$11,485	30,608	LIGHT MAINTENANCE
SUNNYSIDE CT. (2555U)	SUNNYSIDE LANE	CUL-DE-SAC	9207	1	360	26	9,360	R	AC	Local	87	87	93	$8,070	23,865	LIGHT MAINTENANCE
VAN RIPPER LN. (2555B)	LOMBARDY LANE	VAN TASSEL LANE	9208	1	3,840	19	72,960	R	AC	Local	87	87	93	$62,908	23,799	LIGHT MAINTENANCE
MORAGA WAY	CAMINO PABLO	OVERHILL RD	A12001	1C	510	50	25,500	A	AC/AC	ArtCol	79	79	87	$21,987	48,569	LIGHT MAINTENANCE
											Treatment Total			$1,590,107		
CANDLE TR. (2555AA)	CHANGE OF PAVEMENT	CUL-DE-SAC	10004	2	295	29	8,555	R	AC	Local	74	74	77	$58	847,841	SEAL CRACKS
DAVIS RD. (2745W)	BRYANT WAY	SOUTHWOOD DR	12005	1C	1,700	22	37,400	R	AC/AC	Local	85	85	86	$95	999,475	SEAL CRACKS
HILLCREST DR. (2745K)	MARTHA RD.	OVERHILL ROAD	12015	1	1,610	23	37,030	UL	AC/AC	Local	79	79	81	$193	1,246,679	SEAL CRACKS
MARTHA RD.(2745H)	GLORIETTA BLVD.	HILLCREST RD.	12017	1	500	29	14,500	UL	AC/AC	Local	84	85	86	$40	2,323,834	SEAL CRACKS
SCENIC CT. (2745 O)	SCENIC DR.	CUL-DE-SAC	12021	1	240	21	5,040	R	AC	Local	75	75	78	$33	877,385	SEAL CRACKS
ORCHARD CT. (2745 Z)	MORAGA WAY	CUL-DE-SAC	12031	1	165	27	4,455	R	AC/AC	Local	81	81	83	$20	1,142,807	SEAL CRACKS
GREAT OAK CR. (2745 AB)	ORCHARD RD.	CUL-DE-SAC	12033	1	155	22	3,410	R	AC	Local	76	76	78	$21	896,094	SEAL CRACKS

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
PARKLANE DR. (2847 C)	GLORIETTA BLVD. (W)	GLORIETTA BLVD. (E)	12036	1	1,800	25	45,000	R	AC/AC	Local	86	86	87	$78	1,928,609	SEAL CRACKS
BEL AIR DR. (2847 J)	PARKLANE DR.	CUL-DE-SAC	12037	1	1,380	25	34,500	R	AC/AC	Local	87	87	88	$37	2,709,197	SEAL CRACKS
BEL AIR CT. (2847K)	BEL AIR DR.	CUL-DE-SAC	12038	1	145	22	3,190	R	AC/AC	Local	77	78	80	$19	1,321,555	SEAL CRACKS
MEADOW PARK CT. (2835Z)	GLORIETTA BLVD.	END	12041	1	1,200	22	26,400	R	AC/AC	Local	83	84	85	$87	2,398,474	SEAL CRACKS
MEADOW VIEW RD. (2745Q)	CUL DE SAC EAST OF GLORIETTA BLVD	GLORIETTA BLVD	12042	1	1,575	22	34,650	R	AC/AC	Local	87	87	88	$38	2,605,571	SEAL CRACKS
GLORIETTA BLVD (2731 B)	OVERHILL RD	CITY LIMITS	13000	5	2,275	32	72,800	A	AC/AC	ArtCol	79	79	81	$520	1,353,383	SEAL CRACKS
STEIN WAY	MORAGA WAY	OAK RD.	14010	1	1,210	30	36,300	R	AC/AC	Local	74	74	77	$244	950,816	SEAL CRACKS
STEIN WAY	OAK RD.	KNICKERBOCKER LN.	14010	2	1,530	30	45,900	R	AC/AC	Local	80	80	82	$223	1,095,229	SEAL CRACKS
DAPHNE CT.	CHARLES HILL ROAD	END	20020	1	267	15	4,005	R	AC	Local	89	89	90	$10	773,294	SEAL CRACKS
DIAS DORADOS	CAMINO SOBRANTE	LA CINTILLA	20050	1	719	17	12,223	R	AC/AC	Local	83	84	85	$40	2,419,266	SEAL CRACKS
CREST VIEW DR.	VALLEY VIEW DRIVE	CRESTVIEW COURT	20260	1A	1,901	22	41,822	R	AC/AC	Local	84	85	86	$117	2,314,478	SEAL CRACKS
CREST VIEW DR.	COP 2,305' W/O CULVER CT	CUL DE SAC	20260	4	914	22	20,108	R	AC	Local	87	87	88	$60	892,118	SEAL CRACKS
EASTON COURT	HALL DRIVE	CUL-DE-SAC	3010	1	1,010	25	25,250	R	AC	Local	83	83	85	$104	978,804	SEAL CRACKS
RUSTIC WAY	MORAGA VIA	CUL-DE-SAC	3011	1	563	16	9,008	R	AC	Local	76	76	78	$56	895,867	SEAL CRACKS
AVIS COURT	DONALD DRIVE	CUL-DE-SAC	3015	1	166	26	4,316	R	AC	Local	86	86	87	$14	940,337	SEAL CRACKS
ARDOR DRIVE	CUL-DE-SAC	LOMA LINDA COURT	3020	1	971	22	21,362	R	AC/AC	Local	87	87	88	$25	2,153,843	SEAL CRACKS
MORAGA VIA	RUSTIC WAY	RHEEM BLVD	3025	3	834	19	15,846	R	AC/AC	Local	83	84	85	$53	2,299,590	SEAL CRACKS
OAK DRIVE	MORAGA WAY	1000' W/MORAGA WAY	3139	1	1,000	20	20,000	R	AC/AC	Local	83	83	85	$70	1,276,292	SEAL CRACKS
DANZA COURT	IVY DRIVE	CUL-DE-SAC	4008	1	208	27	5,616	R	AC/AC	Local	73	73	76	$39	1,296,393	SEAL CRACKS
CIELO COURT	IVY DRIVE	CUL-DE-SAC	4011	1	214	25	5,350	R	AC/AC	Local	86	86	87	$9	1,915,329	SEAL CRACKS
EASTWOOD DRIVE	MORAGA WAY	CARISBROOK DRIVE	4015	1	565	33	18,645	R	AC/AC	Local	75	75	78	$121	969,220	SEAL CRACKS
CHELTON COURT	WHITEHALL DRIVE	CUL-DE-SAC	4022	1	420	25	10,500	R	AC/AC	Local	85	85	86	$25	1,567,310	SEAL CRACKS
WHITEHALL DRIVE	735' E/O MORAGA WAY	ARDITH DRIVE	4023	2	651	33	21,483	R	AC/AC	Local	84	85	86	$55	977,460	SEAL CRACKS
SOUTHWAITE COURT	MORAGA WAY	CUL-DE-SAC	4028	1	822	33	27,126	R	AC/AC	Local	85	85	87	$63	1,578,477	SEAL CRACKS
CORAL DRIVE	IVY DRIVE	FIESTA CIRCLE	4046	4	1,115	26	28,990	R	AC/AC	Local	79	79	81	$152	1,066,584	SEAL CRACKS
FIESTA CIRCLE	IVY DRIVE (N)	IVY DRIVE (S)	4047	1C	2,344	33	77,352	R	AC/AC	Local	75	75	78	$500	1,165,692	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

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Scenario: Current Budget_$1.6M/Yr

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LAVENIDA	MORAGA WAY	B.C. @ 90 DEGREE	4118	1	932	24	22,368	R	AC/AC	Local	85	85	86	$53	1,566,326	SEAL CRACKS
ESTABUENO	LAVENIDA	CUL-DE-SAC	4119	1	387	24	9,288	R	AC/AC	Local	78	79	80	$51	1,570,937	SEAL CRACKS
ESTABUENO	LAVENIDA	MORAGA WAY	4119	2	1,029	24	24,696	R	AC/AC	Local	77	78	80	$145	1,501,118	SEAL CRACKS
MEADOWLANDS COURT	MORAGA WAY	CUL-DE-SAC	4121	1	128	24	3,072	R	AC/AC	Local	88	88	89	$1	6,429,223	SEAL CRACKS
CARMEN COURT	LA CRESTA ROAD	CUL-DE-SAC	4140	1	340	20	6,800	R	AC	Local	75	75	78	$44	876,993	SEAL CRACKS
DALE COURT	ALTAMOUNT DRIVE	CUL-DE-SAC	4141	1	190	20	3,800	R	AC/AC	Local	87	87	88	$5	2,038,002	SEAL CRACKS
LA CRESTA ROAD	DON GABRIEL WAY	EL NIDO COURT	4145	1C	1,701	21	35,721	R	AC/AC	Local	87	87	88	$40	2,563,015	SEAL CRACKS
MARSTON RD. (2345N)	MONTE VISTA RD.	CUL-DE-SAC	5002	1	1,025	16	16,400	R	AC	Local	81	82	83	$74	563,884	SEAL CRACKS
CLAREMONT AVE (2345G)	CAMINO PABLO	HOLLY LANE	5101	1	1,930	22	42,460	R	AC/AC	Local	87	87	88	$49	2,208,299	SEAL CRACKS
STANTON AVE. (2345H)	CLAREMONT	CUL-DE-SAC	5102	1A	422	25	10,550	R	AC/AC		74	74	77	$71	950,637	SEAL CRACKS
STANTON CT.	STANTON AVE.	CUL-DE-SAC	5102	2	535	25	13,375	R	AC/AC	Local	81	81	83	$59	1,142,049	SEAL CRACKS
CRESCENT DR	CLAREMONT AVE.	PIEDMONT AVE.	5105	1	896	19	17,024	R	AC	Local	84	84	86	$65	976,961	SEAL CRACKS
PIEDMONT AVENUE	CRESCENT DR.	CLAREMONT AVE.	5107	1	365	18	6,570	R	AC/AC	Local	83	83	85	$23	1,279,687	SEAL CRACKS
LOMA VISTA DR. (2345C)	EL DORADO LN	EL TOYONAL (EAST)	5203	2	1,586	18	28,548	C	AC	ArtCol	80	80	82	$165	749,163	SEAL CRACKS
CHAPPARAL PLACE	EL TOYONAL RD	CUL-DE-SAC	5207	1	350	20	7,200	R	AC/AC	Local	85	85	86	$18	1,011,713	SEAL CRACKS
E. ALTARINDA DR(2545AC)	ORINDAWOODS DR.	EL NIDO RANCH RD.	6010	1	1,190	30	35,700	C	AC/AC	ArtCol	83	84	85	$136	1,953,119	SEAL CRACKS
ALTARINDA CR. (2545AD)	E. ALTARINDA DR.	CUL-DE-SAC	6012	1	245	25	6,125	R	AC	Local	82	82	84	$27	981,995	SEAL CRACKS
SANTA MARIA WY. (2544B)	ALTARINDA ROAD	SANTA MARIA WAY (PRIVATE)	6015	3	327	38	12,426	R	AC/AC	Local	86	86	87	$21	1,946,911	SEAL CRACKS
HONEY HILL RD.	CHARLES HILL RD.	MINER RD.	6206	1	2,048	22	45,056	C	AC/AC	ArtCol	88	88	89	$27	4,175,186	SEAL CRACKS
MINER RD. (2444C)	SYCAMORE RD	PAVT CHANGE	7001	2C	920	23	21,160	C	AC/AC	ArtCol	86	86	87	$43	1,655,279	SEAL CRACKS
DIABLO VIEW DR. (2655G)	MINER RD.	CHARLES HILL RD.	7006	1	4,310	21	90,510	R	AC/AC	Local	87	87	88	$106	2,135,248	SEAL CRACKS
LA CUESTA (2545E)	CAMINO SOBRANTE	END	7105	1	3,080	15	46,200	R	AC	Local	83	84	85	$180	654,688	SEAL CRACKS
VISTA DEL MAR(2445K)	CAMINO DON MIGUEL	DEL MAR COURT	8102	1	815	25	20,375	R	AC/AC	Local	73	73	76	$141	1,053,332	SEAL CRACKS
SANTA LUCIA (2445H)	CAMINO DON MIGUEL	CUL-DE-SAC	8105	1	435	20	8,700	R	AC/AC	Local	86	86	87	$15	1,943,706	SEAL CRACKS
SNOWBERRY LN. (2555R)	TARRY LN	CUL-DE-SAC	9104	1	670	20	13,400	R	AC	Local	82	83	84	$58	1,765,680	SEAL CRACKS
CRANE CT. (2555P)	VAN TASSEL LANE	CUL-DE-SAC	9204	1	315	24	7,560	R	AC/AC	Local	81	82	83	$33	1,851,532	SEAL CRACKS

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CAMINO PABLO	MONTE VISTA RD.	BEAR CREEK RD.	A11004	1	1,600	44	70,400	A	AC/AC	ArtCol	74	74	77	$649	1,005,681	SEAL CRACKS
OLD CAMINO PABLO	NORTH LANE	ARDILLA ROAD	A11005	2	1,139	20	22,780	R	AC	Local	85	85	86	$80	954,343	SEAL CRACKS
MORAGA WAY	BRYANT WAY	CAMINO PABLO	A12001	1AAC	870	63	54,810	A	AC/AC	ArtCol	84	85	86	$210	2,327,453	SEAL CRACKS
MORAGA WAY	OVERHILL RD	CAMINO ENCINAS (N)	A12001	2	1,385	40	55,400	A	AC/AC	ArtCol	83	84	85	$256	1,956,010	SEAL CRACKS
MORAGA WAY	CAMINO ENCINAS	LLOYD LN	A12001	3	1,445	38	54,910	A	AC/AC	ArtCol	74	74	77	$507	983,553	SEAL CRACKS
MORAGA WAY	LLOYD LN	BROOKSIDE RD	A12001	4	1,518	38	57,684	A	AC/AC	ArtCol	75	75	78	$514	1,029,180	SEAL CRACKS
MORAGA WAY	BROOKSIDE RD	GLORIETTA BLVD	A12001	5	2,058	38	78,204	A	AC/AC	ArtCol	75	75	78	$696	1,029,180	SEAL CRACKS
MORAGA WAY	GLORIETTA BLVD	ORCHARD RD	A12002	1	1,849	44	81,356	A	AC/AC	ArtCol	77	77	79	$661	1,169,013	SEAL CRACKS
MORAGA WAY	ORCHARD RD	VALLEY VIEW DR	A12002	2	1,667	42	70,014	A	AC/AC	ArtCol	73	73	76	$666	925,382	SEAL CRACKS
MORAGA WAY	VALLEY VIEW DR	WOODLAND RD	A12002	3	1,082	44	47,608	A	AC/AC	ArtCol	76	76	79	$406	1,086,924	SEAL CRACKS
												Treatment Total		$9,514		
							Year 2023 Area Total		3,770,578			Year 2023 Total		$1,599,620		

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
REDCOACH LN. (2555X)	DALEWOOD DR.	CUL-DE-SAC	10003	1	390	29	11,310	R	AC	Local	85	84	91	$9,752	24,085	LIGHT MAINTENANCE
CANDLE TR. (2555AA)	CHANGE OF PAVEMENT	CUL-DE-SAC	10004	2	295	29	8,555	R	AC	Local	74	75	83	$7,376	26,128	LIGHT MAINTENANCE
WARFORD TR. (2745AN)	MUTH DR.	BATES BLVD	11003	1	999	33	32,967	R	AC	Local	83	82	89	$28,425	24,786	LIGHT MAINTENANCE
WARFORD TR. (2745AN)	BATES BLVD	CUL-DE-SAC	11003	2	870	20	17,400	R	AC		83	82	89	$15,003	24,048	LIGHT MAINTENANCE
TAHOS RD. (2745AS)	WANDA LANE	NORTHERLY PROP LINE 445 TAHOS	11007	1	1,789	29	51,881	R	AC	Local	84	83	90	$44,733	23,443	LIGHT MAINTENANCE
SOUTHWOOD DR. (2745AZ)	Bates Blvd.	End	12001	3	180	35	6,300	R	AC	Local	84	83	90	$5,432	23,443	LIGHT MAINTENANCE
SOUTHWOOD CT. (2745T)	SOUTHWOOD DR.	CUL-DE-SAC	12002	1	360	23	8,280	R	AC/AC	Local	87	86	92	$7,139	23,398	LIGHT MAINTENANCE
EVERGREEN DR. (2745AY)	TARABROOK DR.	CUL-DE-SAC	12008	1	1,650	29	47,850	R	AC	Local	90	89	95	$41,257	26,269	LIGHT MAINTENANCE
HIGHLAND CT, (2745 AE)	OVERHILL RD.	CUL-DE-SAC	12012	1	420	19	7,980	R	AC	Local	88	87	93	$6,881	24,130	LIGHT MAINTENANCE

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BROADVIEW TR. (2745AD)	OVERHILL RD.	CUL-DE-SAC	12014	1	900	24	21,600	R	AC	Local	89	88	94	$18,624	25,006	LIGHT MAINTENANCE
HILLCREST DR. (2745K)	MARTHA RD.	OVERHILL ROAD	12015	1	1,610	23	37,030	UL	AC/AC	Local	79	80	88	$31,928	33,617	LIGHT MAINTENANCE
HILLCREST DR. (2745K)	OVERHILL ROAD	END	12015	2	1,820	23	41,860	R	AC/AC	Local	90	89	95	$36,093	26,354	LIGHT MAINTENANCE
MARTHA RD.(2745H)	GLORIETTA BLVD.	HILLCREST RD.	12017	1	500	29	14,500	UL	AC/AC	Local	84	85	92	$12,502	41,786	LIGHT MAINTENANCE
SCENIC DR. (2745 C)	OVERHILL ROAD	NORTHERLY PROP LINE 68 SCENIC	12019	1A	2,995	26	77,870	R	AC	Local	90	89	95	$67,141	25,541	LIGHT MAINTENANCE
SCENIC CT. (2745 O)	SCENIC DR.	CUL-DE-SAC	12021	1	240	21	5,040	R	AC	Local	75	76	84	$4,346	26,103	LIGHT MAINTENANCE
OWL HILL RD. (2745 AF)	OAK WOOD RD.	ESTATES DR.	12027	1	1,655	22	36,410	R	AC	Local	87	86	92	$31,394	22,925	LIGHT MAINTENANCE
BROOKSIDE RD. (2643)	ESTATES DR	ORCHARD RD	12030	1A	465	24	11,160	R	AC	Local	89	88	94	$9,622	24,490	LIGHT MAINTENANCE
ORCHARD CT. (2745 Z)	MORAGA WAY	CUL-DE-SAC	12031	1	165	27	4,455	R	AC/AC	Local	81	82	89	$3,841	26,788	LIGHT MAINTENANCE
GREAT OAK CR. (2745 AB)	ORCHARD RD.	CUL-DE-SAC	12033	1	155	22	3,410	R	AC	Local	76	77	85	$2,940	26,072	LIGHT MAINTENANCE
BEL AIR CT. (2847K)	BEL AIR DR.	CUL-DE-SAC	12038	1	145	22	3,190	R	AC/AC	Local	77	78	86	$2,750	39,589	LIGHT MAINTENANCE
MEADOW CT. (2745 D)	MEADOW LN.	CUL-DE-SAC	12040	1	365	21	7,665	R	AC	Local	90	89	95	$6,609	25,642	LIGHT MAINTENANCE
MEADOW PARK CT. (2835Z)	GLORIETTA BLVD.	END	12041	1	1,200	22	26,400	R	AC/AC	Local	83	84	91	$22,763	51,479	LIGHT MAINTENANCE
MEADOW VIEW RD. (2745Q)	GLORIETTA BLVD	CUL DE SAC WEST OF GLORIETTA BLVD	12042	2	1,800	22	39,600	R	AC/AC	Local	80	79	87	$34,144	24,038	LIGHT MAINTENANCE
ROBERT RD. (2847 G)	GLORIETTA BLVD.	CITY LIMITS	12044	1	1,230	21	25,830	R	AC/AC	Local	87	86	92	$22,271	23,304	LIGHT MAINTENANCE
SPRING RD.(2645B)	BROOKWOOD RD.	WEST END	14003	1	1,670	23	38,410	R	AC/AC	Local	90	89	95	$33,118	26,423	LIGHT MAINTENANCE
UNDERHILL RD.(2645C)	SPRING RD.	CAMINO ENCINAS	14004	1	1,600	18	28,800	R	AC	Local	89	88	94	$24,832	24,928	LIGHT MAINTENANCE
STEIN WAY	MORAGA WAY	OAK RD.	14010	1	1,210	30	36,300	R	AC/AC	Local	74	75	84	$31,299	28,910	LIGHT MAINTENANCE
STEIN WAY	OAK RD.	KNICKERBOCKER LN.	14010	2	1,530	30	45,900	R	AC/AC	Local	80	81	88	$39,576	27,458	LIGHT MAINTENANCE
WHITEOAK DR.	CITY LIMIT	CUL-DE-SAC	20040	1	1,080	26	28,080	R	AC	Local	90	90	95	$24,211	33,903	LIGHT MAINTENANCE
DIAS DORADOS	CAMINO SOBRANTE	LA CINTILLA	20050	1	719	17	12,223	R	AC/AC	Local	83	84	91	$10,539	51,868	LIGHT MAINTENANCE
LA CINTILLA	DIAS DORADOS	CUL-DE-SAC	20060	1	860	17	14,620	R	AC	Local	85	84	91	$12,606	24,418	LIGHT MAINTENANCE
AVENIDA DE ORINDA	ORINDA WAY	END	20100	1	314	39	12,246	R	AC	Local	90	89	95	$10,559	26,566	LIGHT MAINTENANCE
BATES CT.	TAHOS RD	END	20180	1	394	29	11,426	R	AC	Local	89	88	94	$9,852	24,457	LIGHT MAINTENANCE
WILDER RD.	BIGLEAF RD	ORINDA FIELDS LANE	20205	4	2,725	28	76,300	C	AC	ArtCol	83	81	88	$65,788	23,487	LIGHT MAINTENANCE
CULVER CT.	CREST VIEW DR.	CUL-DE-SAC	20250	1	691	20	13,820	R	AC	Local	90	90	95	$11,916	30,987	LIGHT MAINTENANCE
CREST VIEW DR.	VALLEY VIEW DRIVE	CRESTVIEW COURT	20260	1A	1,901	22	41,822	R	AC/AC	Local	84	85	92	$36,060	41,738	LIGHT MAINTENANCE

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
SNOW COURT	LOST VALLEY DR	CUL-DE-SAC	20295	1	600	30	18,000	R	AC	Local	88	87	93	$15,520	23,566	LIGHT MAINTENANCE
ALICE LANE	GOODFELLOW DRIVE	ZANDER DRIVER	3002	1C	387	29	11,223	R	AC	Local	82	81	88	$9,677	23,686	LIGHT MAINTENANCE
KEITH DRIVE	WEST END	EVANS PL	3003	1	460	24	11,040	R	AC	Local	88	87	93	$9,519	23,850	LIGHT MAINTENANCE
ZANDER DRIVE	ZANDER COURT	ALICE LANE	3004	2	1,339	29	38,831	R	AC/AC	Local	80	79	87	$33,481	24,038	LIGHT MAINTENANCE
LIND COURT	CALVIN DRIVE	CUL-DE-SAC	3006	1	781	26	20,306	R	AC	Local	84	83	90	$17,508	23,836	LIGHT MAINTENANCE
EASTON COURT	HALL DRIVE	CUL-DE-SAC	3010	1	1,010	25	25,250	R	AC	Local	83	83	90	$21,771	22,793	LIGHT MAINTENANCE
RUSTIC WAY	MORAGA VIA	CUL-DE-SAC	3011	1	563	16	9,008	R	AC	Local	76	77	85	$7,767	26,073	LIGHT MAINTENANCE
ABBOT COURT	MORGA VIA	CUL-DE-SAC	3013	1	339	19	6,441	R	AC	Local	87	86	92	$5,554	22,873	LIGHT MAINTENANCE
CEDAR LANE	DONALD DRIVE	CUL-DE-SAC	3017	1	859	27	23,193	R	AC	Local	83	82	89	$19,998	24,745	LIGHT MAINTENANCE
DONALD DRIVE	ALICE LANE	PRIVATE STREET	3018	5	1,140	29	33,060	R	AC	Local	88	87	93	$28,505	23,797	LIGHT MAINTENANCE
MORAGA VIA	VIRGINIA DRIVE	WOODCREST DRIVE (PVT)	3025	1	601	20	12,020	R	AC	Local	82	81	88	$10,364	23,690	LIGHT MAINTENANCE
MORAGA VIA	WOODCREST DRIVE	RUSTIC WAY	3025	2	695	22	15,290	R	AC	Local	82	81	88	$13,183	23,690	LIGHT MAINTENANCE
MORAGA VIA	RUSTIC WAY	RHEEM BLVD	3025	3	834	19	15,846	R	AC/AC	Local	83	84	91	$13,663	48,641	LIGHT MAINTENANCE
COURTNEY LANE	DONALD DRIVE	CUL-DE-SAC	3030	1	828	20	16,560	R	AC	Local	90	89	95	$14,278	25,911	LIGHT MAINTENANCE
OAK DRIVE	MORAGA WAY	1000' W/MORAGA WAY	3139	1	1,000	20	20,000	R	AC/AC	Local	83	83	90	$17,244	25,114	LIGHT MAINTENANCE
RAE DRIVE	FIESTA CIRCLE	CUL-DE-SAC	4006	1	292	34	9,928	R	AC	Local	86	85	92	$8,560	25,917	LIGHT MAINTENANCE
DANZA COURT	IVY DRIVE	CUL-DE-SAC	4008	1	208	27	5,616	R	AC/AC	Local	73	75	83	$4,842	43,311	LIGHT MAINTENANCE
CIELO COURT	IVY DRIVE	CUL-DE-SAC	4011	1	214	25	5,350	R	AC/AC	Local	86	86	92	$4,613	21,429	LIGHT MAINTENANCE
EASTWOOD DRIVE	MORAGA WAY	CARISBROOK DRIVE	4015	1	565	33	18,645	R	AC/AC	Local	75	76	84	$16,076	28,924	LIGHT MAINTENANCE
ARDITH COURT	CORAL DRIVE	CUL-DE-SAC	4017	1	279	25	6,975	R	AC	Local	90	89	95	$6,014	25,652	LIGHT MAINTENANCE
BEACONSFIELD COURT	ARDITH DRIVE	CUL-DE-SAC	4027	1	743	25	18,575	R	AC	Local	90	89	95	$16,016	25,652	LIGHT MAINTENANCE
CORAL DRIVE	IVY DRIVE	FIESTA CIRCLE	4046	4	1,115	26	28,990	R	AC/AC	Local	79	80	87	$24,996	27,980	LIGHT MAINTENANCE
FIESTA CIRCLE	IVY DRIVE (N)	IVY DRIVE (S)	4047	1C	2,344	33	77,352	R	AC/AC	Local	75	76	85	$66,695	36,092	LIGHT MAINTENANCE
LAVENIDA	MORAGA WAY	B.C. @ 90 DEGREE	4118	1	932	24	22,368	R	AC/AC	Local	85	85	92	$19,286	22,796	LIGHT MAINTENANCE
ESTABUENO	LAVENIDA	CUL-DE-SAC	4119	1	387	24	9,288	R	AC/AC	Local	78	80	87	$8,008	47,141	LIGHT MAINTENANCE
ESTABUENO	LAVENIDA	MORAGA WAY	4119	2	1,029	24	24,696	R	AC/AC	Local	77	79	87	$21,293	46,568	LIGHT MAINTENANCE
EL CAMINO MORAGA	DON GABRIEL WAY	MORAGA WAY	4132	2	737	26	19,162	UL	AC	Local	86	85	92	$16,522	25,769	LIGHT MAINTENANCE
DON GABRIEL WAY	VALLEY VIEW DRIVE	LA CRESTA RD	4135	1	1,406	25	35,150	UL	AC	Local	85	84	91	$30,307	24,620	LIGHT MAINTENANCE
CARMEN COURT	LA CRESTA ROAD	CUL-DE-SAC	4140	1	340	20	6,800	R	AC	Local	75	76	84	$5,863	26,105	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

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Scenario: Current Budget_$1.6M/Yr

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
DONNA MARIA WAY	LAVENIDA	END @ 131 DONNA MARIA	4144	3	325	24	7,800	R	AC	Local	90	90	95	$6,725	30,887	LIGHT MAINTENANCE
WOODLAND ROAD	MORAGA WAY	VALLEY VIEW DRIVE	4146	1	1,000	21	21,000	R	AC	Local	81	80	87	$18,107	24,673	LIGHT MAINTENANCE
MONTE VISTA RD (2345M)	CAMINO PABLO	PRIVATE STREET	5001	1	2,700	20	54,000	R	AC	Local	84	83	90	$46,560	23,089	LIGHT MAINTENANCE
STANTON AVE. (2345H)	CLAREMONT	CUL-DE-SAC	5102	1A	422	25	10,550	R	AC/AC		74	75	84	$9,096	28,910	LIGHT MAINTENANCE
STANTON CT.	STANTON AVE.	CUL-DE-SAC	5102	2	535	25	13,375	R	AC/AC	Local	81	82	89	$11,532	26,800	LIGHT MAINTENANCE
PIEDMONT AVENUE	CRESCENT DR.	CLAREMONT AVE.	5107	1	365	18	6,570	R	AC/AC	Local	83	83	90	$5,665	25,081	LIGHT MAINTENANCE
EL TOYONAL (2254)	3000FT W/O VISTA DEL ORINDA	END AT BARRICADE	5201	10	1,112	18	20,016	R	AC	Local	89	88	94	$17,258	25,471	LIGHT MAINTENANCE
LOMA VISTA DR. (2345C)	EL DORADO LN	EL TOYONAL (EAST)	5203	2	1,586	18	28,548	C	AC	ArtCol	80	80	87	$24,615	24,126	LIGHT MAINTENANCE
CAMINO DEL DIABLO 2345B	EL TOYONAL	CHAPPARAL PLACE	5204	1	1,790	19	34,010	R	AC	Local	82	81	88	$29,324	23,694	LIGHT MAINTENANCE
NORTH LANE	CAMINO PABLO	ARDILLA ROAD	5302	1	830	21	17,430	R	AC	Local	83	82	89	$15,029	24,780	LIGHT MAINTENANCE
ALTARINDA CR. (2545AD)	E. ALTARINDA DR.	CUL-DE-SAC	6012	1	245	25	6,125	R	AC	Local	82	82	89	$5,281	23,573	LIGHT MAINTENANCE
DE SOTO CT.	ST. STEVENS DR.	CUL-DE-SAC	6103	1	140	26	3,640	R	AC	Local	90	90	95	$3,138	30,627	LIGHT MAINTENANCE
VIA FARALLON (2545D)	MIRA LOMA	LA CUESTA	7104	1	1,220	16	19,520	R	AC	Local	83	82	89	$16,831	24,820	LIGHT MAINTENANCE
LA ESPIRAL (2544D)	LAS VEGAS ROAD	VIA HERMOSA	7201	2	2,881	20	57,620	R	AC	Local	84	83	90	$49,681	23,437	LIGHT MAINTENANCE
LA VUELTA	LA ESPIRAL (S)	LA ESPIRAL (N)	7202	1	1,610	16	25,760	R	AC	Local	89	88	94	$22,211	25,413	LIGHT MAINTENANCE
VISTA DEL MAR(2445K)	CAMINO DON MIGUEL	DEL MAR COURT	8102	1	815	25	20,375	R	AC/AC	Local	73	75	83	$17,568	33,302	LIGHT MAINTENANCE
TAPPAN CT. (2555J)	TAPPAN LN.	CUL-DE-SAC	9103	1	568	24	13,632	R	AC	Local	85	84	91	$11,754	24,139	LIGHT MAINTENANCE
SNOWBERRY LN. (2555R)	TARRY LN	CUL-DE-SAC	9104	1	670	20	13,400	R	AC	Local	82	83	90	$11,554	47,987	LIGHT MAINTENANCE
CRANE CT. (2555P)	VAN TASSEL LANE	CUL-DE-SAC	9204	1	315	24	7,560	R	AC/AC	Local	81	82	90	$6,518	47,278	LIGHT MAINTENANCE
													Treatment Total	$1,598,891		
							Year 2024 Area Total		1,854,384				Year 2024 Total	$1,598,891		

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CANDLE TR. (2555AA)	DALEWOOD DR.	CHANGE OF PAVEMENT	10004	1	205	29	5,945	R	AC	Local	91	90	95	$5,126	34,450	LIGHT MAINTENANCE
BATES BLVD. (2745AW)	MUTH DR (S)	WARFORD TERR	11001	2	1,573	32	50,336	R	AC/AC	Local	91	90	95	$43,401	30,073	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

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Year: 2025

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MUTH DR. (2745AM)	BATES BLVD (W)	WARFORD TERR	11002	1A	2,367	26	61,542	R	AC	Local	87	84	91	$53,063	24,609	LIGHT MAINTENANCE
MUTH DR. (2745AM)	WARFORD TERR	WANDA LN	11002	2	1,852	26	48,152	R	AC	Local	86	83	90	$41,518	23,378	LIGHT MAINTENANCE
AUSTIN CT. (2745AT)	MUTH DR.	CUL-DE-SAC	11005	1	420	25	10,500	R	AC/AC	Local	86	83	90	$9,053	23,606	LIGHT MAINTENANCE
TAHOS RD. (2745AS)	CHANGE OF PAVEMENT	CUL DE SAC	11007	3	1,613	29	46,777	R	AC	Local	86	83	90	$40,332	23,332	LIGHT MAINTENANCE
NORTHWOOD DR. (2744D)	MORAGA WAY	DAVIS RD.	12003	1	860	24	20,640	R	AC/AC	Local	91	90	95	$17,796	31,055	LIGHT MAINTENANCE
OVERHILL COURT	OVERHILL RD.	CUL-DE-SAC	12011	1	240	20	4,800	R	AC	Local	91	89	95	$4,139	30,175	LIGHT MAINTENANCE
DEBRA CT. (2745 AQ)	SCENIC DR.	CUL-DE-SAC	12020	1	168	25	4,200	R	AC	Local	91	90	95	$3,621	35,197	LIGHT MAINTENANCE
VALLEY CT. (2745 BC)	VALLEY DR.	CUL-DE-SAC	12023	1	240	29	6,960	R	AC	Local	91	90	95	$6,001	30,429	LIGHT MAINTENANCE
ESTATES DR. (2745 F)	ORCHARD ROAD	BROOKSIDE ROAD	12025	1	1,600	21	33,600	R	AC	Local	81	78	86	$28,971	23,300	LIGHT MAINTENANCE
ORCHARD RD. (2945 D)	MORAGA WAY	BROOKSIDE ROAD	12029	1A	2,609	23	60,007	R	AC	Local	83	80	88	$51,739	23,714	LIGHT MAINTENANCE
MORAGA CT. (2745 AA)	MORAGA WAY	CUL-DE-SAC	12032	1	180	24	4,320	R	AC	Local	91	90	95	$3,725	30,444	LIGHT MAINTENANCE
PARKLANE DR. (2847 C)	GLORIETTA BLVD. (W)	GLORIETTA BLVD. (E)	12036	1	1,800	25	45,000	R	AC/AC	Local	86	84	91	$38,800	23,691	LIGHT MAINTENANCE
MEADOW LN. (2745 N)	GLORIETTA BLVD.	MEADOW VIEW RD.	12039	1	1,380	25	34,500	R	AC/AC	Local	91	90	95	$29,747	30,949	LIGHT MAINTENANCE
VASHELL WAY	Moraga Way	Davis Road	12046	1	380	18	6,840	R	AC/AC	Local	91	90	95	$5,898	31,083	LIGHT MAINTENANCE
GLORIETTA BLVD (2731 B)	OVERHILL RD	CITY LIMITS	13000	5	2,275	32	72,800	A	AC/AC	ArtCol	79	79	87	$62,770	54,743	LIGHT MAINTENANCE
CAMINO ENCINAS (2645E)	MORAGA WAY (N)	MORAGA WAY (S)	14001	1	2,700	26	70,200	R	AC/AC	Local	91	89	95	$60,528	24,889	LIGHT MAINTENANCE
HIDDEN VALLEY	PAVEMENT CHANGE	CITY LIMIT	20030	2	800	32	25,600	R	AC	Local	91	90	95	$22,073	29,955	LIGHT MAINTENANCE
ALBO CT.	KENMORE CT.	CUL-DE-SAC	20280	1	411	25	10,275	R	AC	Local	82	79	87	$8,859	22,627	LIGHT MAINTENANCE
ALICE LANE	1000'W/ZANDER DRIVE	DONALD DRIVE	3002	3	1,100	26	28,600	R	AC/AC	Local	90	88	94	$24,660	23,786	LIGHT MAINTENANCE
ZANDER DRIVE	RHEEM BLVD.	ZANDER COURT	3004	1	979	29	28,391	R	AC/AC	Local	91	89	95	$24,479	24,955	LIGHT MAINTENANCE
CALVIN DRIVE	CALVIN COURT	END	3008	3	360	30	10,800	R	AC/AC	Local	90	88	94	$9,312	23,726	LIGHT MAINTENANCE
AVIS COURT	DONALD DRIVE	CUL-DE-SAC	3015	1	166	26	4,316	R	AC	Local	86	84	91	$3,721	21,773	LIGHT MAINTENANCE
DOVER COURT	DONALD DRIVE	CUL-DE-SAC	3016	1	436	25	10,900	R	AC	Local	91	90	95	$9,398	30,340	LIGHT MAINTENANCE
CHELTON COURT	WHITEHALL DRIVE	CUL-DE-SAC	4022	1	420	25	10,500	R	AC/AC	Local	85	84	91	$9,053	24,820	LIGHT MAINTENANCE
SOUTHWAITE COURT	MORAGA WAY	CUL-DE-SAC	4028	1	822	33	27,126	R	AC/AC	Local	85	84	91	$23,389	24,771	LIGHT MAINTENANCE
DON GABRIEL WAY	LA CRESTA RD	EL CAMINO MORAGA	4135	2	661	25	16,525	UL	AC	Local	85	82	89	$14,248	23,765	LIGHT MAINTENANCE
DOS ENCINAS	EL CAMINO MORAGA	CUL-DE-SAC	4136	1	1,202	27	32,454	R	AC	Local	87	84	91	$27,983	24,710	LIGHT MAINTENANCE
VALENCIA ROAD	DON GABRIEL WAY	ALTAMOUNT DRIVE	4142	1C	1,730	21	36,330	R	AC	Local	87	84	91	$31,325	24,695	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

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Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CALIFORNIA AVE. (2345J)	PROPERTY LINE AT #65/61	Claremont Ave	5103	1	250	22	5,500	R	AC/AC	Local	91	89	95	$4,742	25,778	LIGHT MAINTENANCE
CRESCENT DR	CLAREMONT AVE.	PIEDMONT AVE.	5105	1	896	19	17,024	R	AC	Local	84	82	90	$14,678	23,467	LIGHT MAINTENANCE
EL TOYONAL (2254)	1500FT W/O VISTA DEL ORINDA	3000FT W/O VISTA DEL ORINDA	5201	9	1,500	18	27,000	R	AC	Local	86	83	90	$23,280	24,180	LIGHT MAINTENANCE
E. ALTARINDA DR(2545AC)	ORINDAWOODS DR.	EL NIDO RANCH RD.	6010	1	1,190	30	35,700	C	AC/AC	ArtCol	83	83	90	$30,781	47,405	LIGHT MAINTENANCE
SANTA MARIA WY. (2544B)	ALTARINDA ROAD	SANTA MARIA WAY (PRIVATE)	6015	3	327	38	12,426	R	AC/AC	Local	86	84	91	$10,714	23,650	LIGHT MAINTENANCE
VIA FLOREADO 2545Q)	ST. STEPHENS DR.	VIA FLOREADO STA. 2890	6102	1	2,890	25	72,250	R	AC/AC	Local	91	89	95	$62,296	25,602	LIGHT MAINTENANCE
MINER RD. (2444C)	SYCAMORE RD	PAVT CHANGE	7001	2C	920	23	21,160	C	AC/AC	ArtCol	86	84	91	$18,245	24,105	LIGHT MAINTENANCE
CAMINO SOBRANTE (2544C)	LA ESPIRAL	MINER ROAD	7101	4A	2,354	21	49,434	R	AC	Local	83	80	88	$42,623	23,400	LIGHT MAINTENANCE
MANZANITA DR. (2445F)	CAMINO PABLO	CREEK BRIDGE	8001	1	580	24	13,920	R	AC/AC	Local	89	87	93	$12,002	23,409	LIGHT MAINTENANCE
LOS ALTOS (2354C)	CAMINO DON MIGUEL	BOBOLINK RD.	8104	1	385	22	8,470	R	AC	Local	81	78	86	$7,303	23,332	LIGHT MAINTENANCE
SANTA LUCIA (2445H)	CAMINO DON MIGUEL	CUL-DE-SAC	8105	1	435	20	8,700	R	AC/AC	Local	86	84	91	$7,501	23,657	LIGHT MAINTENANCE
TARRY LN. (2555H)	COP N/O 52 TARRY LN	VAN TASSEL LN.	9101	2	1,562	23	35,926	R	AC/AC	Local	86	83	90	$30,976	24,309	LIGHT MAINTENANCE
VAN TASSEL LN. (2555F)	LOMBARDY LANE	VAN RIPPER	9202	1A	1,635	24	39,240	R	AC/AC	Local	90	88	94	$33,834	24,785	LIGHT MAINTENANCE
KATRINA CT. (2555Q)	VAN TASSEL LANE	CUL-DE-SAC	9203	1	275	21	5,775	R	AC/AC	Local	91	89	95	$4,979	25,962	LIGHT MAINTENANCE
IRVING LANE	LOMBARDY LANE	VAN RIPPER LANE	9210	1	1,296	21	27,216	R	AC/AC	Local	91	89	95	$23,466	25,962	LIGHT MAINTENANCE
CAMINO PABLO	MINER RD	ARDILLA ROAD/NORTH LN	A11003	1A	1,600	43	68,800	A	AC/AC	ArtCol	91	89	94	$59,321	32,944	LIGHT MAINTENANCE
CAMINO PABLO	MONTE VISTA RD.	BEAR CREEK RD.	A11004	1	1,600	44	70,400	A	AC/AC	ArtCol	74	74	82	$60,700	44,000	LIGHT MAINTENANCE
MORAGA WAY	BRYANT WAY	CAMINO PABLO	A12001	1AAC	870	63	54,810	A	AC/AC	ArtCol	84	84	91	$47,258	61,395	LIGHT MAINTENANCE
MORAGA WAY	OVERHILL RD	CAMINO ENCINAS (N)	A12001	2	1,385	40	55,400	A	AC/AC	ArtCol	83	83	90	$47,767	58,503	LIGHT MAINTENANCE
MORAGA WAY	CAMINO ENCINAS	LLOYD LN	A12001	3	1,445	38	54,910	A	AC/AC	ArtCol	74	74	82	$47,345	42,573	LIGHT MAINTENANCE
MORAGA WAY	LLOYD LN	BROOKSIDE RD	A12001	4	1,518	38	57,684	A	AC/AC	ArtCol	75	75	83	$49,736	44,553	LIGHT MAINTENANCE
MORAGA WAY	BROOKSIDE RD	GLORIETTA BLVD	A12001	5	2,058	38	78,204	A	AC/AC	ArtCol	75	75	83	$67,429	44,553	LIGHT MAINTENANCE
MORAGA WAY	GLORIETTA BLVD	ORCHARD RD	A12002	1	1,849	44	81,356	A	AC/AC	ArtCol	77	77	85	$70,147	48,795	LIGHT MAINTENANCE
MORAGA WAY	ORCHARD RD	VALLEY VIEW DR	A12002	2	1,667	42	70,014	A	AC/AC	ArtCol	73	73	81	$60,368	40,768	LIGHT MAINTENANCE
MORAGA WAY	VALLEY VIEW DR	WOODLAND RD	A12002	3	1,082	44	47,608	A	AC/AC	ArtCol	76	76	84	$41,049	46,655	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

										Treatment Total			$1,593,269			
BROOKWOOD RD. (2744A)	SPRING RD.	CAMINO PABLO	14002	1	2,100	26	54,600	C	AC/AC	ArtCol	93	88	89	$26	5,111,472	SEAL CRACKS
BROOKWOOD RD. (2744A)	CAMINO PABLO	MORAGA WAY	14002	2	335	47	15,745	A	AC/AC	ArtCol	82	80	81	$111	1,133,050	SEAL CRACKS
HIDDEN VALLEY	ST STEPHENS DRIVE	SR 24 ON RAMP	20030	1	950	32	30,400	C	AC/AC	ArtCol	82	79	81	$184	965,854	SEAL CRACKS
BRYANT WAY	MORAGA WAY	DAVIS ROAD	20120	2	480	30	14,400	A	AC/AC	ArtCol	89	85	86	$47	1,415,359	SEAL CRACKS
WILDER RD.	ORINDA FIELDS LANE	HWY 24 EB ON-RAMP	20210	1	526	27	14,202	C	AC	ArtCol	89	85	86	$57	856,704	SEAL CRACKS
WILDER RD.	HWY 24 EB ON-RAMP	BRIDGE DECKING (S)	20210	2	357	40	14,280	C	AC/AC	ArtCol	92	88	89	$13	2,925,894	SEAL CRACKS
ALTARINDA RD.	SANTA MARIA WY	COP N/O SANTA MARIA WAY	20300	1	800	37	29,600	C	AC	ArtCol	89	85	86	$118	856,345	SEAL CRACKS
ALTARINDA RD.	COP N/O SANTA MARIA WAY	ORINDA WOODS DR	20300	2	452	37	16,724	C	AC	ArtCol	82	78	80	$110	688,264	SEAL CRACKS
RHEEM BLVD	CITY LIMITS	ZANDER DRIVE	3023	1	834	39	32,526	A	AC/AC	ArtCol	89	85	86	$106	1,412,956	SEAL CRACKS
RHEEM BLVD	ZANDER DRIVE	1066' W/ZANDER DRIVE	3023	2	1,066	29	30,914	A	AC/AC	ArtCol	92	88	89	$34	3,008,716	SEAL CRACKS
RHEEM BLVD	1066' W/ZANDER DRIVE	CAROLYN COURT	3023	3	1,048	31	32,488	A	AC/AC	ArtCol	92	88	89	$36	3,008,716	SEAL CRACKS
RHEEM BLVD	CAROLYN COURT	MORAGA VIA	3023	4C	1,771	31	54,901	A	AC/AC	ArtCol	89	85	86	$178	1,413,102	SEAL CRACKS
VALLEY VIEW DRIVE	MORAGA WAY	840' W/WOODLAND ROAD	3138	1C	2,150	28	60,200	C	AC/AC	ArtCol	87	84	85	$227	1,200,351	SEAL CRACKS
VALLEY VIEW DRIVE	840' W/WOODLAND ROAD	PGE SUBSTATION	3138	4	1,020	28	28,560	C	AC	ArtCol	90	86	87	$104	878,634	SEAL CRACKS
IVY DRIVE	MORAGA WAY	RISA COURT	4031	1C	2,716	35	89,612	C	AC/AC	ArtCol	88	84	85	$331	916,389	SEAL CRACKS
IVY DRIVE	RISA COURT	DANZA COURT	4031	4	916	35	32,060	C	AC	ArtCol	91	86	87	$121	654,383	SEAL CRACKS
IVY DRIVE	DANZA COURT	PUEBLO COURT	4031	5	1,081	35	37,835	C	AC	ArtCol	93	89	90	$103	814,605	SEAL CRACKS
IVY DRIVE	PUEBLO COURT	MORAGA WAY	4031	6C	1,870	33	61,710	C	AC	ArtCol	92	89	89	$183	788,596	SEAL CRACKS
EL TOYONAL (2254)	LOMA VISTA (EAST)	BONITA LN	5201	2	1,106	18	19,908	R	AC	Local	94	90	90	$46	745,267	SEAL CRACKS
EL TOYONAL (2254)	ALTA VISTA LANE	VISTA DEL ORINDA	5201	7B	2,085	18	37,530	C	AC/AC	ArtCol	93	88	89	$18	5,111,472	SEAL CRACKS
LAS PIEDRAS (2244B)	VISTA DEL ORINDA	LOMAS CANTADAS	5205	1	885	22	19,470	C	AC/AC	ArtCol	92	88	89	$18	2,904,505	SEAL CRACKS
VISTA DEL ORINDA	EL TOYONAL	LAS PIEDRAS	5206	1	380	22	8,360	C	AC	ArtCol	89	85	86	$33	856,991	SEAL CRACKS
SANTA MARIA WY. (2544B)	ORINDA WAY	ALTARINDA RD	6015	1	426	50	21,300	C	AC/AC	ArtCol	89	85	86	$59	1,378,319	SEAL CRACKS
ST. STEPHENS DR.	EL NIDO RANCH RD	LAS VEGAS ROAD	6101	2	2,315	33	76,395	C	AC/AC	ArtCol	89	88	89	$52	9,065,749	SEAL CRACKS
CHARLES HILL RD. (2444A)	EL NIDO RANCH RD.	CHARLES HILL PL	6201	1C	470	38	17,860	C	AC/AC	ArtCol	88	85	86	$50	1,372,375	SEAL CRACKS
CHARLES HILL RD. (2444A)	CHARLES HILL PL	HONEY HILL ROAD	6201	1D	1,380	21	28,980	C	AC/AC		88	85	86	$81	1,372,221	SEAL CRACKS

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CHARLES HILL RD. (2444)	SOULE RD	DIABLO VIEW DR	6201	4	2,035	21	42,735	R	AC	Local	89	88	89	$119	1,774,692	SEAL CRACKS
CAMINO SOBRANTE (2544C)	ORINDA WAY	EL RIBERO (SOUTH)	7101	1	3,050	26	79,300	C	AC	ArtCol	89	85	86	$315	856,327	SEAL CRACKS
CAMINO SOBRANTE (2544C)	CAMINO PABLO	ORINDA WAY	7101	5	430	38	16,340	A	AC/AC	ArtCol	89	85	86	$53	1,419,495	SEAL CRACKS
LOMBARDY LN. (2554)	VAN RIPPER (S)	VAN RIPPER (N)	9201	3	1,369	26	35,594	C	AC/AC	ArtCol	84	83	84	$157	1,832,310	SEAL CRACKS
LOMBARDY LN. (2554)	VAN RIPPER (N)	DALEWOOD DR	9201	4	1,238	25	30,950	C	AC/AC	ArtCol	92	88	89	$27	2,974,476	SEAL CRACKS
CAMINO PABLO	MORAGA WAY	SANTA MARIA WAY	A11002	0	2,212	73	161,476	A	AC/AC	ArtCol	89	88	89	$132	8,928,855	SEAL CRACKS
CAMINO PABLO	SANTA MARIA WAY	CAMINO SOBRANTE	A11002	1A	1,979	65	128,635	A	AC/AC	ArtCol	89	88	89	$106	8,928,855	SEAL CRACKS
CAMINO PABLO	CAMINO SOBRANTE	ORINDA WAY	A11002	2	938	65	60,970	A	AC/AC	ArtCol	89	88	89	$50	8,928,855	SEAL CRACKS
CAMINO PABLO	ORINDA WAY	MINER RD	A11002	3	1,058	64	67,712	A	AC/AC	ArtCol	89	88	89	$56	8,928,855	SEAL CRACKS
MORAGA WAY	WOODLAND RD	IVY DR (WEST)	A12002	4	1,092	42	45,864	A	AC/AC	ArtCol	84	82	83	$275	1,133,545	SEAL CRACKS
MORAGA WAY	IVY DR (WEST)	SOUTHWAITE CT	A12002	5	1,013	42	42,546	A	AC/AC	ArtCol	85	82	84	$234	1,226,873	SEAL CRACKS
MORAGA WAY	SOUTHWAITE CT	CAMINO MORAGA	A12002	6	1,425	42	59,850	A	AC/AC	ArtCol	84	82	83	$359	1,133,545	SEAL CRACKS
MORAGA WAY	CAMINO MORAGA	CORAL DR	A12003	1A	1,824	37	67,488	A	AC/AC	ArtCol	75	71	74	$671	647,274	SEAL CRACKS
MORAGA WAY	CORAL DR	IVY DR (EAST)	A12003	2	1,776	38	67,488	A	AC/AC	ArtCol	86	83	84	$334	1,341,551	SEAL CRACKS
ORINDA WAY	540 FT N/O SANTA MARIA WAY	IRWIN WAY	A15001	3	1,150	45	51,750	A	AC/AC	ArtCol	92	88	89	$56	3,025,531	SEAL CRACKS
ORINDA WAY	IRWIN WAY	CAMINO PABLO	A15001	4	1,104	44	48,576	A	AC/AC	ArtCol	92	88	89	$53	3,025,531	SEAL CRACKS
LOMAS CANTADAS	CITY LIMITS	TRES MESAS	A17001	1A	2,028	22	44,616	C	AC/AC	ArtCol	92	88	89	$41	2,904,505	SEAL CRACKS
LOMAS CANTADAS	TRES MESAS	LAS PIEDRAS	A17001	2	1,367	22	30,074	C	AC/AC	ArtCol	92	88	89	$27	2,904,505	SEAL CRACKS
													Treatment Total	$5,510		

Year 2025 Area Total 3,810,387 Year 2025 Total $1,598,778

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
BATES BLVD. (2745AW)	WARFORD TERR	MUTH DR (N)	11001	3	2,179	32	69,728	R	AC	Local	68	63	100	$255,669	24,094	LIGHT REHAB
NONIE RD.	TARA RD	END	20190	1	185	15	2,775	R	AC/AC	Local	66	61	100	$10,175	24,161	LIGHT REHAB
SILVERWOOD RD.	TAHOS RD	CITY LIMIT	20200	1	242	29	7,018	R	AC	Local	69	64	100	$25,733	23,610	LIGHT REHAB
ARROYO DRIVE	IVY DRIVE	CITY LIMITS	4004	1	432	24	10,368	R	AC/AC	Local	66	61	100	$38,016	23,853	LIGHT REHAB

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment Current PCI	Treatment PCI Before	Treatment PCI After	Treatment Cost	Rating	Treatment
RISA COURT	IVY DRIVE	CUL-DE-SAC	4010	1	670	27	18,090	R	AC	Local	67	62	100	$66,330	24,548	LIGHT REHAB
											Treatment Total			$395,923		
SUNDOWN TR. (2555AD)	SILVER OAK	HAPPY VALLEY RD	10008	2	815	38	30,970	R	AC		88	83	90	$26,703	22,685	LIGHT MAINTENANCE
MUTH DR. (2745AM)	WANDA LN	BATES BLVD (E)	11002	3	1,126	26	29,276	R	AC	Local	84	79	87	$25,242	22,055	LIGHT MAINTENANCE
SOUTHWOOD DR. (2745AZ)	TARA RD	COP 1,150'	12001	2	1,150	22	25,300	R	AC/AC	Local	83	78	86	$21,814	21,810	LIGHT MAINTENANCE
SCENIC DR. (2745 C)	NORTHERLY PROP LINE 68 SCENIC	ORCHARD ROAD	12019	2	1,685	26	43,810	R	AC	Local	85	80	88	$37,774	23,334	LIGHT MAINTENANCE
ORCHARD RD. (2945 D)	BROOKSIDE ROAD	GLORIETTA BLVD	12029	2C	2,071	23	47,633	R	AC	Local	84	79	87	$41,070	22,055	LIGHT MAINTENANCE
PARKWAY CT. (2847 B)	GLORIETTA BLVD.	END	12035	1	960	22	21,120	R	AC	Local	85	80	88	$18,210	23,717	LIGHT MAINTENANCE
BEL AIR DR. (2847 J)	PARKLANE DR.	CUL-DE-SAC	12037	1	1,380	25	34,500	R	AC/AC	Local	87	84	91	$29,747	24,594	LIGHT MAINTENANCE
MEADOW VIEW RD. (2745Q)	CUL DE SAC EAST OF GLORIETTA BLVD	GLORIETTA BLVD	12042	1	1,575	22	34,650	R	AC/AC	Local	87	84	91	$29,876	23,861	LIGHT MAINTENANCE
GLORIETTA BLVD (2731 B)	MORAGA WAY	SHADOW CREEK LN	13000	1A	1,585	30	47,550	A	AC/AC	ArtCol	92	86	92	$40,999	24,353	LIGHT MAINTENANCE
GLORIETTA BLVD (2731 B)	SHADOW CREEK LN	RHEEM BLVD	13000	2	1,475	30	44,250	A	AC/AC	ArtCol	92	86	92	$38,153	24,353	LIGHT MAINTENANCE
BARBARA RD.(2645D)	SPRING RD.	OAK RD.	14005	1	1,200	20	24,000	R	AC/AC	Local	84	79	87	$20,693	22,962	LIGHT MAINTENANCE
CREST VIEW DR.	COP 2,305' W/O CULVER CT	CUL DE SAC	20260	4	914	22	20,108	R	AC	Local	87	83	90	$17,338	22,718	LIGHT MAINTENANCE
OAK DRIVE	1000' W/MORAGA WAY	CUL-DE-SAC	3139	2	1,421	18	25,578	R	AC/AC	Local	92	89	95	$22,054	29,545	LIGHT MAINTENANCE
CORTE HOLGANZA	IVY DRIVE	CUL-DE-SAC	4001	1	203	27	5,481	R	AC/AC	Local	92	89	95	$4,726	29,649	LIGHT MAINTENANCE
DARNBY COURT	ARDITH DRIVE	CUL-DE-SAC	4024	1	471	25	11,775	R	AC	Local	82	77	85	$10,153	23,091	LIGHT MAINTENANCE
LAVINA COURT	IVY DRIVE	CUL-DE-SAC	4029	1	675	24	16,200	R	AC	Local	82	77	85	$13,968	23,146	LIGHT MAINTENANCE
IVY DRIVE	MORAGA WAY	END	4031	8C	1,042	32	33,344	R	AC	Local	80	75	83	$28,750	22,352	LIGHT MAINTENANCE
CORAL DRIVE	MORAGA WAY	IVY DR	4046	1C	1,720	33	56,760	UL	AC/AC	Local	89	85	92	$48,940	24,866	LIGHT MAINTENANCE
MEADOWLANDS COURT	MORAGA WAY	CUL-DE-SAC	4121	1	128	24	3,072	R	AC/AC	Local	88	84	91	$2,649	23,590	LIGHT MAINTENANCE
LA CRESTA ROAD	DON GABRIEL WAY	EL NIDO COURT	4145	1C	1,701	21	35,721	R	AC/AC	Local	87	84	90	$30,799	23,834	LIGHT MAINTENANCE
CLAREMONT AVE (2345G)	CAMINO PABLO	HOLLY LANE	5101	1	1,930	22	42,460	R	AC/AC	Local	87	83	90	$36,610	22,036	LIGHT MAINTENANCE
EL TOYONAL (2254)	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	1500' W/O VISTA DEL ORINDA	5201	8B	1,100	18	19,800	R	AC	Local	85	80	88	$17,072	24,142	LIGHT MAINTENANCE
CANON DR. (2345D)	EL TOYONAL	CUL-DE-SAC	5202	1	3,650	15	54,750	R	AC	Local	85	80	88	$47,207	24,134	LIGHT MAINTENANCE

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
IRONBARK CR. (2545AQ)	ORINDAWOODS DR. (W)	ORINDAWOODS DR. (E)	6007	1	1,988	28	55,664	R	AC/AC	Local	92	90	95	$47,995	30,105	LIGHT MAINTENANCE
IRONBARK PL.(2545AS)	IRONBARK CR.	CUL-DE-SAC	6009	1	365	29	10,585	R	AC/AC	Local	92	90	95	$9,127	29,846	LIGHT MAINTENANCE
CHARLES HILL CR. (2755A)	CHARLES HILL RD. (S)	CHARLES HILL RD. (N)	6204	1	2,800	20	56,000	R	AC	Local	80	75	83	$48,284	22,382	LIGHT MAINTENANCE
HONEY HILL RD.	CHARLES HILL RD.	MINER RD.	6206	1	2,048	22	45,056	C	AC/AC	ArtCol	88	83	90	$38,848	24,659	LIGHT MAINTENANCE
MINER RD. (2444C)	CAMINO PABLO	BIEN VENIDA	7001	1A	1,480	27	39,960	A	AC/AC	ArtCol	92	86	92	$34,454	24,297	LIGHT MAINTENANCE
MINER RD. (2444C)	BIEN VENIDA	CAMINO DON MIGUEL	7001	1B	1,895	27	51,165	A	AC/AC	ArtCol	92	86	92	$44,116	24,297	LIGHT MAINTENANCE
MINER RD. (2444C)	CAMINO DON MIGUEL	LOMBARDY LN	7001	1C	1,950	26	50,700	A	AC/AC	ArtCol	92	86	92	$43,715	24,297	LIGHT MAINTENANCE
MINER RD. (2444C)	PAVT CHANGE	GARDINER CT.	7001	3A	1,630	21	34,230	C	AC	ArtCol	93	87	93	$29,514	22,497	LIGHT MAINTENANCE
MINER RD. (2444C)	HONEY HILL RD.	LONGWORTH	7001	4A	1,050	22	23,100	R	AC	Local	78	73	81	$19,917	21,984	LIGHT MAINTENANCE
MINER RD. (2444C)	LONGWORTH	DIABLO VIEW DR	7001	4B	1,430	20	28,600	R	AC	Local	79	74	82	$24,660	23,109	LIGHT MAINTENANCE
OAK LANE (2655C)	MINER RD.	END	7003	1	230	17	3,910	R	AC/AC	Local	89	85	91	$3,371	23,396	LIGHT MAINTENANCE
LA NORIA (2545F)	CAMINO SOBRANTE (S)	CAMINO SOBRANTE (N)	7106	1	1,530	15	22,950	R	AC	Local	92	90	95	$19,788	29,745	LIGHT MAINTENANCE
HACIENDA CIRCLE	ACACIA DR (N)	HACIENDA CIRCLE	8106	1	1,200	22	26,400	R	AC/AC	Local	92	90	95	$22,763	30,440	LIGHT MAINTENANCE
LOMBARDY LN. (2554)	MINER ROAD	TARRY LANE	9201	1A	1,136	25	28,400	C	AC/AC	ArtCol	92	90	95	$24,487	38,307	LIGHT MAINTENANCE
VAN TASSEL LN. (2555F)	VAN RIPPER	SUNNYSIDE	9202	2	1,271	20	25,420	R	AC/AC	Local	92	90	95	$21,918	30,643	LIGHT MAINTENANCE
VAN TASSEL LN. (2555F)	SUNNYSIDE	TARRY LANE	9202	3	874	20	17,480	R	AC/AC	Local	92	90	95	$15,072	30,643	LIGHT MAINTENANCE
SUNNYSIDE LN. (2555T)	VAN TASSEL LANE	END	9205	1	1,780	23	40,940	R	AC/AC	Local	92	90	95	$35,299	30,657	LIGHT MAINTENANCE
ST. JAMES CT. (2555E)	VAN RIPPER LANE	CUL-DE-SAC	9209	1	790	19	15,010	R	AC/AC	Local	92	90	95	$12,942	30,791	LIGHT MAINTENANCE
IRVING CT. (2555D)	IRVING LANE	CUL-DE-SAC	9211	1	208	21	4,368	R	AC/AC	Local	92	90	95	$3,766	30,603	LIGHT MAINTENANCE
CAMINO PABLO	ARDILLA ROAD/NORTH LN	SOL BRAE WY	A11003	2	2,040	39	79,560	A	AC/AC	ArtCol	92	86	92	$68,598	24,367	LIGHT MAINTENANCE
OLD CAMINO PABLO	NORTH LANE	ARDILLA ROAD	A11005	2	1,139	20	22,780	R	AC	Local	85	82	89	$19,641	24,132	LIGHT MAINTENANCE
											Treatment Total			$1,198,822		
FALLEN LEAF TR. (2555AC	DALEWOOD DR.	CUL-DE-SAC	10007	1	845	29	24,505	R	AC	Local	85	87	88	$72	1,111,803	SEAL CRACKS
TAHOS RD. (2745AS)	NORTHERLY PROP LINE 445 TAHOS	NORTHERLY PROP LINE 565 TAHOS	11007	2	1,698	29	49,242	R	AC	Local	87	89	90	$124	1,139,164	SEAL CRACKS
OVERHILL RD. (2744G)	MORAGA WAY	WESTWOOD CT	12010	1A	1,186	25	29,650	C	AC	ArtCol	83	85	86	$121	860,592	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
OVERHILL RD. (2744G)	HIGHLAND COURT	BROADVIEW TERR	12010	3	1,242	23	28,566	C	AC	ArtCol	83	85	86	$117	860,592	SEAL CRACKS
VALLEY DR. (2835 B)	SCENIC DR.	HEATHER LN.	12022	1	2,500	23	57,500	R	AC	Local	83	86	87	$194	1,081,095	SEAL CRACKS
ESTATES DR. (2745 F)	BROOKSIDE ROAD	SCENIC DRIVE	12025	2	2,803	27	75,681	R	AC	Local	79	82	84	$335	981,479	SEAL CRACKS
SALLY ANN RD. (2847 A)	GLORIETTA BLVD.	PARKWAY CT.	12034	1	900	22	19,800	R	AC	Local	87	89	90	$47	1,232,028	SEAL CRACKS
KNICKERBOCKER LN(2645G)	SPRING RD.	STEIN WAY	14007	1	1,300	30	39,000	R	AC/AC	Local	85	88	89	$26	5,182,500	SEAL CRACKS
MIRA FLORES	LAS VEGAS	EL GAVILAN	20080	1	227	18	4,086	R	AC	Local	87	89	90	$10	1,145,531	SEAL CRACKS
HEATHER LN.	WEST END	EAST END	20240	1	775	26	20,150	R	AC	Local	74	78	80	$114	933,810	SEAL CRACKS
HEATHER LN.	Scenic Drive	Private Street	20240	2	520	25	13,000	R	AC	Local	87	89	90	$33	1,150,625	SEAL CRACKS
CREST VIEW DR.	CULVER COURT	COP 2,305' W/O CULVER CT	20260	3	2,305	22	50,710	R	AC	Local	86	88	89	$141	1,092,189	SEAL CRACKS
KENMORE CT.	LOST VALLEY DR.	CUL-DE-SAC	20270	1	492	25	12,300	R	AC	Local	87	89	90	$31	1,159,369	SEAL CRACKS
EDGEWOOD RD.	LOST VALLEY DR.	END	20290	1	601	23	13,823	R	AC	Local	87	89	90	$35	1,161,676	SEAL CRACKS
KEITH DRIVE	EVANS PL	DONALD DRIVE	3003	2	537	24	12,888	R	AC	Local	87	89	90	$31	1,230,669	SEAL CRACKS
DONALD DRIVE	CUL-DE-SAC	HALL DRIVE	3018	1C	2,587	29	75,023	R	AC/AC	Local	85	88	89	$52	4,940,294	SEAL CRACKS
DONALD DRIVE	HALL DRIVE	ALICE LANE	3018	4	645	25	16,125	R	AC/AC	Local	84	87	88	$23	2,521,950	SEAL CRACKS
ARDOR DRIVE	LOMA LINDA COURT	MORAGA WAY	3020	2	268	26	6,968	R	AC	Local	83	86	87	$24	1,076,747	SEAL CRACKS
MORAGA VIA	GLORIETTA BLVD.	VIRGINIA DRIVE	3025	4	911	21	19,131	R	AC/AC	Local	84	87	88	$27	2,568,745	SEAL CRACKS
VIRGINIA DRIVE	GLORIETTA BLVD	MORAGA VIA	3026	1	766	24	18,384	R	AC	Local	84	86	87	$59	1,050,593	SEAL CRACKS
LOST VALLEY DRIVE	EDGEWOOD RD	CUL-DE-SAC	3138	10C	932	24	22,368	R	AC	Local	84	86	87	$72	1,047,803	SEAL CRACKS
LOST VALLEY DRIVE	PGE SUBSTATION	700' W OF PGE SUBSTATION	3138	5	700	24	16,800	R	AC	Local	83	86	87	$54	1,215,275	SEAL CRACKS
LOST VALLEY DRIVE	700' W OF PGE SUBSTATION	PL BET. 17/19 LOST VALLEY DR	3138	6	1,020	24	24,480	R	AC	Local	81	84	86	$93	1,085,468	SEAL CRACKS
RAMONA DRIVE	IVY DRIVE	ARROYO DRIVE	4003	1	1,063	23	24,449	R	AC	Local	85	87	88	$72	1,112,761	SEAL CRACKS
RAE COURT	FIESTA CIRCLE	CUL-DE-SAC	4007	1	115	26	2,990	R	AC	Local	88	90	91	$7	1,220,202	SEAL CRACKS
RYDAL COURT	EASTWOOD DRIVE	CUL-DE-SAC	4014	1	143	25	3,575	R	AC	Local	88	90	91	$8	1,220,107	SEAL CRACKS
WANFLETE CT	CORAL DRIVE	CUL-DE-SAC	4016	1	397	25	9,925	R	AC	Local	87	89	90	$25	1,154,049	SEAL CRACKS
WHITEHALL DRIVE	MORAGA WAY	735' E/O MORAGA WAY	4023	1	735	33	24,255	R	AC	Local	87	89	90	$58	1,233,143	SEAL CRACKS
EL CAMINO MORAGA	DONNA MARIA WAY	DON GABRIEL WAY	4132	1	693	26	18,018	R	AC	Local	84	87	88	$56	1,156,245	SEAL CRACKS
RITA WAY	DONNA MARIA WAY	DOLORES WAY	4134	1	585	23	13,455	R	AC	Local	86	88	89	$36	1,179,424	SEAL CRACKS
ALTAMOUNT DRIVE	LA CRESTA ROAD	MORAGA WAY	4143	1C	1,215	21	25,515	R	AC	Local	85	87	88	$75	1,112,627	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
LA CRESTA ROAD	EL NIDO COURT	WOODLAND RIOAD	4145	3C	1,576	21	33,096	R	AC	Local	87	89	90	$79	1,233,143	SEAL CRACKS
EL TOYONAL (2254)	BONITA LN	LA ENCINAL	5201	3	1,676	18	30,168	R	AC/AC	Local	95	89	89	$5	15,494,510	SEAL CRACKS
EL TOYONAL (2254)	VISTA DEL ORINDA	400' W/O VISTA DEL ORINDA (425 EL TOYONAL)	5201	8A	400	18	7,200	R	AC/AC	Local	95	89	89	$1	15,494,510	SEAL CRACKS
LOMA VISTA DR. (2345C)	EL TOYONAL (WEST)	EL DORADO LN	5203	1A	1,360	19	25,840	C	AC/AC	ArtCol	82	87	88	$43	3,572,855	SEAL CRACKS
ARDILLA RD. (2345E)	CAMINO PABLO	NORTH LANE	5301	1	1,800	21	37,800	R	AC	Local	77	81	82	$186	969,859	SEAL CRACKS
KITE HILL RD. (2545AN)	ORINDAWOODS DR.	LA CUESTA	6002	1	1,765	25	44,125	R	AC	Local	85	88	89	$123	1,223,679	SEAL CRACKS
CHARLES HILL RD. (2444)	HONEY HILL ROAD	SOULE RD	6201	3	1,980	21	41,580	R	AC/AC	Local	85	88	89	$10	15,226,172	SEAL CRACKS
OAK FLAT RD. (2755C)	CHARLES HILL RD.	CUL-DE-SAC	6203	1	390	15	5,850	R	AC/AC	Local	95	89	89	$1	15,494,510	SEAL CRACKS
BROOKBANK RD. (2655A)	MINER RD.	CUL-DE-SAC	7002	1	865	19	16,435	R	AC	Local	87	89	90	$42	1,124,354	SEAL CRACKS
VALLEY VIEW RD.	MINER RD.	CUL-DE-SAC	7004	1	1,685	24	40,440	R	AC	Local	85	87	88	$118	1,111,114	SEAL CRACKS
RANCH RD. (2655D)	MINER RD.	END	7005	1	700	18	12,600	R	AC	Local	88	90	91	$29	1,178,741	SEAL CRACKS
CAMINO SOBRANTE (2544C)	EL RIBERO (NORTH)	LA NORIA (SOUTH)	7101	3A	1,450	21	30,450	R	AC	Local	83	86	87	$103	1,082,499	SEAL CRACKS
CAMINO SOBRANTE (2544C)	LA NORIA (SOUTH)	LA ESPIRAL	7101	3B	1,946	21	40,866	R	AC	Local	85	88	89	$114	1,222,890	SEAL CRACKS
LA ESPIRAL (2544D)	CAMINO SOBRANTE SOUTH	2,400' COP	7201	1A	2,400	20	48,000	R	AC/AC	Local	95	89	89	$7	15,494,510	SEAL CRACKS
EL GAVILAN (2545R)	LA ESPIRAL	END	7205	1	2,700	18	48,600	R	AC	Local	84	86	87	$156	1,053,783	SEAL CRACKS
VISTA DEL MAR(2445K)	DEL MAR COURT	PRIVATE ROAD	8102	2	725	25	18,125	R	AC	Local	87	89	90	$43	1,230,441	SEAL CRACKS
DEL MAR CT. (2445L)	VISTA DEL MAR	CUL-DE-SAC	8103	1	430	25	10,750	R	AC	Local	87	89	90	$27	1,136,893	SEAL CRACKS
SLEEPY HOLLOW LN (2555K)	LOMBARDY LANE	SOUTHERLY EDGE NORMANDY LANE	9001	1A	2,750	22	60,500	UL	AC/AC	Local	79	83	85	$209	1,461,263	SEAL CRACKS
RIDGE LN. (2555N)	EAST END	WEST END	9003	1	740	18	13,320	R	AC	Local	87	90	91	$30	1,344,072	SEAL CRACKS
SUNNYSIDE CT. (2555U)	SUNNYSIDE LANE	CUL-DE-SAC	9207	1	360	26	9,360	R	AC	Local	87	89	90	$24	1,125,634	SEAL CRACKS
VAN RIPPER LN. (2555B)	LOMBARDY LANE	VAN TASSEL LANE	9208	1	3,840	19	72,960	R	AC	Local	87	89	90	$186	1,125,724	SEAL CRACKS
OLD CAMINO PABLO	END - WEST OF CLAREMONT	END - EAST OF CLAREMONT	A11005	1	394	18	7,092	R	AC/AC	Local	95	89	89	$1	15,494,510	SEAL CRACKS
MORAGA WAY	CAMINO PABLO	OVERHILL RD	A12001	1C	510	50	25,500	A	AC/AC	ArtCol	79	84	85	$115	1,694,796	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

													Treatment Total			$3,823	
							Year 2026 Area Total		2,951,384				Year 2026 Total			$1,598,567	

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
CORTE SOMBRITA	IVY DRIVE	CUL-DE-SAC	4002	1	270	27	7,290	R	AC/AC	Local	54	46	100	$71,960	10,719	HEAVY REHAB
													Treatment Total	$71,960		
NORTHWOOD CT. (2745X)	NORTHWOOD DR.	CUL-DE-SAC	12004	1	235	22	5,170	R	AC/AC	Local	70	65	75	$13,758	9,695	HEAVY MAINTENANCE
PUEBLO COURT	IVY DRIVE	CUL-DE-SAC	4005	1	247	24	5,928	R	AC	Local	73	66	76	$15,775	7,777	HEAVY MAINTENANCE
EL SUENO (2545U)	CAMINO SOBRANTE	CUL-DE-SAC	7108	1	525	15	7,875	R	AC/AC	Local	72	67	76	$20,956	9,543	HEAVY MAINTENANCE
NORMANDY LN.(2555M)	SLEEPY HOLLOW LN.	RIDGE LN.	9002	1	1,290	20	25,800	R	AC/AC	Local	72	66	76	$68,657	8,634	HEAVY MAINTENANCE
													Treatment Total	$119,146		
LONGVIEW TERRACE	ORCHARD ROAD	CUL-DE-SAC	3019	1	331	20	6,620	R	AC/AC	Local	71	65	100	$24,273	21,939	LIGHT REHAB
SAGER COURT	DONNA MARIA WAY	CUL-DE-SAC	4133	1	357	25	8,925	R	AC	Local	69	62	100	$32,725	24,413	LIGHT REHAB
STANTON AVE. (2345H)	STANTON CT.	CLAREMONT	5102	1	560	30	16,800	R	AC/AC	Local	66	60	100	$61,600	24,220	LIGHT REHAB
HARRAN CR. (2545AE)	E. ALTARINDA DR.	CUL-DE-SAC	6011	1	267	26	6,942	R	AC	Local	70	63	100	$25,454	23,917	LIGHT REHAB
LA SENDA (2545W)	LA NORIA	CUL-DE-SAC	7107	1	330	16	5,280	R	AC/AC	Local	71	66	100	$19,360	21,383	LIGHT REHAB
WASHINGTON LN. (2555L)	SLEEPY HOLLOW LANE	END	9004	1	533	21	11,193	UL	AC/AC	Local	73	67	100	$41,041	21,848	LIGHT REHAB
													Treatment Total	$204,453		
BATES BLVD. (2745AW)	MUTH DR (N)	TAHOS RD	11001	4	1,077	32	34,464	R	AC/AC	Local	92	89	95	$29,716	37,721	LIGHT MAINTENANCE
SILVERWOOD CT. (2745AX)	TAHOS RD.	CUL-DE-SAC	11008	1	300	29	8,700	R	AC	Local	92	89	95	$7,501	37,338	LIGHT MAINTENANCE
BROOKWOOD RD. (2744A)	CAMINO PABLO	MORAGA WAY	14002	2	335	47	15,745	A	AC/AC	ArtCol	82	79	87	$13,576	42,584	LIGHT MAINTENANCE
HIDDEN VALLEY	ST STEPHENS DRIVE	SR 24 ON RAMP	20030	1	950	32	30,400	C	AC/AC	ArtCol	82	78	86	$26,212	29,624	LIGHT MAINTENANCE
STRAWBERRY HOLLOW	CHARLES HILL ROAD	END	20090	1	248	17	4,216	R	AC	Local	89	82	90	$3,635	23,392	LIGHT MAINTENANCE
BRYANT WAY	MORAGA WAY	DAVIS ROAD	20120	2	480	30	14,400	A	AC/AC	ArtCol	89	83	90	$12,416	30,501	LIGHT MAINTENANCE
WILDER RD.	ORINDA FIELDS LANE	HWY 24 EB ON-RAMP	20210	1	526	27	14,202	C	AC	ArtCol	89	82	90	$12,245	24,557	LIGHT MAINTENANCE
ALTARINDA RD.	SANTA MARIA WY	COP N/O SANTA MARIA WAY	20300	1	800	37	29,600	C	AC	ArtCol	89	82	90	$25,522	24,558	LIGHT MAINTENANCE
RHEEM BLVD	CITY LIMITS	ZANDER DRIVE	3023	1	834	39	32,526	A	AC/AC	ArtCol	89	83	90	$28,045	30,518	LIGHT MAINTENANCE

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
RHEEM BLVD	ZANDER DRIVE	1066' W/ZANDER DRIVE	3023	2	1,066	29	30,914	A	AC/AC	ArtCol	92	85	92	$26,655	26,468	LIGHT MAINTENANCE
RHEEM BLVD	1066' W/ZANDER DRIVE	CAROLYN COURT	3023	3	1,048	31	32,488	A	AC/AC	ArtCol	92	85	92	$28,012	26,468	LIGHT MAINTENANCE
RHEEM BLVD	CAROLYN COURT	MORAGA VIA	3023	4C	1,771	31	54,901	A	AC/AC	ArtCol	89	83	90	$47,337	30,517	LIGHT MAINTENANCE
VALLEY VIEW DRIVE	MORAGA WAY	840' W/WOODLAND ROAD	3138	1C	2,150	28	60,200	C	AC/AC	ArtCol	87	82	89	$51,906	27,534	LIGHT MAINTENANCE
SANTA MARIA WY. (2544B)	ORINDA WAY	ALTARINDA RD	6015	1	426	50	21,300	C	AC/AC	ArtCol	89	83	90	$18,365	25,447	LIGHT MAINTENANCE
ST. STEPHENS DR.	EL NIDO RANCH RD	LAS VEGAS ROAD	6101	2	2,315	33	76,395	C	AC/AC	ArtCol	89	87	93	$65,869	50,496	LIGHT MAINTENANCE
CHARLES HILL RD. (2444A)	EL NIDO RANCH RD.	CHARLES HILL PL	6201	1C	470	38	17,860	C	AC/AC	ArtCol	88	83	90	$15,399	25,497	LIGHT MAINTENANCE
CHARLES HILL RD. (2444A)	CHARLES HILL PL	HONEY HILL ROAD	6201	1D	1,380	21	28,980	C	AC/AC		88	83	90	$24,987	25,498	LIGHT MAINTENANCE
CHARLES HILL RD. (2444)	SOULE RD	DIABLO VIEW DR	6201	4	2,035	21	42,735	R	AC	Local	89	87	93	$36,847	39,842	LIGHT MAINTENANCE
CAMINO SOBRANTE (2544C)	CAMINO PABLO	ORINDA WAY	7101	5	430	38	16,340	A	AC/AC	ArtCol	89	83	90	$14,089	30,472	LIGHT MAINTENANCE
LOMBARDY LN. (2554)	VAN RIPPER (S)	VAN RIPPER (N)	9201	3	1,369	26	35,594	C	AC/AC	ArtCol	84	82	89	$30,690	49,984	LIGHT MAINTENANCE
CAMINO PABLO	MORAGA WAY	SANTA MARIA WAY	A11002	0	2,212	73	161,476	A	AC/AC	ArtCol	89	87	93	$139,228	60,029	LIGHT MAINTENANCE
CAMINO PABLO	SANTA MARIA WAY	CAMINO SOBRANTE	A11002	1A	1,979	65	128,635	A	AC/AC	ArtCol	89	87	93	$110,912	60,029	LIGHT MAINTENANCE
CAMINO PABLO	CAMINO SOBRANTE	ORINDA WAY	A11002	2	938	65	60,970	A	AC/AC	ArtCol	89	87	93	$52,570	60,029	LIGHT MAINTENANCE
CAMINO PABLO	ORINDA WAY	MINER RD	A11002	3	1,058	64	67,712	A	AC/AC	ArtCol	89	87	93	$58,383	60,029	LIGHT MAINTENANCE
CAMINO PABLO	SOL BRAE WY	MONTE VISTA RD	A11003	3	1,045	39	40,755	A	AC/AC	ArtCol	93	90	95	$35,140	47,245	LIGHT MAINTENANCE
MORAGA WAY	WOODLAND RD	IVY DR (WEST)	A12002	4	1,092	42	45,864	A	AC/AC	ArtCol	84	80	88	$39,545	37,584	LIGHT MAINTENANCE
MORAGA WAY	IVY DR (WEST)	SOUTHWAITE CT	A12002	5	1,013	42	42,546	A	AC/AC	ArtCol	85	81	88	$36,684	38,495	LIGHT MAINTENANCE
MORAGA WAY	SOUTHWAITE CT	CAMINO MORAGA	A12002	6	1,425	42	59,850	A	AC/AC	ArtCol	84	80	88	$51,604	37,584	LIGHT MAINTENANCE
MORAGA WAY	CORAL DR	IVY DR (EAST)	A12003	2	1,776	38	67,488	A	AC/AC	ArtCol	86	82	89	$58,190	39,412	LIGHT MAINTENANCE
ORINDA WAY	END	SANTA MARIA WAY	A15001	1	195	55	10,725	R	AC/AC	Local	94	89	95	$9,247	25,760	LIGHT MAINTENANCE
ORINDA WAY	540 FT N/O SANTA MARIA WAY	IRWIN WAY	A15001	3	1,150	45	51,750	A	AC/AC	ArtCol	92	85	92	$44,620	26,454	LIGHT MAINTENANCE
ORINDA WAY	IRWIN WAY	CAMINO PABLO	A15001	4	1,104	44	48,576	A	AC/AC	ArtCol	92	85	92	$41,883	26,454	LIGHT MAINTENANCE
													Treatment Total	$1,197,029		

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
REDCOACH LN. (2555X)	DALEWOOD DR.	CUL-DE-SAC	10003	1	390	29	11,310	R	AC	Local	85	86	87	$38	1,033,402	SEAL CRACKS
CANDLE TR. (2555AA)	CHANGE OF PAVEMENT	CUL-DE-SAC	10004	2	295	29	8,555	R	AC	Local	74	79	81	$47	944,585	SEAL CRACKS
AMBER VALLEY DR. (2555Y)	DALEWOOD DR.	CUL-DE-SAC	10005	1	1,060	29	30,740	R	AC	Local	88	89	90	$74	1,394,066	SEAL CRACKS
SINGINGWOOD LN. (2555AB)	AMBER VALLEY DR.	CUL-DE-SAC	10006	1	635	29	18,415	R	AC	Local	88	89	90	$44	1,394,066	SEAL CRACKS
SUNDOWN TR. (2555AD)	DALEWOOD DR. (PRIVATE ST.)	SILVER OAK	10008	1	1,035	33	34,155	R	AC	Local	89	90	90	$79	1,370,710	SEAL CRACKS
WARFORD TR. (2745AN)	MUTH DR.	BATES BLVD	11003	1	999	33	32,967	R	AC	Local	83	84	85	$126	1,003,310	SEAL CRACKS
WARFORD TR. (2745AN)	BATES BLVD	CUL-DE-SAC	11003	2	870	20	17,400	R	AC		83	84	85	$68	977,687	SEAL CRACKS
TAHOS RD. (2745AS)	WANDA LANE	NORTHERLY PROP LINE 445 TAHOS	11007	1	1,789	29	51,881	R	AC	Local	84	85	86	$192	974,571	SEAL CRACKS
SOUTHWOOD DR. (2745AZ)	Bates Blvd.	End	12001	3	180	35	6,300	R	AC	Local	84	85	86	$23	974,571	SEAL CRACKS
SOUTHWOOD CT. (2745T)	SOUTHWOOD DR.	CUL-DE-SAC	12002	1	360	23	8,280	R	AC/AC	Local	87	87	88	$8	3,233,860	SEAL CRACKS
HIGHLAND CT, (2745 AE)	OVERHILL RD.	CUL-DE-SAC	12012	1	420	19	7,980	R	AC	Local	88	89	89	$21	1,136,122	SEAL CRACKS
BROADVIEW TR. (2745AD)	OVERHILL RD.	CUL-DE-SAC	12014	1	900	24	21,600	R	AC	Local	89	90	90	$50	1,183,869	SEAL CRACKS
HILLCREST DR. (2745K)	MARTHA RD.	OVERHILL ROAD	12015	1	1,610	23	37,030	UL	AC/AC	Local	79	84	85	$114	1,652,717	SEAL CRACKS
MARTHA RD.(2745H)	HILLCREST RD.	CUL DE SAC	12017	2	1,645	33	54,285	R	AC	Local	89	90	91	$123	1,367,695	SEAL CRACKS
SCENIC CT. (2745 O)	SCENIC DR.	CUL-DE-SAC	12021	1	240	21	5,040	R	AC	Local	75	80	81	$26	953,175	SEAL CRACKS
OWL HILL RD. (2745 AF)	OAK WOOD RD.	ESTATES DR.	12027	1	1,655	22	36,410	R	AC	Local	87	87	88	$107	1,048,089	SEAL CRACKS
OWL HILL CT. (2745 AH)	OWL HILL RD.	CUL-DE-SAC	12028	1	180	22	3,960	R	AC	Local	89	89	90	$10	1,246,147	SEAL CRACKS
BROOKSIDE RD. (2643)	ESTATES DR	ORCHARD RD	12030	1A	465	24	11,160	R	AC	Local	89	90	90	$26	1,180,403	SEAL CRACKS
ORCHARD CT. (2745 Z)	MORAGA WAY	CUL-DE-SAC	12031	1	165	27	4,455	R	AC/AC	Local	81	84	86	$13	1,394,340	SEAL CRACKS
GREAT OAK CR. (2745 AB)	ORCHARD RD.	CUL-DE-SAC	12033	1	155	22	3,410	R	AC	Local	76	80	82	$17	966,978	SEAL CRACKS
BEL AIR CT. (2847K)	BEL AIR DR.	CUL-DE-SAC	12038	1	145	22	3,190	R	AC/AC	Local	77	83	85	$11	1,813,459	SEAL CRACKS
MEADOW VIEW RD. (2745Q)	GLORIETTA BLVD	CUL DE SAC WEST OF GLORIETTA BLVD	12042	2	1,800	22	39,600	R	AC/AC	Local	80	81	83	$176	967,695	SEAL CRACKS
ROBERT RD. (2847 G)	GLORIETTA BLVD.	CITY LIMITS	12044	1	1,230	21	25,830	R	AC/AC	Local	87	87	88	$26	3,150,547	SEAL CRACKS
UNDERHILL RD.(2645C)	SPRING RD.	CAMINO ENCINAS	14004	1	1,600	18	28,800	R	AC	Local	89	90	90	$67	1,184,152	SEAL CRACKS
STEIN WAY	MORAGA WAY	OAK RD.	14010	1	1,210	30	36,300	R	AC/AC	Local	74	79	81	$190	1,067,401	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
STEIN WAY	OAK RD.	KNICKERBOCKER LN.	14010	2	1,530	30	45,900	R	AC/AC	Local	80	84	85	$150	1,312,437	SEAL CRACKS
LA CINTILLA	DIAS DORADOS	CUL-DE-SAC	20060	1	860	17	14,620	R	AC	Local	85	86	87	$49	1,052,103	SEAL CRACKS
IRWIN WAY	ORINDA WAY	END	20130	1	379	22	8,338	R	AC	Local	89	90	91	$19	1,366,798	SEAL CRACKS
BATES CT.	TAHOS RD	END	20180	1	394	29	11,426	R	AC	Local	89	90	90	$27	1,174,115	SEAL CRACKS
WILDER RD.	BIGLEAF RD	ORINDA FIELDS LANE	20205	4	2,725	28	76,300	C	AC	ArtCol	83	82	84	$385	766,268	SEAL CRACKS
SNOW COURT	LOST VALLEY DR	CUL-DE-SAC	20295	1	600	30	18,000	R	AC	Local	88	88	89	$48	1,099,460	SEAL CRACKS
GOODFELLOW DRIVE	ALICE LN	CITY LIMITS	3001	1	709	29	20,561	R	AC	Local	88	89	90	$49	1,393,198	SEAL CRACKS
ALICE LANE	GOODFELLOW DRIVE	ZANDER DRIVER	3002	1C	387	29	11,223	R	AC	Local	82	83	84	$47	939,035	SEAL CRACKS
KEITH DRIVE	WEST END	EVANS PL	3003	1	460	24	11,040	R	AC	Local	88	88	89	$29	1,120,895	SEAL CRACKS
ZANDER DRIVE	ZANDER COURT	ALICE LANE	3004	2	1,339	29	38,831	R	AC/AC	Local	80	81	83	$173	967,695	SEAL CRACKS
LIND COURT	CALVIN DRIVE	CUL-DE-SAC	3006	1	781	26	20,306	R	AC	Local	84	85	86	$74	991,240	SEAL CRACKS
EASTON COURT	HALL DRIVE	CUL-DE-SAC	3010	1	1,010	25	25,250	R	AC	Local	83	85	86	$92	961,548	SEAL CRACKS
RUSTIC WAY	MORAGA VIA	CUL-DE-SAC	3011	1	563	16	9,008	R	AC	Local	76	80	82	$45	966,934	SEAL CRACKS
EVANS PLACE	KEITH DRIVE	CUL-DE-SAC	3012	1	322	24	7,728	R	AC	Local	88	89	90	$20	1,317,083	SEAL CRACKS
ABBOT COURT	MORGA VIA	CUL-DE-SAC	3013	1	339	19	6,441	R	AC	Local	87	87	88	$19	1,044,575	SEAL CRACKS
DUNCAN COURT	DONALD DRIVE	CUL-DE-SAC	3014	1	107	64	6,848	R	AC	Local	89	90	91	$15	1,380,809	SEAL CRACKS
CEDAR LANE	DONALD DRIVE	CUL-DE-SAC	3017	1	859	27	23,193	R	AC	Local	83	84	85	$89	1,003,811	SEAL CRACKS
DONALD DRIVE	ALICE LANE	PRIVATE STREET	3018	5	1,140	29	33,060	R	AC	Local	88	88	89	$87	1,113,793	SEAL CRACKS
MORAGA VIA	VIRGINIA DRIVE	WOODCREST DRIVE (PVT)	3025	1	601	20	12,020	R	AC	Local	82	83	84	$50	939,374	SEAL CRACKS
MORAGA VIA	WOODCREST DRIVE	RUSTIC WAY	3025	2	695	22	15,290	R	AC	Local	82	83	84	$64	939,374	SEAL CRACKS
MORAGA VIA	RUSTIC WAY	RHEEM BLVD	3025	3	834	19	15,846	R	AC/AC	Local	83	89	89	$1	70,462,520	SEAL CRACKS
OAK DRIVE	MORAGA WAY	1000' W/MORAGA WAY	3139	1	1,000	20	20,000	R	AC/AC	Local	83	85	87	$45	1,611,480	SEAL CRACKS
RAE DRIVE	FIESTA CIRCLE	CUL-DE-SAC	4006	1	292	34	9,928	R	AC	Local	86	87	88	$30	1,129,245	SEAL CRACKS
DANZA COURT	IVY DRIVE	CUL-DE-SAC	4008	1	208	27	5,616	R	AC/AC	Local	73	81	82	$27	1,737,000	SEAL CRACKS
CORTE DEL REY	IVY DRIVE	CUL-DE-SAC	4009	1	327	27	8,829	R	AC	Local	89	90	91	$20	1,371,782	SEAL CRACKS
CIELO COURT	IVY DRIVE	CUL-DE-SAC	4011	1	214	25	5,350	R	AC/AC	Local	86	87	88	$7	2,306,964	SEAL CRACKS
CARISBROOK DRIVE	CORAL DRIVE	CUL-DE-SAC	4013	1C	1,160	25	29,000	R	AC	Local	89	90	91	$66	1,372,267	SEAL CRACKS
EASTWOOD DRIVE	MORAGA WAY	CARISBROOK DRIVE	4015	1	565	33	18,645	R	AC/AC	Local	75	80	82	$92	1,087,271	SEAL CRACKS
WESTOVER COURT	ARDITH DRIVE	CUL-DE-SAC	4026	1	385	25	9,625	R	AC	Local	89	90	91	$22	1,372,267	SEAL CRACKS
CORAL DRIVE	IVY DRIVE	FIESTA CIRCLE	4046	4	1,115	26	28,990	R	AC/AC	Local	79	83	84	$105	1,248,981	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 0.00% Inflation: 0.00% Printed: 3/23/2023

Scenario: Current Budget_$1.6M/Yr

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment PCI Before	Treatment PCI After	Cost	Rating	Treatment
FIESTA CIRCLE	IVY DRIVE (N)	IVY DRIVE (S)	4047	1C	2,344	33	77,352	R	AC/AC	Local	75	81	83	$344	1,444,744	SEAL CRACKS
DESCANSO DRIVE	IVY DRIVE	END	4049	1C	1,498	30	44,940	R	AC	Local	88	89	90	$108	1,391,031	SEAL CRACKS
LAVENIDA	MORAGA WAY	B.C. @ 90 DEGREE	4118	1	932	24	22,368	R	AC/AC	Local	85	86	88	$36	2,024,620	SEAL CRACKS
ESTABUENO	LAVENIDA	CUL-DE-SAC	4119	1	387	24	9,288	R	AC/AC	Local	78	85	86	$25	2,606,943	SEAL CRACKS
ESTABUENO	LAVENIDA	MORAGA WAY	4119	2	1,029	24	24,696	R	AC/AC	Local	77	84	85	$77	2,328,543	SEAL CRACKS
EL CORTE	MORAGA WAY	CUL-DE-SAC	4120	1	135	25	3,375	R	AC	Local	89	90	91	$8	1,370,639	SEAL CRACKS
EL CAMINO MORAGA	DON GABRIEL WAY	MORAGA WAY	4132	2	737	26	19,162	UL	AC	Local	86	87	88	$57	1,129,022	SEAL CRACKS
DON GABRIEL WAY	VALLEY VIEW DRIVE	LA CRESTA RD	4135	1	1,406	25	35,150	UL	AC	Local	85	86	87	$117	1,054,348	SEAL CRACKS
CARMEN COURT	LA CRESTA ROAD	CUL-DE-SAC	4140	1	340	20	6,800	R	AC	Local	75	79	81	$36	952,917	SEAL CRACKS
DONNA MARIA WAY	DOLORES WAY	RITA WAY	4144	1	1,075	23	24,725	R	AC	Local	88	89	90	$60	1,391,031	SEAL CRACKS
WOODLAND ROAD	MORAGA WAY	VALLEY VIEW DRIVE	4146	1	1,000	21	21,000	R	AC	Local	81	82	84	$92	957,183	SEAL CRACKS
MONTE VISTA RD (2345M)	CAMINO PABLO	PRIVATE STREET	5001	1	2,700	20	54,000	R	AC	Local	84	85	86	$200	971,776	SEAL CRACKS
STANTON AVE. (2345H)	CLAREMONT	CUL-DE-SAC	5102	1A	422	25	10,550	R	AC/AC		74	79	81	$55	1,067,273	SEAL CRACKS
STANTON CT.	STANTON AVE.	CUL-DE-SAC	5102	2	535	25	13,375	R	AC/AC	Local	81	84	86	$39	1,392,808	SEAL CRACKS
PIEDMONT AVENUE	CRESCENT DR.	CLAREMONT AVE.	5107	1	365	18	6,570	R	AC/AC	Local	83	85	87	$15	1,616,794	SEAL CRACKS
EL TOYONAL (2254)	3000FT W/O VISTA DEL ORINDA	END AT BARRICADE	5201	10	1,112	18	20,016	R	AC	Local	89	90	90	$46	1,190,972	SEAL CRACKS
LOMA VISTA DR. (2345C)	EL DORADO LN	EL TOYONAL (EAST)	5203	2	1,586	18	28,548	C	AC	ArtCol	80	81	83	$153	771,974	SEAL CRACKS
CAMINO DEL DIABLO 2345B	EL TOYONAL	CHAPPARAL PLACE	5204	1	1,790	19	34,010	R	AC	Local	82	83	84	$143	939,719	SEAL CRACKS
NORTH LANE	CAMINO PABLO	ARDILLA ROAD	5302	1	830	21	17,430	R	AC	Local	83	84	85	$67	1,003,380	SEAL CRACKS
ALTARINDA CR. (2545AD)	E. ALTARINDA DR.	CUL-DE-SAC	6012	1	245	25	6,125	R	AC	Local	82	84	86	$23	976,853	SEAL CRACKS
VIA FARALLON (2545D)	MIRA LOMA	LA CUESTA	7104	1	1,220	16	19,520	R	AC	Local	83	84	85	$75	1,003,706	SEAL CRACKS
LA ESPIRAL (2544D)	LAS VEGAS ROAD	VIA HERMOSA	7201	2	2,881	20	57,620	R	AC	Local	84	85	86	$212	973,120	SEAL CRACKS
LA VUELTA	LA ESPIRAL (S)	LA ESPIRAL (N)	7202	1	1,610	16	25,760	R	AC	Local	89	90	90	$59	1,190,301	SEAL CRACKS
VISTA DEL MAR(2445K)	CAMINO DON MIGUEL	DEL MAR COURT	8102	1	815	25	20,375	R	AC/AC	Local	73	79	81	$107	1,240,648	SEAL CRACKS
TAPPAN CT. (2555J)	TAPPAN LN.	CUL-DE-SAC	9103	1	568	24	13,632	R	AC	Local	85	86	87	$46	1,036,216	SEAL CRACKS
SNOWBERRY LN. (2555R)	TARRY LN	CUL-DE-SAC	9104	1	670	20	13,400	R	AC	Local	82	88	89	$37	1,973,399	SEAL CRACKS
CRANE CT. (2555P)	VAN TASSEL LANE	CUL-DE-SAC	9204	1	315	24	7,560	R	AC/AC	Local	81	87	88	$9	4,726,325	SEAL CRACKS

** - Treatment from Project Selection

Scenarios Criteria:

		Treatment Total	$5,870
Year 2027 Area Total	3,239,742	Year 2027 Total	$1,598,459
Grand Total Section Area:	15,626,475	Grand Total	$7,994,316

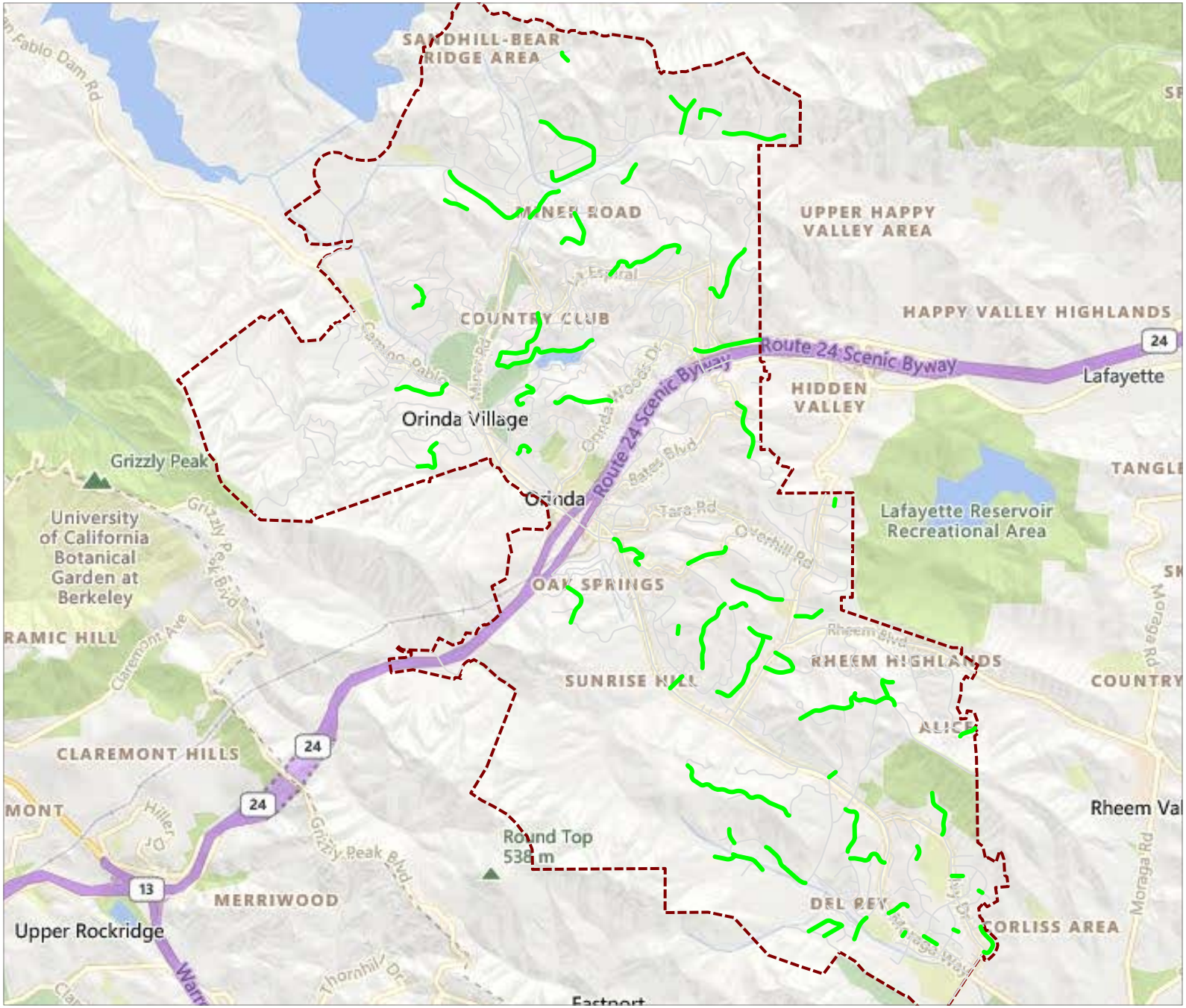
CITY OF ORINDA

Scenario Treatments

Current Budget_$1.6M/Yr - 2023 Project Period - Printed: 3/23/2023

Feature Legend

LIGHT MAINTENANCE



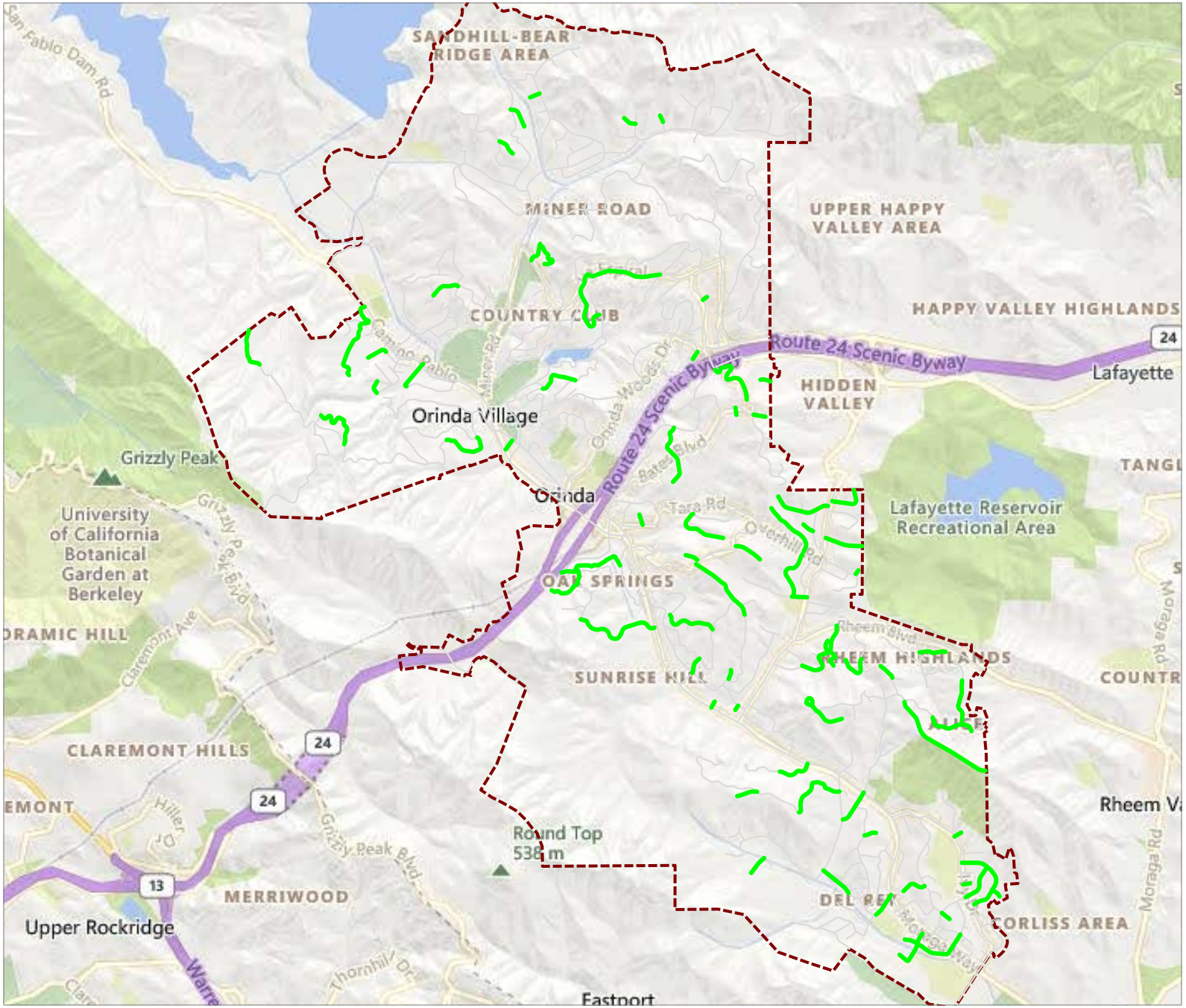
CITY OF ORINDA

Scenario Treatments

Current Budget_$1.6M/Yr - 2024 Project Period - Printed: 3/23/2023

Feature Legend

LIGHT MAINTENANCE



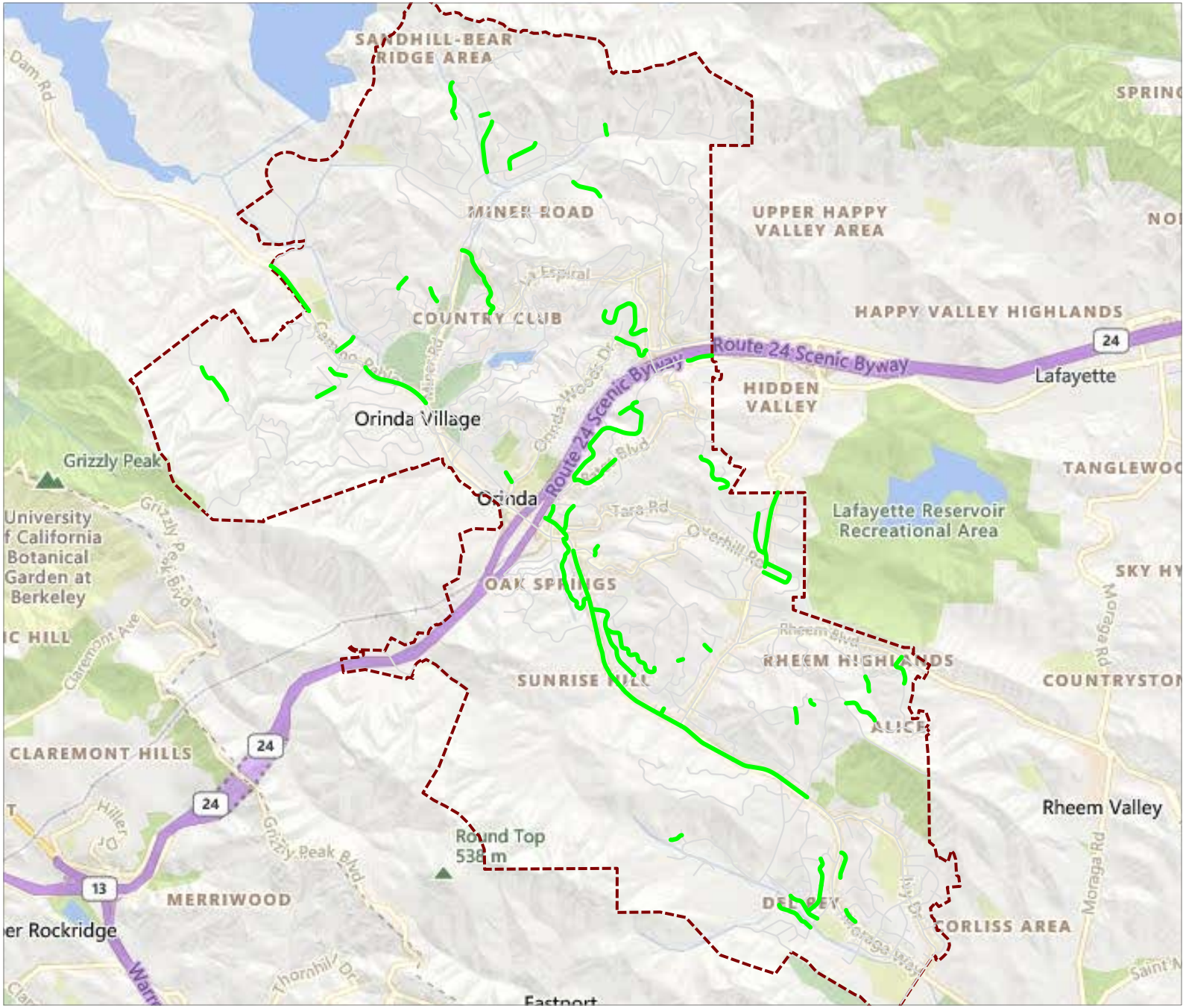
CITY OF ORINDA

Scenario Treatments

Current Budget_$1.6M/Yr - 2025 Project Period - Printed: 3/23/2023

Feature Legend

LIGHT MAINTENANCE



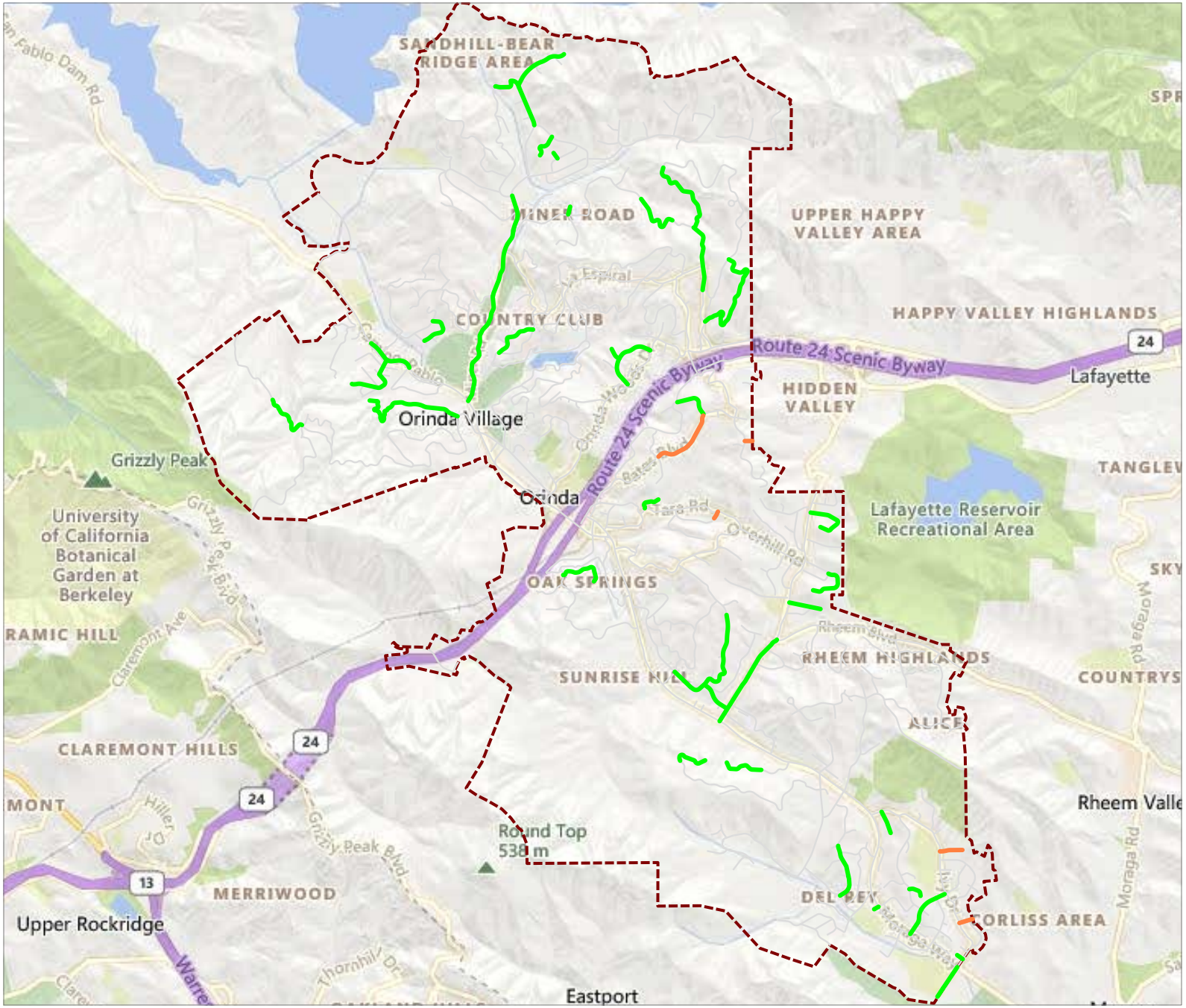
CITY OF ORINDA

Scenario Treatments

Current Budget_$1.6M/Yr - 2026 Project Period - Printed: 3/23/2023

Feature Legend

- LIGHT MAINTENANCE
- LIGHT REHAB



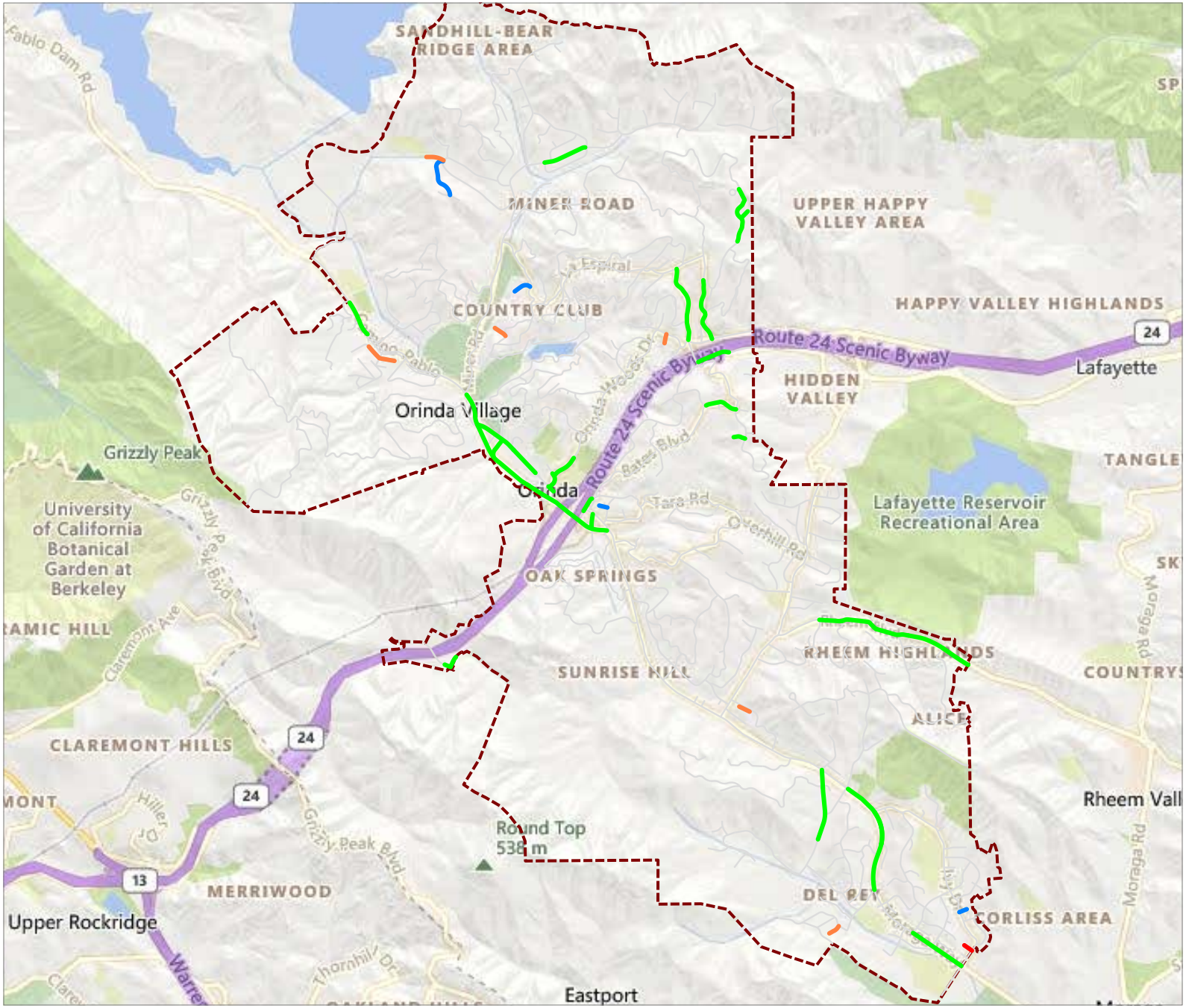
CITY OF ORINDA

Scenario Treatments

Current Budget_$1.6M/Yr - 2027 Project Period - Printed: 3/23/2023

Feature Legend

- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB



Appendix C
Definitions

DEFINITIONS

This section is intended to define important pavement design acronyms and terms used when discussing a Pavement Management Program (PMP).

GENERAL TERMS

PMP - Pavement Management Program - A program to aid in tracking the condition of roads and a means to help quantify the cost of maintaining the roads in a given area.

TI - Traffic Index - Cars and light trucks have little impact on the pavement structure. Larger/Heavier trucks have very significant impacts on the pavement due to the high axle weights. The total EALs is converted into a design Traffic Index (TI). The design TI is the total number of EALs that the pavement will support before it begins to fail, regardless of the passage of time. Normally for a new pavement, the EALs over a 20_year period are used. For rehabilitation procedures such as overlays, 10 years is generally used.

PCI - Pavement Condition Index - A rating scale for the condition of a road segment. 100 represents no defects and recent major rehabilitation.

CRITICAL PCI - The PCI value at which the rate of loss increases with time, or the cost of applying a maintenance treatment increases significantly.

CLS / FC - Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic.

Arterials - provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

Collectors - provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Residential/Local - consists of all roads not defined as arterials or collectors and primarily provides access to land with little or no through movement.

- (*Excerpted from the U.S. Department of Transportation, Federal Highway Administration web site on "Functional Classification".)*

EMULSION - A chemical added to water and asphalt that keeps the asphalt in a stable suspension in the water.

AC - Asphaltic Concrete - A plant mixed asphalt binder (asphalt cement that is classified according to the Standard Specification for Performance Graded Asphalt Binder) and aggregate (rocks) thoroughly mixed and compacted into a mass.

PCC - Portland Cement Concrete

OVERLAY - The placement of asphaltic concrete mix over an existing asphaltic concrete or portland cement concrete surface.

Light Overlay - would include any overlay of less than 2 inches of asphalt.

Heavy Overlay - is a thicker layer of asphalt and might include such items/operations as, but not limited to fabric, milling/grinding and reconstruction.

PREVENTIVE MAINTENANCE - Provides budget dollars for localized pavement repairs such as digouts and crack filling.

SLURRY SEAL - Includes a graded aggregate along with emulsion and water. Generally squeegeed and generally consists of two layers.

REFLECTIVE CRACKING - Cracks that occur in new "thin" overlays that are identical to the cracks that were present in the existing pavement.

ALLIGATOR CRACKING - Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading. Cracking begins at the bottom of the asphalt surface (or stabilized base) where the stress and strain are highest under a wheel load. The cracks propagate to the surface initially as a series of parallel longitudinal cracks. After repeated traffic loading, the cracks connect, forming many sided, sharp-angled pieces that develop a pattern resembling chicken wire or the skin of an alligator. Alligator cracking occurs only in areas subjected to repeated traffic loading, such as wheel paths. (Pattern-type cracking that occurs over an entire area not subjected to loading is called "block cracking," which is not a load-associated distress.)

BLOCK CRACKING - Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. Block cracking is caused mainly by shrinkage of the asphalt concrete and daily temperature cycling (which results in daily stress/strain cycling). It is not load-associated. Block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large portion of the pavement area, but sometimes will occur only in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, many-sided pieces with sharp angles. Also, unlike block, alligator cracks are caused by repeated traffic loadings, and are therefore found only in traffic areas (i.e., wheel paths).

LONGITUDINAL / TRANSVERSE CRACKING - Longitudinal cracks are parallel to the pavement's centerline or laydown direction. Transverse cracks extend across the pavement at approximately right angles to the pavement centerline or direction of laydown. These types of cracks are not usually load-associated.

WEATHERING & RAVELING - Weathering and raveling is the wearing away of the pavement surface due to a loss of asphalt or tar and dislodged aggregate particles. These distresses indicate that either the asphalt binder has hardened appreciably or that a poor quality mixture is present. In addition, raveling may be caused by certain types of traffic, i.e., tracked vehicles. Softening of the surface and dislodging of the aggregates due to oil spillage are also included under raveling.

BUMPS & SAGS - Bumps are small, localized, upward displacements of the pavement surface. They are different from shoves in that shoves are caused by unstable pavement. Sags are small, abrupt, downward displacements of the pavement surface. If bumps appear in pattern perpendicular to traffic flow and are spaced at less than 3 m (10 ft), the distress is called corrugation. Distortion and displacement that occur over large areas of the pavement surface causing large and/or long dips in the pavement should be recorded at “swelling.”

RUTTING / SHOVING - A rut is a surface depression in the wheel paths. Pavement uplift may occur along the sides of the rut, but, in many instances, ruts are noticeable only after a rainfall when the paths are filled with water. Rutting stems from a permanent deformation in any of the pavement layers or subgrades, usually caused by consolidated or lateral movement of the materials due to traffic load.

Shoving is a permanent, longitudinal displacement of a localized area of the pavement surface caused by traffic loading. When traffic pushes against the pavement, it produces a short, abrupt wave in the pavement surface. This distress normally occurs only in unstable liquid asphalt mix (cutback or emulsion) pavements.

PATCHING & UTILITY CUTS - A patch is an area of pavement that has been replaced with new material to repair the existing pavement. A patch is considered a defect no matter how well it is performing (a patched area or adjacent area usually does not perform as well as an original pavement section). Generally, some roughness is associated with this distress.

POTHOLES - Most often are structurally related distresses and should not be confused with raveling and weathering.

PAVEMENT PRESERVATION - Applying the Right Treatment to the Right Pavement at the Right Time using the Right Materials.

R-VALUE - A test to evaluate the base, subbase and subgrades of an area to be used in pavement designing for thickness of asphalt.

ESAL - The impact of trucks is measured in equivalent single
18,000 pound axle loads (EALs).

STREETSAVER DEFINITIONS

MANAGEMENT SECTION - This is used to maintain an inventory of all the roads and road sections in your jurisdiction.

EVENTS – This provides for viewing and maintaining of Events or changes that have been made on a management section. The Events that are included are:

- Management Section Creation.
- Results from Maintenance and Rehabilitation treatments that have been applied to the Management Section.
- Results from Visual Inspections of Management Sections.
- Listing of changes/edits of information on a Management Section.

DETERIORATION CURVE - This provides a graphical representation of the current pavement condition index and the historical PCIs for each section of road in your jurisdiction.

MAINTENANCE/REHABILITATION - This is used to review the proposed maintenance, new maintenance, and rehabilitation for any road section in your jurisdiction.

BRANCH - Generally a road name or a road name with a direction of travel.

SECTION - Usually a branch or road is large and needs to be divided into smaller pieces to maintain. These smaller pieces are labeled as “sections” and designated with a number and a beginning and ending location.

DISTRESSES - Defects found in asphalt concrete pavements or portland cement concrete. These defects degrade the condition of the road.

RATING - The rating is the weight cost - effectiveness ratio of the recommended treatment.

% OF ENVIRONMENT - The percentage of the pavement distress in a management section that is an environment related distress.

% LOAD RELATED - The percentage of the pavement distress in a management section that is load related distress (caused by excessive weight on the pavement surface).

% OTHER - Is the percentage of the pavement section that is not a load related or environment related distress.

ACTIVE - Indicates whether or not the current record is active.

AREA - Contains the area of a section in square feet. This is automatically calculated using the values that are entered in the Length and Width fields. However, if the section is irregularly shaped the area can be entered by the user.

AREA ID - Is an optional, jurisdiction defined field to identify the area in which the section is located. For example, each neighborhood or subdivision, or each geographic type (mountain, valley, coast, etc.) in the jurisdiction may be assigned a letter of the alphabet.

BASE BUDGET - Provides an area for you to enter the dollar amount of your base budget.

BASE BUDGET INCREASE FACTOR - Stores the percent that the base budget will increase each year.

BASE PM SPLIT - Percent of the base budget that has been set aside for preventive maintenance.

BEGINNING LOCATION - Identifies the point that defines the beginning of the section. This is generally the name of a cross road or other landmark.

CONDITION - Column lists the condition levels (2-5) that require stop-gap treatments.

COST/ SQ YD - Indicates the cost per square yard of road for the suggested treatment.

CURRENT PCI - Calculated from either a visual inspection or a maintenance treatment.

DESCRIPTION - Displays a description of the item named in the previous column in a grid.

DISTRESS - Contains the type of distress present on a section of a road.

END LOCATION - Identifies the point that defines the end of the section. This is generally the name of a cross road or other landmark.

EVENT ACTIVE - Indicates whether an Event is currently part of the active history for the current Section.

EVENT PCI - The PCI after the selected Event occurred.

EVENT TRANSACTION TYPE - Includes: Creation, Inspection, Treatment, Split, Combine, Attribute Change and Core Data Change.

EVENT VALID - Indicates if an Event can be activated and made part of the valid events for the current section.

FUNDING SOURCE - Is an optional, jurisdiction defined field to identify the funding source for the section; an example might be G for general fund.

GENERAL CODE - Is an optional, jurisdiction defined field used to identify sections of pavement sharing common characteristics, i.e., drainage type.

INFLATION RATE - Is the inflation used throughout your jurisdiction. You may wish to consult your financial department with this value.

INSPECTION AREA - Is the total area of the inspection unit.

INTEREST RATE - Contains the interest rate used throughout your jurisdiction.

LIFE EXTENSION - Is the number of years that a maintenance treatment extends the life of a pavement surface.

MAINTENANCE DATE - Displays the date the maintenance was completed.

MANAGEMENT UNIT - Relates a project to a management unit.

MILEPOSTS - Display the beginning and ending points of a management section.

NEW PCI - Stores the PCI value that was calculated after a treatment was applied.

NUMBER OF SURFACE SEALS BEFORE OVERLAY - Displays the recommended number of surface seals before the application of an overlay.

OLD PCI - Displays the pavement condition index before a treatment was applied.

OTHER - Displays the weighting factor applied to management sections with functional classes other than arterial, collector, and residential.

OVERLAY - Displays the overlay code that corresponds to an overlay procedure.

OVERLAY CODE - Is an identifier for the treatment type; use one of the six codes from the pop-up list that appears when this is activated.

PCI CAP - Stores the maximum PCI value that will be included in needs and scenario calculations. If a PCI value is larger than the PCI Cap value, it will not be included.

PCI EFFECTIVENESS CUT-OFF - Contains the minimum PCI value used in calculating the area under the projected performance curve. That area is used in ranking sections needing work, and the area below the PCI Cut-Off value is not included in that area. It should generally be the lowest PCI value that defines the minimum acceptable condition for all of the pavement types and functional classification groupings.

PCI HIGH - LOW > 25 - Is marked if the difference between the high and low PCI values is greater than 25.

PCI HIGH VALUE - Is the maximum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PCI LOW VALUE - Is the minimum PCI value for an inspection unit used in the last PCI calculation for a management unit.

PM% - Scenarios based on a yearly budget, this column stores the percent that has been set aside for preventive maintenance.

REPLACEMENT COST - Is the cost per square yard to install a new pavement surface.

RESIDENTIAL $ - Indicates the cost of a stop-gap treatment per square yard when applied to a road with a residential functional class and a given condition.

ROAD ID - Contains a two-character identifier that was assigned to the road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NAME - Displays the name of the road that corresponds to the road number and road ID. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

ROAD NUMBER - Contains the number that was assigned to a road. The combination of Road Number, Road Name, and Road ID must be unique for each road section.

SECTION ID - Is an identifier that is unique for each section of a given street. Note that the Street ID and the Section ID combined describe the individual section. Therefore, that combination must be unique. The same Section ID can be reused as long as it is used in conjunction with a different Street ID each time.

SEGMENT LENGTH - Is the length in feet of the management section.

SELECT MANAGEMENT SECTIONS - Allows you to calculate PCI values based on selected management sections. If this button is marked, the management sections that have had records updated since the last calculations are displayed in a grid. Select the management sections you want included in the calculations from this grid.

SPECIAL - Check box is marked if the displayed inspection unit is non-representative of a section as a whole.

SPECIAL UNIT - The information will either be Y or blank. Y is an indication that this inspection unit is in some way non-representative of the section as a whole, and would receive a different maintenance/rehabilitation treatment from the rest of the section.

STANDARD INSPECTION UNITS - Is the typical number of inspection units that would be used for a particular management section.

STOP-GAP APPLICATION INTERVAL - Indicates the number of years between the applications of stop-gap treatments.

STREET ID - Is an identifier that is unique for each street. The Street ID usually bears some similarity to the actual street name.

STREET NAME - Is the full name of the street including “Street”, “Way”, “Court” etc.

TREATMENT - Contains the type of treatment the road received or will receive.

TREATMENT COST - Is an optional field giving the cost in dollars and cents of the treatment.

UNIT OF MEASURE - Displays the units of measure used to measure an item.

UNIT PRICE - Displays the price paid for an inventory item.

VISUAL PCI - Used to identify PCI calculations that have been determined based upon a visual inspection. If this check box is blank, then the PCI was extrapolated based upon the maintenance treatment that has been applied to a management section.

WEIGHTING FACTORS - Section displays the weighting factors established by your jurisdiction for the functional classes.

YEAR OF MAINTENANCE - Stores the proposed year of a treatment.

YEARS BETWEEN CRACK SEALS - Displays the number of years between the application of crack seals for the functional class with a specific severity.

YEARS BETWEEN SURFACE SEALS - Displays the recommended number of years that should come between surface seal application for the functional class with the indicated severity.

YEARS TO CALCULATE - Stores the number of years you want to include in the Budget Needs calculation. The number of years cannot be less than 5 or more than 20.

REPORT DEFINITIONS

ZONES - Geographical areas of the city defined by city staff to aid in the development of a maintenance plan for residential roads.

CL - Centerline Mile - a measuring of the length of a road regardless of the width of the road.

LM - Lane Mile - a measurement of the length of all the lanes for a given FC or area.

ACTION / TREATMENT - A proposed type of rehabilitation work that should be used on a given road segment, based on PCI, FC and engineering evaluation.

ANNUAL BUDGET - The amount of money that is available each year to be used for pavement maintenance. These funds can come from various sources and can vary from year to year, although it is generally a fixed figure.