



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Meeting Agenda City Council

**THE FORT BRAGG CITY COUNCIL MEETS CONCURRENTLY
AS THE FORT BRAGG MUNICIPAL IMPROVEMENT DISTRICT
NO. 1 AND THE FORT BRAGG REDEVELOPMENT SUCCESSOR
AGENCY**

Monday, February 14, 2022

6:00 PM

Via Video Conference

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

PLEASE TAKE NOTICE

Due to state and county health orders and to minimize the spread of COVID-19, City Councilmembers and staff will be participating in this meeting via video conference. The Governor's executive Orders N-25-20, N-29-20, and N-15-21 suspend certain requirements of the Brown Act and allow the meeting to be held virtually.

The meeting will be live-streamed on the City's website at <https://city.fortbragg.com/> and on Channel 3. Public Comment regarding matters on the agenda may be made by joining the Zoom video conference and using the Raise Hand feature when the Mayor or Acting Mayor calls for public comment. Any written public comments received after agenda publication will be forwarded to the Councilmembers as soon as possible after receipt and will be available for inspection at City Hall, 416 N. Franklin Street, Fort Bragg, California, during normal business hours. All comments will become a permanent part of the agenda packet on the day after the meeting or as soon thereafter as possible, except those written comments that are in an unrecognized file type or too large to be uploaded to the City's agenda software application. Public comments may be submitted to City Clerk June Lemos at jlemos@fortbragg.com.

ZOOM WEBINAR INVITATION

*You are invited to a Zoom webinar.
When: Feb 14, 2022 06:00 PM Pacific Time (US and Canada)
Topic: City Council Meeting*

*Please click the link below to join the webinar:
<https://us06web.zoom.us/j/83723595533>
Or Telephone: US: +1 346 248 7799 or +1 720 707 2699 (*6 mute/unmute; *9 raise hand)
Webinar ID: 837 2359 5533*

TO SPEAK DURING PUBLIC COMMENT PORTIONS OF THE AGENDA VIA ZOOM, PLEASE JOIN THE MEETING AND USE THE RAISE HAND FEATURE WHEN THE MAYOR OR ACTING MAYOR CALLS FOR PUBLIC COMMENT ON THE ITEM YOU WISH TO ADDRESS.

AGENDA REVIEW

1. MAYOR'S RECOGNITIONS AND ANNOUNCEMENTS

- 1A. [22-067](#) Presentation of Proclamation Declaring February 2022 as Black History Month

Attachments: [01-Black History Month](#)

2. PUBLIC COMMENTS ON: (1) NON-AGENDA, (2) CONSENT CALENDAR & (3) CLOSED SESSION ITEMS

MANNER OF ADDRESSING THE CITY COUNCIL: All remarks and questions shall be addressed to the City Council; no discussion or action will be taken pursuant to the Brown Act. No person shall speak without being recognized by the Mayor or Acting Mayor. Public comments are restricted to three (3) minutes per speaker.

TIME ALLOTMENT FOR PUBLIC COMMENT ON NON-AGENDA ITEMS: Thirty (30) minutes shall be allotted to receiving public comments. If necessary, the Mayor or Acting Mayor may allot an additional 30 minutes to public comments after Conduct of Business to allow those who have not yet spoken to do so. Any citizen, after being recognized by the Mayor or Acting Mayor, may speak on any topic that may be a proper subject for discussion before the City Council for such period of time as the Mayor or Acting Mayor may determine is appropriate under the circumstances of the particular meeting, including number of persons wishing to speak or the complexity of a particular topic. Time limitations shall be set without regard to a speaker's point of view or the content of the speech, as long as the speaker's comments are not disruptive of the meeting.

BROWN ACT REQUIREMENTS: The Brown Act does not allow action or discussion on items not on the agenda (subject to narrow exceptions). This will limit the Council's response to questions and requests made during this comment period.

3. STAFF COMMENTS

4. MATTERS FROM COUNCILMEMBERS

5. CONSENT CALENDAR

All items under the Consent Calendar will be acted upon in one motion unless a Councilmember requests that an individual item be taken up under Conduct of Business.

- 5A. [22-058](#) Adopt City Council Resolution Authorizing Submittal of Application(s) for All CalRecycle Grants for Which the City of Fort Bragg is Eligible

Attachments: [RESO CalRecycle Grant Authority](#)

- 5B. [22-060](#) Adopt City Council Resolution Confirming the Continued Existence of a Local Emergency in the City of Fort Bragg

Attachments: [RESO Declaring Continuing Local Emergency](#)

- 5C. [22-061](#) Adopt City Council Resolution Making the Legally Required Findings to Continue to Authorize the Conduct of Remote "Telephonic" Meetings During the State of Emergency

Attachments: [RESO Authorize Continuing Remote Meetings](#)

- 5D. [22-063](#) Receive and File 2021 Pavement Management Program Update Report from Nichols Consulting Engineers, Chtd. (NCE)

Attachments: [Ft Bragg 2021 PMP Final Report-Jan 2022](#)

- 5E. [22-040](#) Receive and File Minutes of the Public Safety Committee Meeting of July 21,

2021

Attachments: [PSCM 2021-07-21](#)

- 5F. [22-059](#) Approve Minutes of January 24, 2022

Attachments: [CCM2022-01-24](#)

6. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

7. PUBLIC HEARING

When a Public Hearing has been underway for a period of 60 minutes, the Council must vote on whether to continue with the hearing or to continue the hearing to another meeting.

8. CONDUCT OF BUSINESS

- 8A. [22-069](#) Receive Presentation Regarding Fort Bragg Police Department Biennial Report 2020-2021

Attachments: [Fort Bragg Police Department Biennial Report 2020-2021](#)

- 8B. [22-066](#) Receive Council Report on Actions Following Adoption of Interim Urgency Ordinance Placing a Four Month Moratorium on the Approval of Applications for Cannabis Dispensaries in the Inland Zoning Area

Attachments: [02142022 Cannabis Moratorium Progress Report](#)
[Public Comment 8B](#)

- 8C. [22-057](#) Receive Report and Consider Adoption of City Council Resolution Authorizing City Manager to Execute Contract Amendment for the Design of the 2022 Streets Rehabilitation Project, City Project No. PWP-00120, Increasing the Amount of the Design Contract with R.E.Y. Engineers, Inc., by a Not To Exceed Amount of \$82,000 (Account No. 421-4870-0731)

Attachments: [02142022 R.E.Y. Design Contract Amendment Report](#)
[Att. 1 - RESO 2022 Street Project Design CCO](#)
[Att. 2 - R.E.Y. CCO 1 Request](#)
[Att. 3 - R.E.Y. Engineers 1st Amendment](#)
[Public Comment 8C](#)

9. CLOSED SESSION

- 9A. [22-070](#) CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION, Pursuant to Paragraph (1) of Subdivision (d) of Government Code Section 54956.9; Name of Case: City of Fort Bragg vs. Mendocino Railway and Does 1-10, Case No.: 21CV00850, Superior Court of the State of California, County of Mendocino

Attachments: [Public Comment 9A](#)

- 9B. [22-071](#) CONFERENCE WITH REAL PROPERTY NEGOTIATORS, Pursuant to

Government Code Section 54956.8: Real Property: 20100 Hanson Road, APN 019-050-13-00, APN 019-620-02-00; Agency Negotiator, David Spaur, City Manager; Negotiating Party, Robert Boddy; Under Negotiation, Terms of Acquisition, Price

ADJOURNMENT

The adjournment time for all Council meetings is no later than 10:00 p.m. If the Council is still in session at 10:00 p.m., the Council may continue the meeting upon majority vote.

**NEXT REGULAR CITY COUNCIL MEETING:
6:00 P.M., MONDAY, FEBRUARY 28, 2022**

STATE OF CALIFORNIA)
)ss.
COUNTY OF MENDOCINO)

I declare, under penalty of perjury, that I am employed by the City of Fort Bragg and that I caused this agenda to be posted in the City Hall notice case on February 9, 2022.

June Lemos, MMC
City Clerk

NOTICE TO THE PUBLIC:

DISTRIBUTION OF ADDITIONAL INFORMATION FOLLOWING AGENDA PACKET DISTRIBUTION:

- *Materials related to an item on this Agenda submitted to the Council/District/Agency after distribution of the agenda packet are available for public inspection upon making reasonable arrangements with the City Clerk for viewing same during normal business hours.*
- *Such documents are also available on the City of Fort Bragg’s website at <https://city.fortbragg.com> subject to staff’s ability to post the documents before the meeting.*

ADA NOTICE AND HEARING IMPAIRED PROVISIONS:

It is the policy of the City of Fort Bragg to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities.

If you need assistance to ensure your full participation, please contact the City Clerk at (707) 961-2823. Notification 48 hours in advance of any need for assistance will enable the City to make reasonable arrangements to ensure accessibility.

This notice is in compliance with the Americans with Disabilities Act (28 CFR, 35.102-35.104 ADA Title II).



City of Fort Bragg

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Text File

File Number: 22-067

Agenda Date: 2/14/2022

Version: 1

Status: Mayor's Office

In Control: City Council

File Type: Proclamation

Agenda Number: 1A.

Presentation of Proclamation Declaring February 2022 as Black History Month

PROCLAMATION

BLACK HISTORY MONTH

FEBRUARY 2022

WHEREAS, the month of February is officially celebrated as a national event honoring Black History and recognizing the heritage and achievements of African Americans; and

WHEREAS, African Americans have played a central role in our nation's history and the contributions African Americans have made and continue to make are an integral part of our society; and

WHEREAS, Black History Month can be traced back to 1926 when the writer and scholar Dr. Carter G. Woodson, the "Father of Black History Month" began the annual observance to help rectify the omission of African Americans from history books; and

WHEREAS, in 1976, as America observed its bicentennial, the week-long commemoration was expanded to one month and is celebrated today as Black History Month; and

WHEREAS, Africans were first brought involuntarily to the shores of the United States as early as the 17th century, suffering enslavement and facing the injustices of lynch mobs, segregation, and denial of the basic and fundamental rights of citizenship; and

WHEREAS, Black History Month reminds us to continue to fight for justice and equality and should be a uniting call to our nation to continue to work for a more diverse, supportive, inclusive, and protective union; and

WHEREAS, across the generations, countless Black Americans have demonstrated profound moral courage and resilience to help shape our Nation for the better; and

WHEREAS, Black History Month celebrates the many achievements and contributions made by African Americans, including our local heroes; and

WHEREAS, African Americans residing in Fort Bragg have contributed to the betterment of our community through their activism, volunteerism, civic pride and involvement;

NOW, THEREFORE, I, Bernie Norvell, Mayor of the City of Fort Bragg, on behalf of the entire City Council, do hereby proclaim the month of February 2022 as Black History Month.

SIGNED this 14th day of February, 2022

BERNIE NORVELL, Mayor

ATTEST:

June Lemos, MMC, City Clerk

No. 01-2022



City of Fort Bragg

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Text File

File Number: 22-058

Agenda Date: 2/14/2022

Version: 1

Status: Passed

In Control: City Council

File Type: Resolution

Agenda Number: 5A.

Adopt City Council Resolution Authorizing Submittal of Application(s) for All CalRecycle Grants for Which the City of Fort Bragg is Eligible

The City of Fort Bragg is applying for \$20,000 in funding through California Senate Bill (SB 1383) Local Assistance Grant Program to assist with the implementation of regulation requirements and associated programmatic implementation. SB 1383 is a new Senate Bill which requires local agencies to monitor and implement organic collection, edible food recovery, and procurement as well as conduct capacity planning, education and outreach, and enforcement. The funds associated with this grant application will be used for administrative and enforcement efforts as well as material procurement.

RESOLUTION NO. ____-2022

RESOLUTION OF THE FORT BRAGG CITY COUNCIL AUTHORIZING SUBMITTAL OF APPLICATION(S) FOR ALL CALRECYCLE GRANTS FOR WHICH THE CITY OF FORT BRAGG IS ELIGIBLE

WHEREAS, Public Resources Code sections 48000 et seq. authorize the Department of Resources Recycling and Recovery (CalRecycle) to administer various grant programs (grants) in furtherance of the State of California's (state) efforts to reduce, recycle and reuse solid waste generated in the state thereby preserving landfill capacity and protecting public health and safety and the environment; and

WHEREAS, in furtherance of this authority CalRecycle is required to establish procedures governing the application, awarding, and management of the grants; and

WHEREAS, CalRecycle grant application procedures require, among other things, an applicant's governing body to declare by resolution certain authorizations related to the administration of CalRecycle grants.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fort Bragg authorizes the submittal of application(s) to CalRecycle for all grants for which the City of Fort Bragg is eligible; and

BE IT FURTHER RESOLVED that the City Manager, or his/her designee is hereby authorized and empowered to execute in the name of the City of Fort Bragg all grant documents, including but not limited to, applications, agreements, amendments and requests for payment, necessary to secure grant funds and implement the approved grant project; and

BE IT FURTHER RESOLVED that these authorizations are effective for five (5) years from the date of adoption of this resolution.

The above and foregoing Resolution was introduced by Councilmember _____, seconded by Councilmember _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 14th day of February, 2022, by the following vote:

- AYES:**
- NOES:**
- ABSENT:**
- ABSTAIN:**
- RECUSED:**

BERNIE NORVELL
Mayor

ATTEST:

June Lemos, MMC
City Clerk



City of Fort Bragg

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Text File

File Number: 22-060

Agenda Date: 2/14/2022

Version: 1

Status: Passed

In Control: City Council

File Type: Resolution

Agenda Number: 5B.

Adopt City Council Resolution Confirming the Continued Existence of a Local Emergency in the City of Fort Bragg

At a special meeting on March 24, 2020, the Fort Bragg City Council ratified the City Manager's Proclamation declaring a local emergency due to COVID-19 in its Resolution No. 4242-2020. Since that date, the Council has adopted 42 resolutions reconfirming the existence of a local emergency. The City is required to reconfirm the existence of a local emergency every 21 days pursuant to Fort Bragg Municipal Code Section 2.24.040.

RESOLUTION NO. ____-2022

**RESOLUTION OF THE FORT BRAGG CITY COUNCIL
CONFIRMING THE CONTINUED EXISTENCE OF A LOCAL
EMERGENCY IN THE CITY OF FORT BRAGG**

WHEREAS, California Government Code section 8630 empowers the Fort Bragg City Council to proclaim the existence of a local emergency when the City is threatened or likely to be threatened by the conditions of extreme peril to the safety of persons and property that are or are likely to be beyond the control of the services, personnel, equipment, and facilities of this City; and

WHEREAS, California Government Code section 8558(c) states that a “local emergency” means the duly proclaimed existence of conditions of disaster or extreme peril to the safety of persons and property within the territorial limits of a city; and

WHEREAS, COVID-19, a novel coronavirus causing infectious disease, was first detected in China in December 2019 and has spread across the world and to the United States. Symptoms of COVID-19 include fever, cough, and shortness of breath; outcomes have ranged from mild to severe illness, and, in some cases, death. The Center for Disease Control and Prevention (CDC) has indicated the virus is a tremendous public health threat; and

WHEREAS, on March 13, 2020, the President of the United States issued a proclamation declaring the COVID-19 outbreak in the United States as a national emergency, beginning March 1, 2020; and

WHEREAS, the Governor of the State of California and the Public Health Officer of the County of Mendocino have both issued Shelter-in-Place orders to combat the spread of COVID-19; and

WHEREAS, on March 17, 2020 the City Manager, as the City’s Director of Emergency Services, issued Proclamation No. CM-2020-01 declaring a local emergency as authorized by Government Code section 8630 and Fort Bragg Municipal Code section 2.24.040(B); and

WHEREAS, at a special meeting on March 24, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4242-2020, ratifying the City Manager’s Proclamation declaring the existence of a local emergency; and

WHEREAS, at a special meeting on April 6, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4245-2020 by which it continued the local emergency; and

WHEREAS, at a special meeting on April 20, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4247-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on May 11, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4250-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on May 26, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4253-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on June 8, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4266-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on June 22, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4270-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on July 13, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4284-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on July 27, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4289-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on August 10, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4294-2020 by which it continued the local emergency; and

WHEREAS, at a special meeting on August 31, 2020, the City Council of the City of Fort Bragg adopted Resolution No. 4300-2020 by which it continued the local emergency; and

WHEREAS, at a special meeting on September 21, 2020, the City Council of the City of Fort Bragg adopted Resolution 4304-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on October 13, 2020, the City Council of the City of Fort Bragg adopted Resolution 4317-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on October 26, 2020, the City Council of the City of Fort Bragg adopted Resolution 4319-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on November 9, 2020, the City Council of the City of Fort Bragg adopted Resolution 4323-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on November 23, 2020, the City Council of the City of Fort Bragg adopted Resolution 4329-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on December 14, 2020, the City Council of the City of Fort Bragg adopted Resolution 4333-2020 by which it continued the local emergency; and

WHEREAS, at a special meeting on December 22, 2020, the City Council of the City of Fort Bragg adopted Resolution 4340-2020 by which it continued the local emergency; and

WHEREAS, at a regular meeting on January 11, 2021, the City Council of the City of Fort Bragg adopted Resolution 4343-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on January 25, 2021, the City Council of the City of Fort Bragg adopted Resolution 4347-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on February 8, 2021, the City Council of the City of Fort Bragg adopted Resolution 4351-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on February 22, 2021, the City Council of the City of Fort Bragg adopted Resolution 4358-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on March 8, 2021, the City Council of the City of Fort Bragg adopted Resolution 4363-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on March 22, 2021, the City Council of the City of Fort Bragg adopted Resolution 4366-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on April 12, 2021, the City Council of the City of Fort Bragg adopted Resolution 4376-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on April 26, 2021, the City Council of the City of Fort Bragg adopted Resolution 4381-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on May 10, 2021, the City Council of the City of Fort Bragg adopted Resolution 4385-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on May 24, 2021, the City Council of the City of Fort Bragg adopted Resolution 4391-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on June 14, 2021, the City Council of the City of Fort Bragg adopted Resolution 4396-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on June 28, 2021, the City Council of the City of Fort Bragg adopted Resolution 4405-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on July 12, 2021, the City Council of the City of Fort Bragg adopted Resolution 4418-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on July 26, 2021, the City Council of the City of Fort Bragg adopted Resolution 4422-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on August 9, 2021, the City Council of the City of Fort Bragg adopted Resolution 4427-2021 by which it continued the local emergency; and

WHEREAS, at a special meeting on August 30, 2021, the City Council of the City of Fort Bragg adopted Resolution 4434-2021 by which it continued the local emergency; and

WHEREAS, at a special meeting on September 20, 2021, the City Council of the City of Fort Bragg adopted Resolution 4447-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on October 12, 2021, the City Council of the City of Fort Bragg adopted Resolution 4451-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on October 25, 2021, the City Council of the City of Fort Bragg adopted Resolution 4460-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on November 8, 2021, the City Council of the City of Fort Bragg adopted Resolution 4463-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on November 22, 2021, the City Council of the City of Fort Bragg adopted Resolution 4473-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on December 13, 2021, the City Council of the City of Fort Bragg adopted Resolution 4480-2021 by which it continued the local emergency; and

WHEREAS, at a special meeting on December 27, 2021, the City Council of the City of Fort Bragg adopted Resolution 4491-2021 by which it continued the local emergency; and

WHEREAS, at a regular meeting on January 10, 2022, the City Council of the City of Fort Bragg adopted Resolution 4497-2022 by which it continued the local emergency; and

WHEREAS, at a regular meeting on January 24, 2022, the City Council of the City of Fort Bragg adopted Resolution 4504-2022 by which it continued the local emergency;

NOW, THEREFORE, BE IT RESOLVED AND PROCLAIMED by the City Council of the City of Fort Bragg that for reasons set forth herein, said local emergency shall be deemed to continue to exist until the City Council of the City of Fort Bragg, State of California, proclaims its termination; and

BE IT FURTHER RESOLVED that the City Council of the City of Fort Bragg will review the need for continuing the local emergency at least once every 21 days until the City Council terminates the local emergency; and

BE IT FURTHER RESOLVED that this resolution confirming the continued existence of a local emergency shall be forwarded to the Director of the Governor's Office of Emergency Services and the Governor of the State of California, as well as the Mendocino County Office of Emergency Services.

The above and foregoing Resolution was introduced by Councilmember _____, seconded by Councilmember _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 14th day of February, 2022 by the following vote:

- AYES:**
- NOES:**
- ABSENT:**
- ABSTAIN:**
- RECUSED:**

BERNIE NORVELL
Mayor

ATTEST:

June Lemos, MMC
City Clerk



City of Fort Bragg

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Text File

File Number: 22-061

Agenda Date: 2/14/2022

Version: 1

Status: Passed

In Control: City Council

File Type: Resolution

Agenda Number: 5C.

Adopt City Council Resolution Making the Legally Required Findings to Continue to Authorize the Conduct of Remote "Telephonic" Meetings During the State of Emergency

RESOLUTION NO. ____-2022

**RESOLUTION OF THE FORT BRAGG CITY COUNCIL
MAKING THE LEGALLY REQUIRED FINDINGS TO CONTINUE TO
AUTHORIZE THE CONDUCT OF REMOTE “TELEPHONIC”
MEETINGS DURING THE STATE OF EMERGENCY**

WHEREAS, on March 4, 2020, pursuant to California Gov. Code Section 8625, the Governor declared a state of emergency; and

WHEREAS, on September 17, 2021, Governor Newsom signed AB 361, which bill went into immediate effect as urgency legislation; and

WHEREAS, AB 361 added subsection (e) to Gov. Code Section 54953 to authorize legislative bodies to conduct remote meetings provided the legislative body makes specified findings; and

WHEREAS, as of February 4, 2022, the COVID-19 pandemic has killed more than 81,030 Californians; and

WHEREAS, social distancing measures decrease the chance of spread of COVID-19; and

WHEREAS, this legislative body previously adopted a resolution to authorize this legislative body to conduct remote “telephonic” meetings; and

WHEREAS, Government Code 54953(e)(3) authorizes this legislative body to continue to conduct remote “telephonic” meetings provided that it has timely made the findings specified therein;

NOW, THEREFORE, IT IS RESOLVED by the City Council of the City of Fort Bragg as follows:

1. This legislative body declares that it has reconsidered the circumstances of the state of emergency declared by the Governor and at least one of the following is true: (a) the state of emergency continues to directly impact the ability of the members of this legislative body to meet safely in person; and/or (2) state or local officials continue to impose or recommend measures to promote social distancing.

The above and foregoing Resolution was introduced by Councilmember _____, seconded by Councilmember _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 14th day of February 2022, by the following vote:

**AYES:
NOES:
ABSENT:
ABSTAIN:
RECUSED:**

BERNIE NORVELL
Mayor

ATTEST:

June Lemos, MMC
City Clerk



City of Fort Bragg

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Text File

File Number: 22-063

Agenda Date: 2/14/2022

Version: 1

Status: Filed

In Control: City Council

File Type: Report

Agenda Number: 5D.

Receive and File 2021 Pavement Management Program Update Report from Nichols Consulting Engineers, Chtd. (NCE)

The Pavement Management Program (PMP) is updated every three years, as a work element in Mendocino Council of Governments (MCOG) transportation planning program. The consultant prepares a PMP for each of the local agencies in MCOG and uses data from field surveys and GIS software to develop a pavement condition index (PCI). The PCI is used to aid agency decision making for programming street rehabilitation projects to ensure the investment of funds results in maximum benefit. For the first time this year, the City's alleyway network was included in the PCI quantification. Adding alleys resulted in a significant decline in the PCI from 76 to 65.



Pavement Management Update 2021 Final Report

NCE Project No. 270.09.55
January 2022



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



City of Fort Bragg

416 North Franklin Street
Fort Bragg, CA 95437

Final Report
Pavement Management Program Update 2021
City of Fort Bragg

January 2022

Prepared for:

City of Fort Bragg

416 North Franklin Street
Fort Bragg, CA 95437

Prepared by:

Debaroti Ghosh, PhD, E.I.T
Project Engineer

Shahram Misaghi, PE
Senior Engineer

NCE

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

NCE Project No. 270.09.55

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Executive Summary

In 2021, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the City of Fort Bragg's (City) pavement management program (PMP) for the entire network. This report summarizes the results of the 2021 update for the City and its purpose is to help educate policy makers about the current condition of the pavement network and the impact of various funding scenarios on future network conditions.

The City's pavement network consists of 30.6 centerline miles of paved streets and alleyways, which represents a substantial investment of approximately \$85.4 million. In 2021 NCE collected pavement condition data throughout the network using the Metropolitan Transportation Commission (MTC) survey protocols. The survey data were entered into the StreetSaver® database, which the City uses as a PMP decision-support tool.

Overall, the City's entire pavement network is currently in "Fair" condition with an average pavement condition index (PCI) of 65. Entire pavement network includes alleyways. The alleyways were added to the database and analysis this year for the first time. The PCI of the alleyways and streets (without alleyways) are 25 and 68, respectively. Overall, approximately 55.7 percent of the network is in "Good" condition and 25.2 percent is in "Poor" or "Failed" condition.

The budget needs analysis indicated that the City needs to spend approximately \$25.3 million over the next ten years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. Out of \$25.3 million, the alleyways would need approximately \$5.3 million. Two alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding ten-year budget, PCI, and deferred maintenance at the end of the analysis period.

Scenario	Description	10-Year Budget (\$M)	2031 PCI	2031 Deferred Maintenance (\$M)
1	Existing Funding	\$10	58	30
2	Improve PCI to 75	\$26.7	75	11

NCE recommends that the City pursue Scenario 2, which will improve the existing overall network PCI to 75 by 2031. Additionally, under this scenario, the alleyways and the streets both will be in "Good" condition with PCI of 86 and 74, respectively. This scenario will increase the portion of the network in "Good" condition and limit the deferred maintenance. This will require \$26.7 million over the next ten years.

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1 Introduction and Background

In 2017, NCE assisted City of Fort Bragg in updating the StreetSaver® pavement management program (PMP) with pavement condition surveys, historical maintenance and rehabilitation (M&R) records, pavement strategies, and budgetary analysis. No update has been conducted on pavement condition surveys or maintenance and rehabilitation strategies since 2017. In 2021, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Mendocino Council of Governments (MCOG) to update the City of Fort Bragg's (City) pavement management program (PMP) for the entire network. The alleyways were also added to the database during this survey.

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

This report answers the following questions for the City of Fort Bragg:

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

To update the City's PMP, NCE performed walking surveys using the Metropolitan Transportation Commission's (MTC) survey procedures². Surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs.

All survey data were then entered into the City's StreetSaver® database and pavement condition index (PCI) calculations were performed. NCE then met with the City staff and reviewed and updated the maintenance and rehabilitation (M&R) strategies and treatments. NCE also updated the treatment unit costs based on recent bid tabs from the City.

¹ AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington, DC, July 1990.

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

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

2 Network Summary

The City is responsible for maintaining approximately 30.6 centerline miles of paved streets (or 239 pavement sections). The entire network is mostly composed of asphalt concrete (AC) pavement. Table 1 summarizes the street network by functional classification. Thirty-two (32) gravel streets, out of which thirty are alleyways, are also listed in the database but are not included in the budgetary analysis.

Table 1. Network Summary Statistics

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterial	14	3.10	6.30	12.6%
Collector	40	7.80	15.20	32.0%
Residential	121	14.50	28.60	47.4%
Other (Alleyways)	64	5.2	10.3	8.0%
Total	239	30.6	60.4	100%
Gravel	32	2.23	4.46	-

The street network replacement cost is estimated to be approximately \$85.4 million. This can be viewed as the value of the pavement network and is the amount needed to fund reconstruction of the entire paved network. It does not include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

3 Pavement Condition

Pavement condition is typically quantified using the pavement condition index (PCI), which ranges from 100 (best) to 0 (worst). A newly constructed street has a PCI of 100, while a failed street has a PCI of 25 or less. Pavement condition is affected by the environment, traffic loads and volumes, construction materials, and age.

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

3.1 CITY’S PAVEMENT CONDITION INDEX

The current average PCI for the City’s entire pavement network is 65 (this includes alleyways). The current average PCI for streets and alleyways is 68 and 25, respectively. This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2021. Figure 1 illustrates the City’s historical network PCI since 2001 which shows that the average network PCI for the City has increased by 29 points since 2001, which indicates treatment commitment made to repair and maintain the street network. Note that, the alleyways were inspected for the first time in 2021 and the current PCI reported in Figure 1 is for the pavement network including the alleyways.

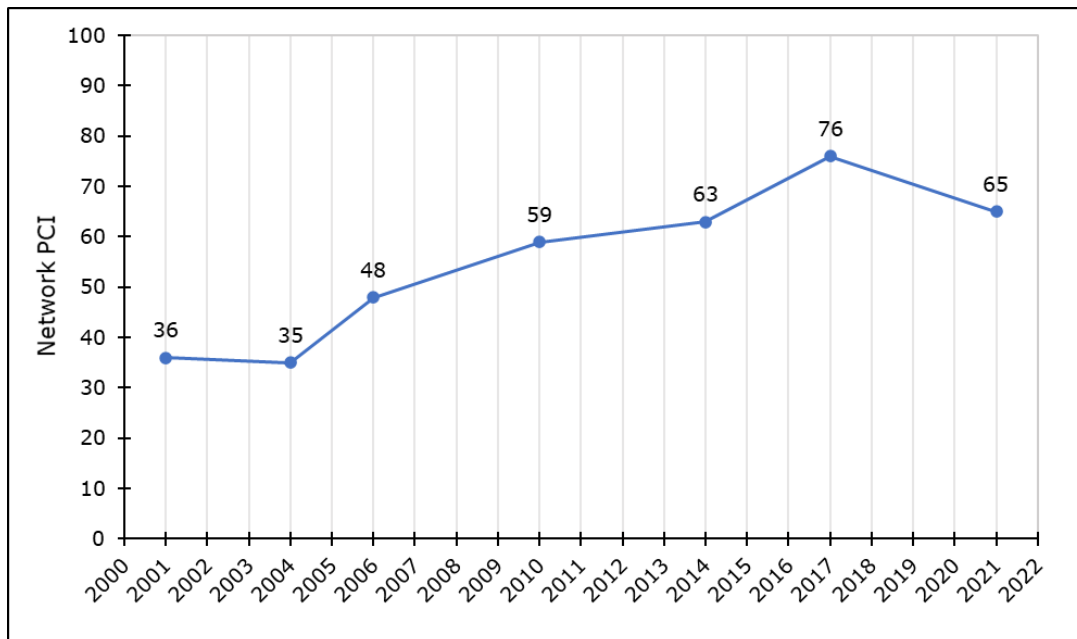


Figure 1. Historical Network PCI since 2001

Figure 2 shows photos of City streets with varying PCIs.



Figure 2. Examples of Streets with Different PCIs

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

3.2 CITY’S NETWORK CONDITION BREAKDOWN

Figure 3 breaks down the current network PCI by functional classification. As shown, the residential and collectors have the highest condition with a PCI of 70 while the alleyways under ‘other’ functional class have the lowest condition (Failed) with a PCI

of 25. The area-weighted average PCI for arterials is 57 which represents “Fair” condition. The collectors and residential have similar PCI of 70 which represents the “Good” condition category. The average overall PCI for the City’s entire network is in the “Fair” condition category (65). The alleyways are in “Failed” condition with a PCI of 25.

Table 2 summarizes the pavement network by condition category and functional classification. Approximately 55.7 percent of the network are in “Good” condition, with approximately 19.1 percent in “Fair” condition. The remaining 25.2 percent are in “Poor” or “Failed” condition.

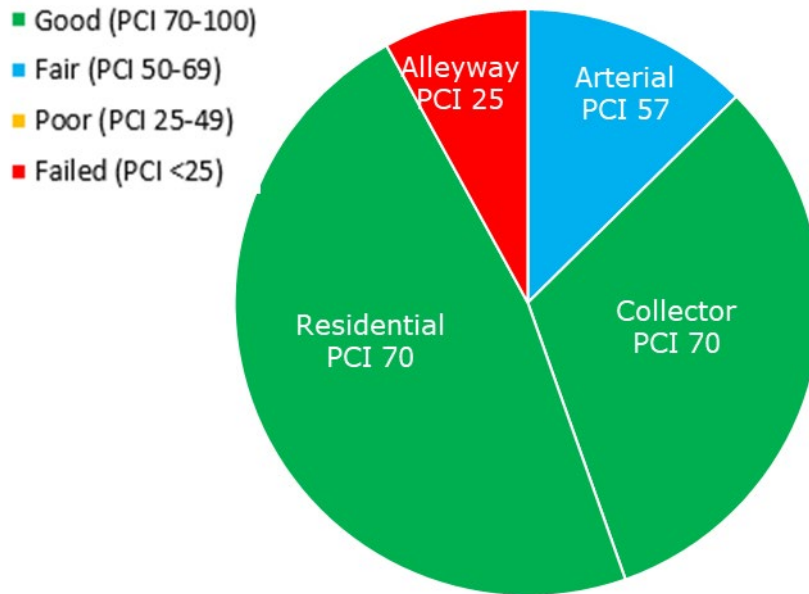


Figure 3. Network Condition Breakdown by Functional Classification

Table 2. Pavement Condition Breakdown by Functional Class

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Alleyway (%)	Entire Network (%)
Good	70-100	2.9	20.5	30.7	1.6	55.7
Fair	50-69	3.7	8.2	7.2	0.0	19.1
Poor	25-49	5.5	0.9	4.0	0.4	10.8
Failed	<25	0.5	2.4	5.5	6.0	14.4
Total	-	12.6	32.0	47.4	8.0	100.0

3.3 PCI COMPARISON WITHIN MCOG AGENCIES

As a comparison, Figure 4 shows the City’s network PCI compared to the agencies in Mendocino County as well as the statewide average PCI. This comparison data was presented as part of the Statewide Needs Assessment³. As illustrated, the City’s network PCI is the highest within MCOG but still 1 point below the statewide average.

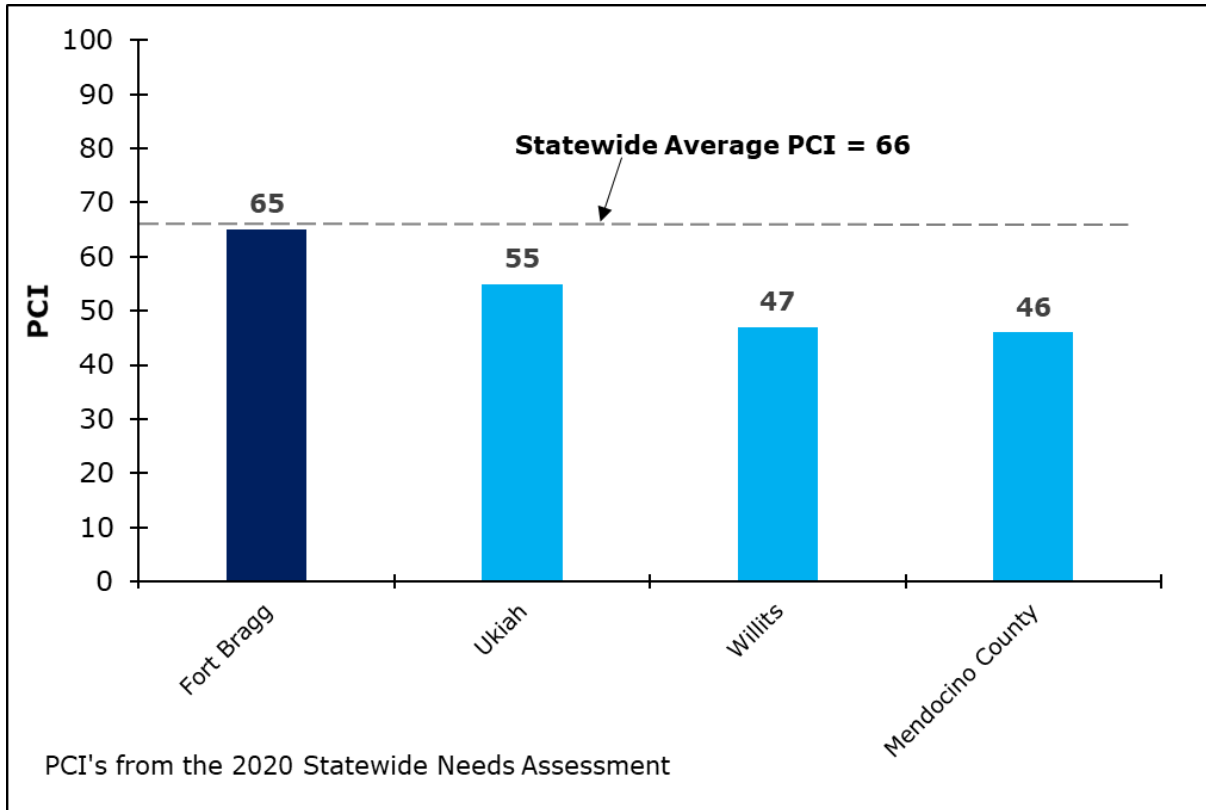


Figure 4. Comparison of Network PCI to Statewide Average

³ California Statewide Local Streets and Roads Needs Assessment, Nichols Consulting Engineers Chtd., August 2021.

4 Maintenance and Rehabilitation Strategies

Historically, the City has frequently used crack seals, slurry seal, multilayer surface seals and HMA overlays as maintenance and rehabilitation strategies. In general chip seals/slurry seals will be applied to pavements in “Good” condition; multilayer rubberized cape/chip seal or a thin hot mix asphalt (HMA) overlay will be performed on pavements in “Fair” condition; mill with thick or thin HMA overlays will be performed on pavements in “Poor” condition; and reconstruction (FDR with HMA overlay) will be performed when pavements are in “Failed” condition. These M&R strategies were formalized into a decision tree⁴ (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavements that have already failed. As shown in Figure 5, by allowing pavements to deteriorate, street that once cost \$5.5/square yard (SY) to seal may soon cost \$89/SY to overlay, or \$114.25/SY to reconstruct. In other words, delaying repairs can significantly increase M&R costs. Note that chip seals can be placed on approximately 21 times as many lane miles as those requiring surface reconstruction.

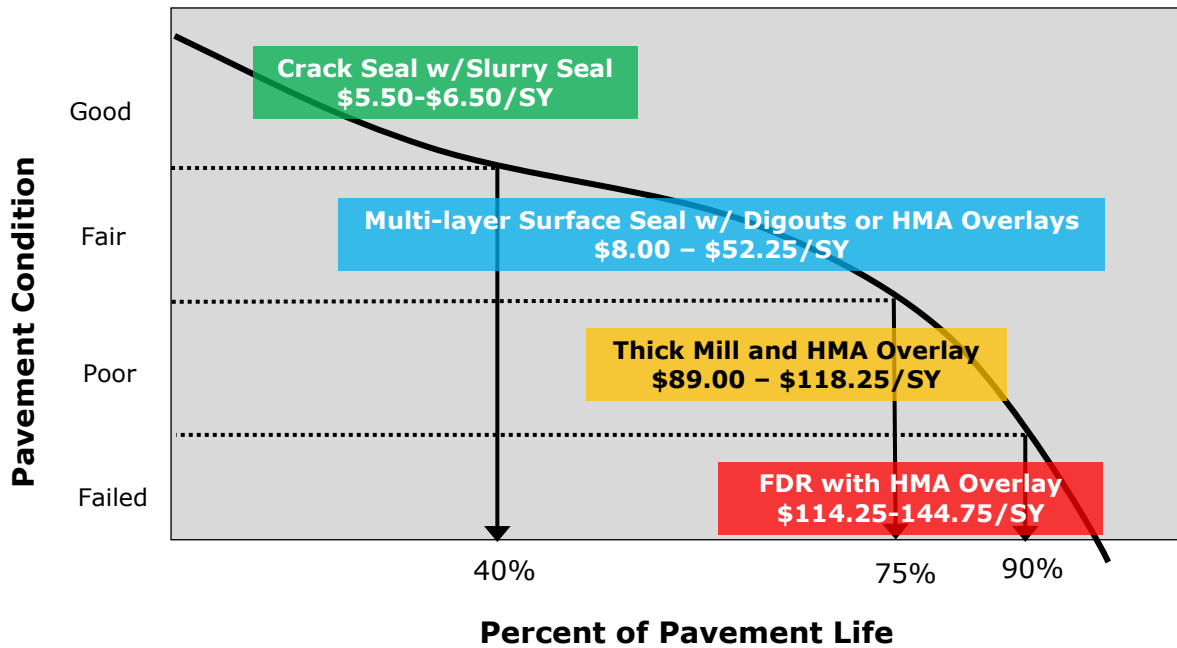


Figure 5. Costs of Maintaining Pavements Over Time

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

5 Budget Analyses

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that eliminate the deferred maintenance⁵ and then maintain the network with on-going preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

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

- **Scenario 1: Existing Budget** – This scenario assumes the City will spend approximately \$1 million per year on pavement M&R for the next ten years.
- **Scenario 2: Improve PCI to 75**– This scenario aims to improve the existing network PCI of 65 to 75 by 2031.

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

⁵ Deferred maintenance is M&R not performed due to insufficient funding.

5.1 BUDGET NEEDS ANALYSIS

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

The results of the budget needs analysis are presented in Table 3 and Table 4. Table 3 represents the budget needs for the entire network including alleyways. Table 4 represent the budget needs only for the alleyways. The total budget needs for the City for the next ten years is estimated to be \$25.3 million (Table 3). As can be seen from the Tables 3 and 4, the alleyways would need six percent of the total budget needs. Of the total budget needs for the entire network, approximately \$5.3 million (21 percent) is devoted to preventive maintenance, while the rest is allocated for more costly rehabilitation and reconstruction treatments.

Table 3. Summary Results for Budget Needs Analysis (Entire Network)

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Total Budget Needs (\$M)	19.55	0.26	0.88	0.00	0.03	1.98	0.07	2.02	0.20	0.33	25.32
Treated PCI	92	88	87	85	84	86	84	85	85	84	NA
Untreated PCI	65	62	60	58	56	54	51	49	47	45	NA

Table 4. Summary Results for Budget Needs Analysis (Alleyways)

Year	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget Needs (\$M) Alleyways	1.39	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.11	0.00	1.51
Treated PCI (Alleyways)	99	93	91	89	88	87	85	84	90	88	NA
Untreated PCI (Alleyways)	25	23	22	20	20	19	18	17	17	17	NA

If the City follows this ideal, cost-effective strategy, the average network PCI will immediately increase as a large amount of deferred maintenance is addressed in the first year, and then stabilize around mid-80s. This type of budget, that addresses the current deferred maintenance in the first year, is known as front-loaded. Alternatively, if no maintenance is performed over the next ten years, the PCI will drop to 45. The detailed results of the budget needs analysis are provided in Appendix C.

5.2 SCENARIO 1: EXISTING FUNDING (\$10.0 M/10 YEARS)

This scenario assumes the City will have \$1 million to dedicate to pavement M&R each year for the next ten years. As shown in Table 5 and Figure 6, the overall network PCI will be maintained between high-60s and low-70s for next ten years. The alleyways will be in "Fair" condition with a PCI of 60 by the end of the analysis period. While Table 5 represents budget allocation and the projected PCI for the entire network, Table 6 and Table 7 show the projected budget allocation and project PCI individually for streets and alleyways, respectively. More than half of the network (60.8 percent) will be in "Good" condition with 20.7 percent in "Failed" condition. The deferred maintenance will increase to \$30 million by 2031. A list of sections selected for treatment are provided in Appendix F.

Table 5. Summary Results for Scenario 1 (Entire Network)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Total Budget (\$M)	NA	1.0*	1.0	1.0	1.0	0.9	0.9	1.0	0.6	0.9	0.9	9.2
Treated PCI	65	66	65	64	64	63	62	61	60	59	58	NA
Deferred Maintenance (\$M)	20	18	19	20	20	23	26	26	28	29	30	NA

*Includes planned project in 2022

Table 6. Summary Results for Scenario 1 (Streets)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M) Streets	NA	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.6	0.9	0.9	8.9
Treated PCI Streets	68	70	69	68	67	66	64	63	62	61	60	NA

Table 7. Summary Results for Scenario 1 (Alleyways)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M) Alleyways	NA	0.00	0.10	0.00	0.10	0.00	0.00	0.10	0.00	0.00	0.00	0.3
Treated PCI Alleyways	25	25	26	26	28	29	29	32	33	34	35	NA

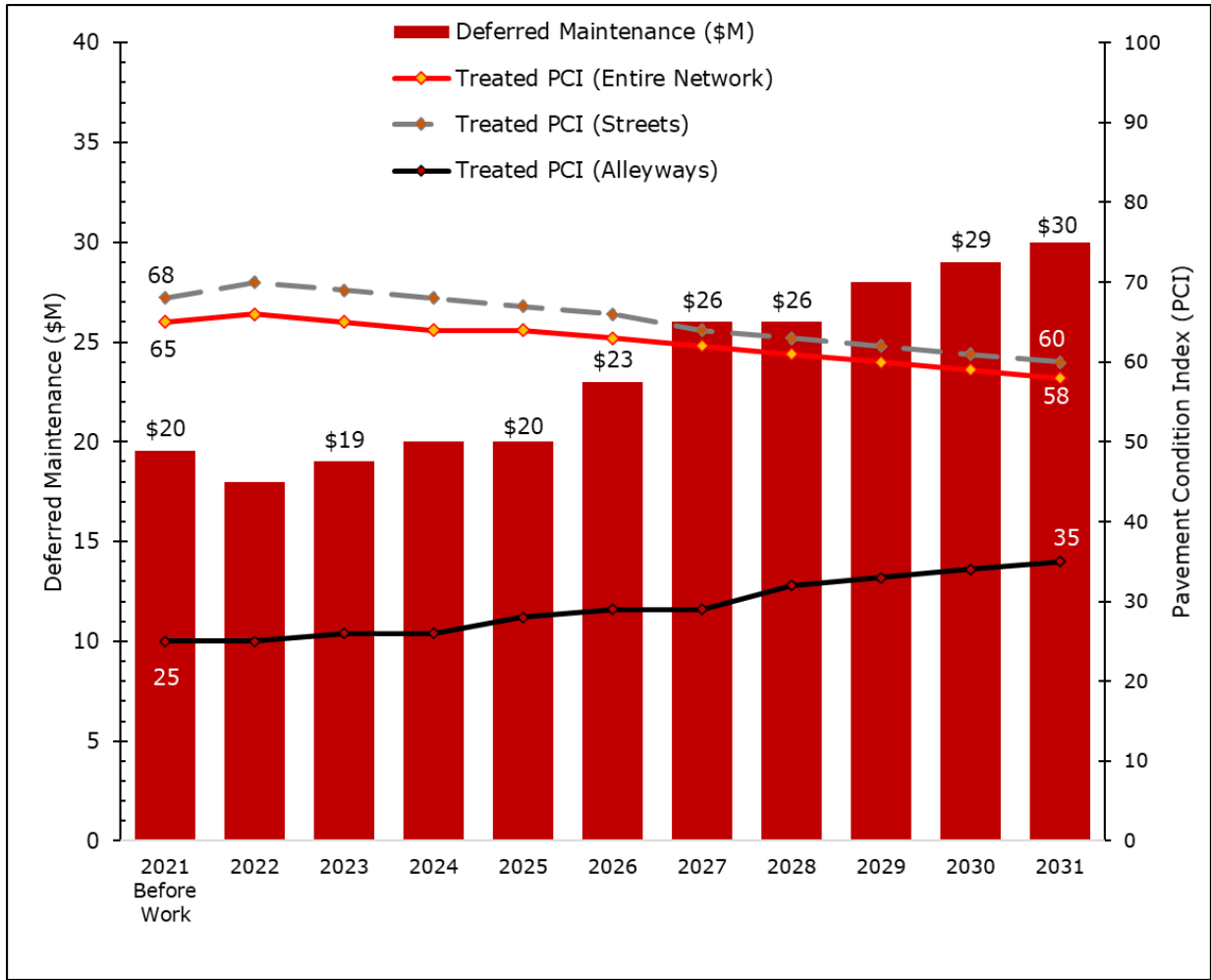


Figure 6. PCI vs Deferred Maintenance for Scenario 1

5.3 SCENARIO 2: IMPROVE PCI TO 75 (\$26.7 M/10 YEARS)

This scenario aims to improve the network PCI from 64 to 75 by the end of the analysis period. As shown in Table 8 and Figure 7, the financial commitment required to accomplish this goal is \$26.7 million over ten years. While Table 8 represents budget allocation and the projected PCI for the entire network, Table 9 and Table 10 show the projected budget allocation and project PCI individually for streets and alleyways, respectively. Both streets and alleyways would be in “Good” condition with a PCI of 74 and 86, respectively. This will result in 84.5 percent of the entire network being “Good” condition with 11 percent, in “Failed” condition. The deferred maintenance will decrease to \$11 million by the end of analysis period.

Table 8. Summary Results for Scenario 2 (Entire Network)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Total Budget (\$M)	NA	0.9*	1.3	0.8	1.1	3.4	4.7	4.1	3.4	4.0	3.0	26.7
Treated PCI	65	66	68	69	68	69	70	72	72	74	75	NA
Deferred Maintenance (\$M)	20	18	18	19	20	20	18	15	14	11	11	NA

*Includes planned project in 2022

Table 9. Summary Results for Scenario 2 (Streets)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M) Streets	NA	0.90	0.70	0.10	1.10	3.40	4.70	4.10	3.40	4.00	3.00	25.4
Treated PCI Streets	68	70	69	67	66	67	69	70	71	73	74	NA

Table 10. Summary Results for Scenario 2 (Alleyways)

Year	2021 before work	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
Budget (\$M) Alleyways	NA	0.00	0.60	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.3
Treated PCI Alleyways	25	27	58	93	90	89	89	87	87	85	86	NA

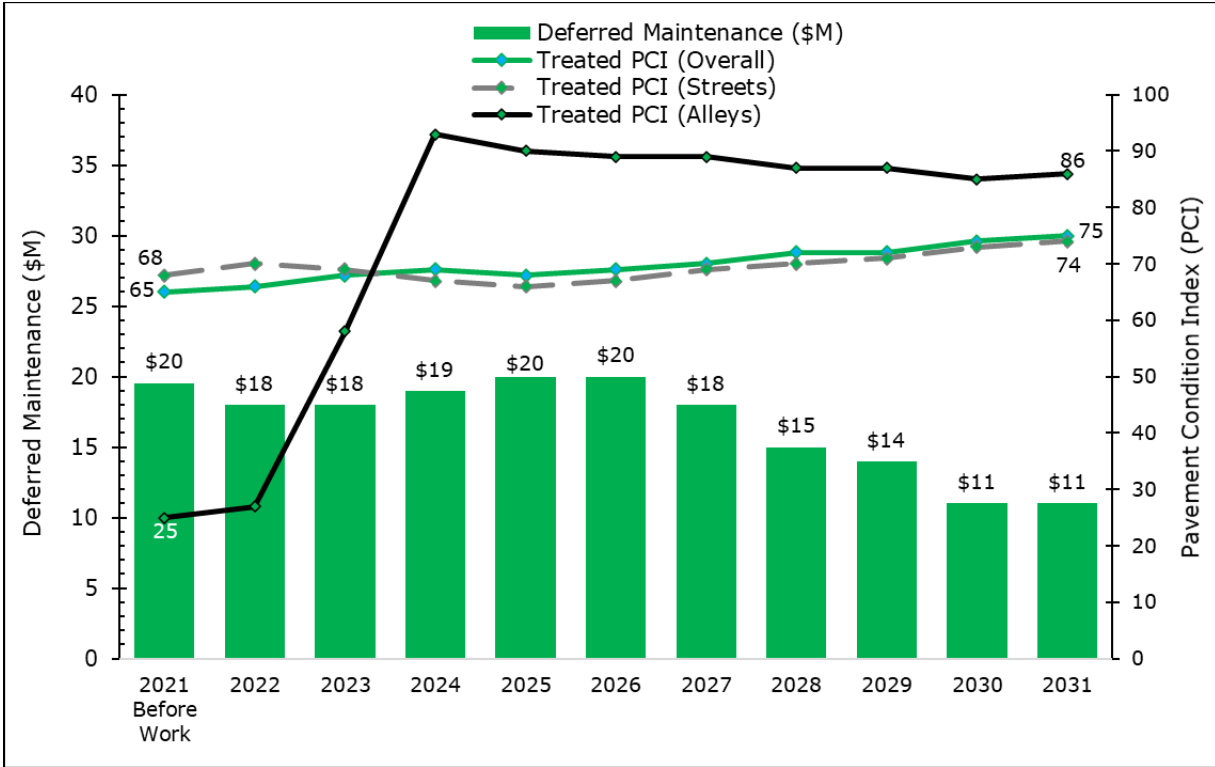


Figure 7. PCI vs Deferred Maintenance for Scenario 2

5.4 SCENARIO COMPARISONS

Figure 8 graphically compares the annual changes in PCI for each of the scenarios. As previously noted, the PCI will be maintained between high-50s and mid 60s in Scenario 1 and will be improved to 75 by 2031 in Scenario 2.

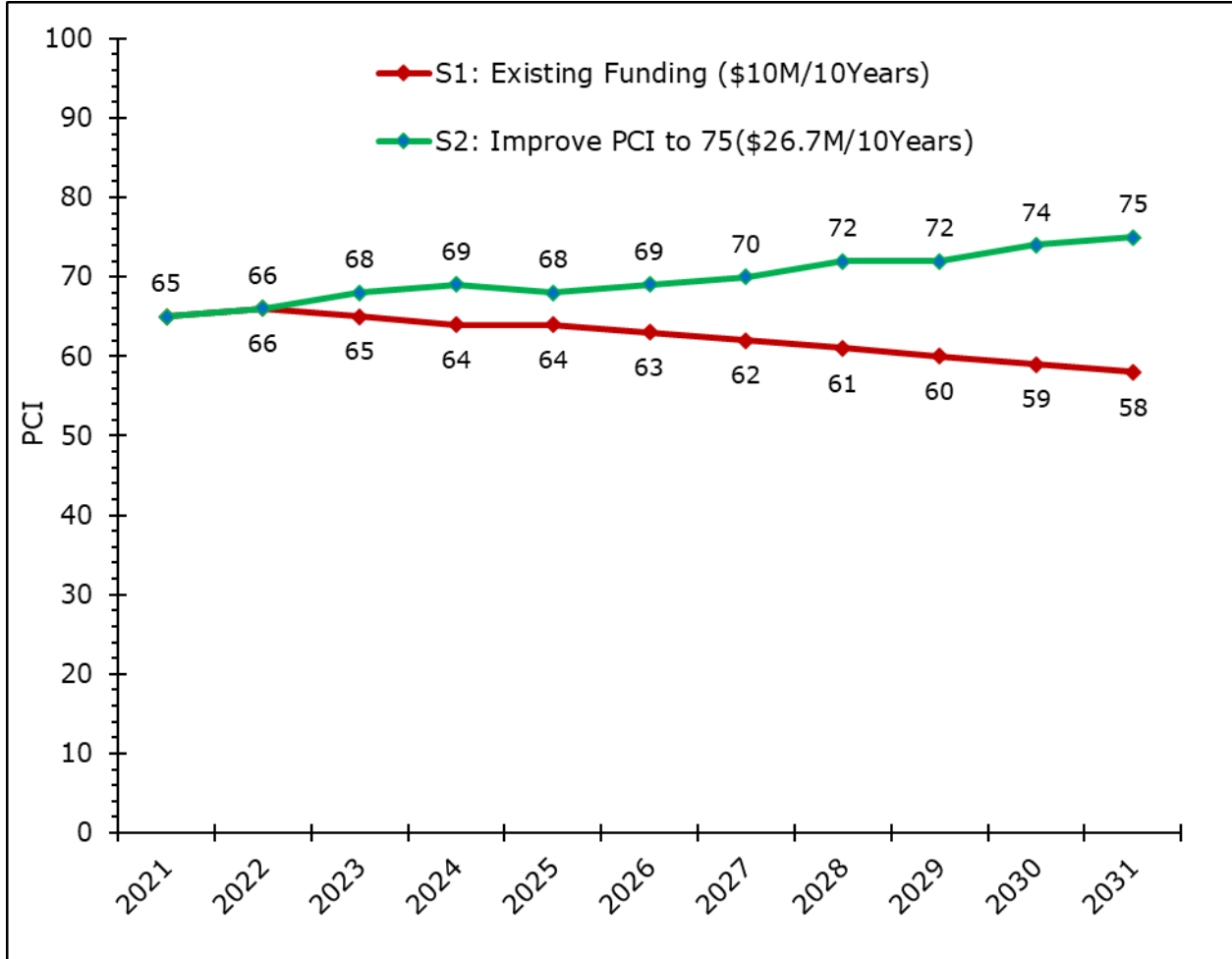


Figure 8. Comparison of Annual PCI by Scenario

Figure 9 illustrates the changes in deferred maintenance over time for each scenario. For Scenario 1, the deferred maintenance will slightly increase to \$30 million by the end of analysis period. In Scenarios 2 the deferred maintenance will be almost half by the end of 2031.

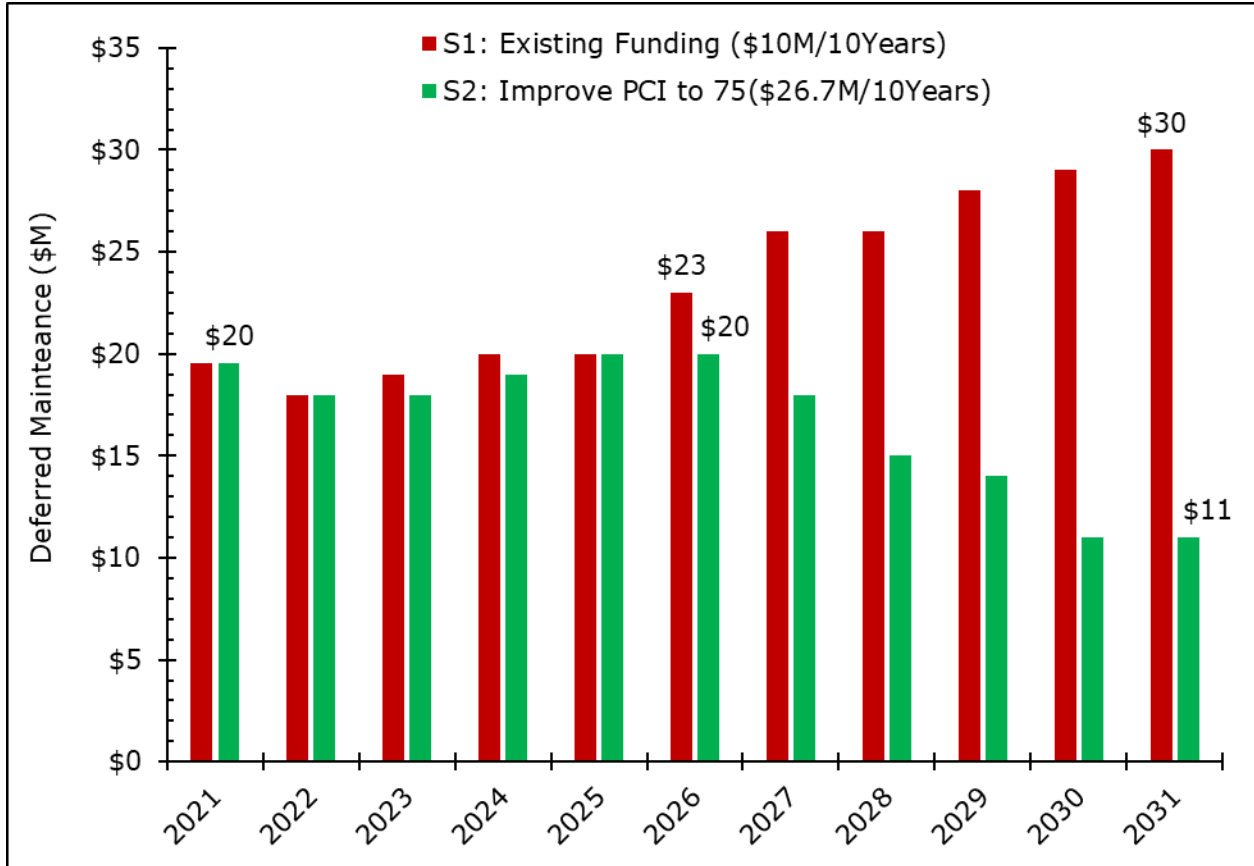


Figure 9. Comparison of Annual Deferred Maintenance by Scenario

Figure 10 illustrates the percent change in pavement condition for each scenario by the end of the analysis period. As noted earlier, currently, 55.7 percent of the network is in “Good” condition, with 25.2 percent in “Poor” or “Failed” condition. Both scenarios will increase the portion of the network in “Good” condition. The portion in “Failed” condition will increase and decrease in Scenarios 1 and 2, respectively. More than half of the entire pavement network (60.8 percent) will be in “Good” condition with 14.4 percent in ‘Failed” condition under Scenario 1. For Scenario 2, the portion of the network in “Good” condition will increase to 84.5 percent and the portion of the network in “Poor” condition will be eliminated.

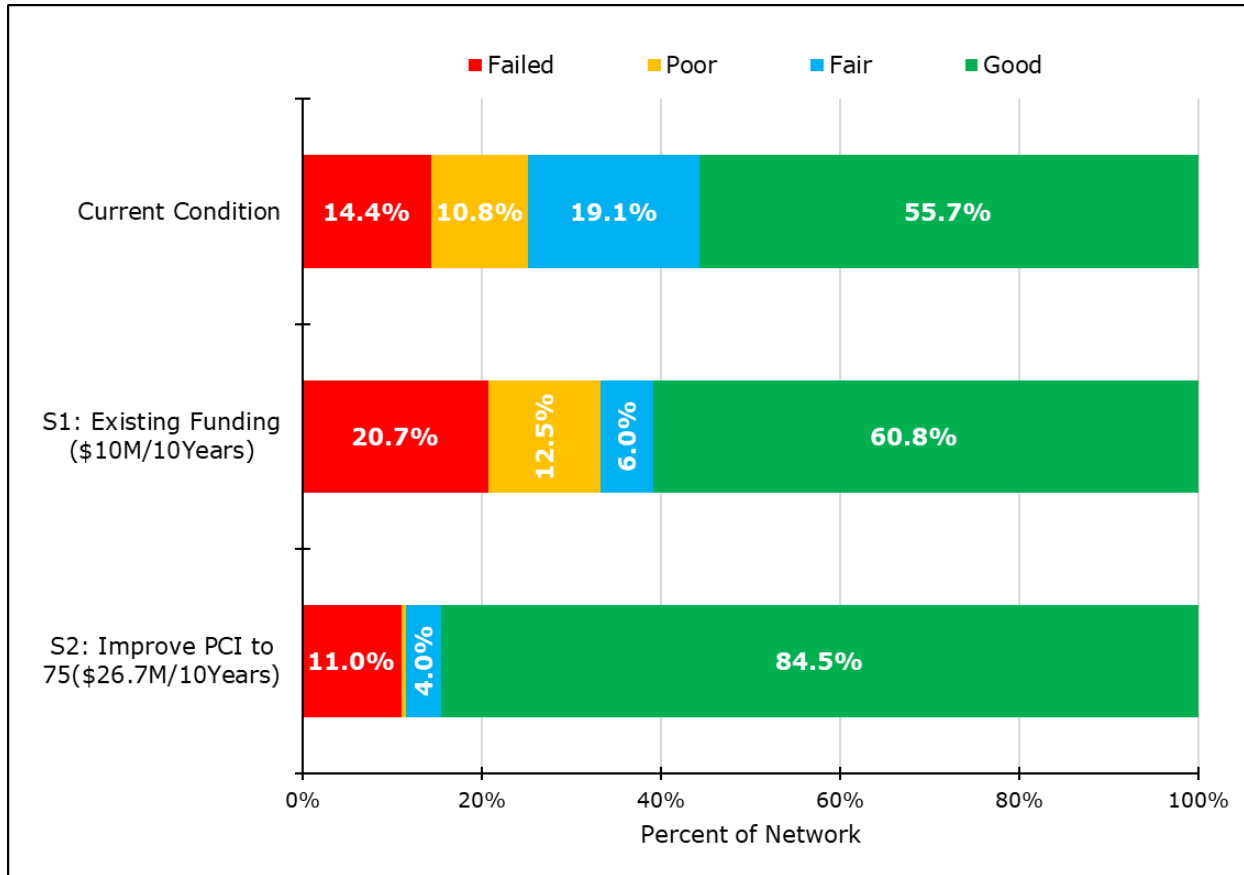


Figure 10. Comparison of Pavement Condition Breakdown by Scenario

6 Conclusion and Recommendations

In summary, City of Fort Bragg has a substantial investment of \$85.4 million in the pavement network. Overall, the City's streets are in "Fair" condition with a 2021 PCI of 65 which includes the alleyways. Approximately 55.7 percent of the street network is in "Good" condition and 14.4 percent is in "Failed" condition.

The analyses indicate that the City needs to spend approximately \$25.3 million on maintenance and rehabilitation over the next ten years to optimally repair all pavement sections, thus bringing the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the City money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

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

- 1. Funding** - The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, the recommended scenario for the City is Scenario 2, which requires \$26.7 million over the next ten years to improve the PCI to 75 by the end of analysis period. This budget allocation will increase the portion of the network in "Good" condition and limit the increase in deferred maintenance.

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

Federal Funding Sources

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

State Funding Sources

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

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

Local/Regional Funding Sources

- Sales tax measure
- Development impact fees
- General funds
- Various assessment districts (lighting, maintenance, flood control, community facilities)
- Traffic impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Parcel/property taxes
- Vehicle registration fees
- Vehicle code fines

2. **Pavement Management Strategies** – Since more than half of City’s streets are currently in “Good” condition, it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, chip, microsurfacing, etc.). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the City balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in “Good” or “Fair” condition, improve pavements in “Poor” condition, and avoid increasing the deferred maintenance.
3. **Reinspection Strategies** – In order to make appropriate management decisions based on current data, NCE recommends that the City perform condition inspections on arterials and collectors every 2 years and on residential at least every 4 to 5 years. Additionally, since StreetSaver® and other prediction models do not yet consider the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of City pavements may not be fully modeled in the analysis. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance.
4. **M&R Decision Tree** – NCE recommends that the City annually review and Fwicurrent construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

Appendix A

SECTION DESCRIPTION INVENTORY

Section Description Inventory Report

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

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

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by signs in the field.
Begin Location	Beginning limit of the section.
End Location	Ending limit of the section.
No. of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification: Arterial; Collector; Residential; Other
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of section in square feet.
Surface Type (ST)	Surface Type: AC (Asphalt Concrete), ST (Surface Treated), Gravel
Last M&R Date	The date of last maintenance or rehabilitation
Last M&R Treatment	Type of treatment (maintenance or rehabilitation) received the last time
PCI Date	The last inspection date or treatment date (whichever is the latest)
PCI	Average PCI for the section. The value is based on the last inspection or last treatment (whichever is the latest).

Section Description Inventory – Sorted by Street Name

STREETS

City of Fort Brag
PCI List by Street Name
2021 PMP Update

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
AIRPOR	001A	AIRPORT ROAD	C.L. SIGN 0+00	W/C.L. SIGN 5+87	2	Residential/Local	587	22	12,914	AC			6/12/2021	97
AIRPOR	001B	AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	2	Residential/Local	268	22	5,896	AC			6/12/2021	97
ALGER	001	ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	2	Residential/Local	564	22	12,408	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
AZALEA	001	AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	2	Residential/Local	275	38	10,450	AC			6/10/2021	17
BOATYA	001	BOATYARD DR.	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	2	Arterial	432	24	10,368	AC/AC	7/1/2017	Mill and Overlay	6/10/2021	99
BOATYA	002	BOATYARD DR.	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	2	Arterial	785	41	32,185	AC/AC	7/1/2017	Mill and Overlay	6/10/2021	50
BRANDO	001	BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	2	Residential/Local	728	34	24,752	AC			6/10/2021	85
CEDAR	001	CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	2	Residential/Local	2,275	27	61,425	AC	1/1/2009	SLURRY SEAL	6/10/2021	59
CEDAR	002	CEDAR ST. 002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	2	Residential/Local	350	19	6,650	AC	1/1/2009	SLURRY SEAL	6/10/2021	44
CHESTN	001	CHESTNUT ST.	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	3	Arterial	498	40	19,920	AC			6/9/2021	8
CHESTN	005	CHESTNUT ST.	END CURB-GUTTER@001,0+00	S. WHIPPLE	2	Collector	884	32	28,288	AC/AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/9/2021	84
CHESTN	010	CHESTNUT ST.	S. WHIPPLE	SANDERSON WY	2	Collector	2,937	32	93,984	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	68
CHESTN	015	CHESTNUT ST.	SANDERSON WY	END OF STREET (9+75)	2	Collector	975	32	31,200	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	74
CELERI	001	CHIEF CELERI DR	W OAK ST	W ALDER ST	2	Arterial	475	15	7,125	AC			6/10/2021	7
DELM	001	DELMAR DR	OCEAN VIEW DR	END NORTH	2	Residential/Local	755	21	15,855	ST			6/10/2021	84
DELM	002	DELMAR DR	OCEAN VIEW DR	END SOUTH	2	Residential/Local	242	30	7,260	AC			6/10/2021	89
DENNIS	001	DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	2	Residential/Local	853	14	11,942	AC			6/15/2021	47
DICKWI	001	DICKWILLIAMS WAY	DANA ST	END AT CDS	2	Residential/Local	185	28	5,180	AC			6/15/2021	11
DUBOIS	001	DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	2	Residential/Local	207	25	5,175	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
EALDER	001	EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	1	Collector	340	43	14,620	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/10/2021	84
EALDER	002A	EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	1	Collector	1,584	43	68,112	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	75
EALDER	002B	EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	1	Residential/Local	1,261	43	54,223	AC	1/1/2009	RUBB CHIP SEAL/SLURRY	6/10/2021	82
EBUSH	001	EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS&HARISON 12+23	2	Residential/Local	471	33	15,543	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	95
EBUSH	005	EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	2	Residential/Local	890	43	38,270	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	89
EBUSH	010	EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	2	Residential/Local	345	43	14,835	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	93
ECYPRES	001	EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	2	Collector	1,296	40	51,840	AC/AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	82
ECYPRES	002	EAST CYPRESS ST. 002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	2	Collector	813	40	32,520	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	21
ECYPRES	003	EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	2	Collector	680	43	29,240	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	54
EELM	001	EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	2	Collector	325	44	14,300	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	77
EFIR	001	EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	2	Collector	1,745	43	75,035	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	78
EFIR	002	EAST FIR ST. 002	E.F.CURB @ HWY 1 0+00	RR TRACKS	2	Collector	142	44	6,248	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/11/2021	36
EFIR	003	EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	2	Collector	192	44	8,448	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
ELAURE	002	EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	2	Collector	1,005	40	40,200	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/12/2021	76
ELAURE	001	EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	2	Collector	925	45	41,625	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	88
ELAURE	005	EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	2	Residential/Local	412	40	16,480	AC			6/12/2021	91
ELAURE	010	EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	2	Residential/Local	413	40	16,520	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	90
OAK	001	EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB MCKINLEY 32+25	2	Arterial	3,225	45	145,125	AC	1/1/2009	SLURRY SEAL	6/9/2021	82
OAK	002	EAST OAK ST. 002	E.F. CURB MCKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	2	Residential/Local	1,725	40	69,000	AC	1/1/2009	SLURRY SEAL	6/10/2021	78
OAK	003	EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	2	Residential/Local	1,610	24	38,640	AC	1/1/2009	SLURRY SEAL	6/10/2021	62

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EPINE	005	EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	2	Collector	1,574	43	67,682	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/15/2021	53
EPINE	010	EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	2	Collector	356	43	15,308	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/15/2021	80
ESPRUC	001	EAST SPRUCE ST.	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	2	Residential/Local	507	45	22,815	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	50
EBBING	001	EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	2	Residential/Local	562	37	20,794	AC			6/9/2021	95
EDDY	001	EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	2	Residential/Local	318	41	13,038	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/9/2021	83
ESPEY	001	ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	2	Residential/Local	258	36	9,288	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
FERN	001	FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	2	Residential/Local	322	29	9,338	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	95
FLOREN	001	FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	2	Residential/Local	603	31	18,693	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	83
FRONTA	001	FRONTAGE ROAD(UNNAMED)	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	2	Residential/Local	680	24	16,320	AC			6/16/2021	60
GLASSB	001	GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	2	Residential/Local	2,199	33	72,567	AC			6/11/2021	59
GROVE	001	GROVE ST.	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	2	Residential/Local	625	30	18,750	AC	1/1/2009	SLURRY SEAL	6/14/2021	95
HALSEY	001	HALSEY WAY	E.F. CURB MCKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	2	Residential/Local	285	32	9,120	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
HARAV	001	HARBOR AVE	OCEAN VIEW DR	SOUTH END	2	Residential/Local	90	39	3,510	AC/AC			6/10/2021	50
HARAV	002	HARBOR AVE	OCEAN VIEW DR	NORTH END	2	Residential/Local	140	32	4,480	AC/AC			6/10/2021	34
HAZEL	001	HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	2	Residential/Local	340	32	10,880	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	52
HAZEL	002	HAZEL ST.	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	2	Residential/Local	315	32	10,080	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	95
HAZEL	003	HAZEL ST.	E.F.CURB S. MCPHERSON 0+00	W.F.CURB S.HARRISON 2+95	2	Residential/Local	295	27	7,965	AC			6/10/2021	100
HAZEL	004	HAZEL ST.	S HARRISON ST	EST END	1	Residential/Local	155	12	1,860	AC			6/10/2021	7
HAZELW	001	HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	2	Residential/Local	360	28	10,080	AC			6/14/2021	65
HOCKER	001	HOCKER LANE	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	2	Residential/Local	777	36	27,972	AC			6/12/2021	20
HOLMES	001	HOLMES LANE	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	2	Residential/Local	560	36	20,160	AC			6/11/2021	37
HOWLAN	001	HOWLAND CT.	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	2	Residential/Local	230	36	8,280	AC			6/12/2021	30
JEWETT	001	JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	2	Residential/Local	536	39	20,904	AC	1/1/2009	SLURRY SEAL	6/12/2021	73
JOHNCIMO	001	JOHN CIMOLINO WAY	STEWART ST	END	2	Residential/Local	286	36	10,296	AC			6/11/2021	50
KEMPPE	005	KEMPPE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	2	Residential/Local	433	37	16,021	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	96
KEMPPE	010	KEMPPE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	2	Residential/Local	502	37	18,574	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	60
LIVING	001	LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	2	Residential/Local	617	35	21,595	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/14/2021	73
LONNE	001	LONNE WAY	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	2	Residential/Local	487	32	15,584	AC			6/9/2021	44
MADRON	001	MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	2	Residential/Local	650	43	27,950	AC			6/10/2021	68
MADRON	005	MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	2	Residential/Local	900	44	39,600	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	93
MADRON	010	MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	2	Residential/Local	400	44	17,600	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	64
MANZAN	001	MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	2	Residential/Local	330	26	8,580	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	70
MAPLE	001A	MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	2	Collector	640	45	28,800	AC			12/10/2021	100
MAPLE	001B	MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	2	Collector	1,000	45	45,000	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	71
MAPLE	005A	MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	2	Collector	900	49	44,100	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	70
MAPLE	005B	MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	2	Collector	400	49	19,600	AC			6/10/2021	82
MCKINL	001	MCKINLEY ST.	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	2	Residential/Local	410	32	13,120	AC			6/12/2021	6
MINNES	001	MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	2	Residential/Local	630	32	20,160	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/9/2021	92

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MORROW	001	MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	2	Residential/Local	654	34	22,236	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/15/2021	95
MORROW	002	MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	2	Residential/Local	656	42	27,552	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/15/2021	94
MYRTLE	001	MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	2	Residential/Local	555	26	14,430	AC			6/11/2021	100
NANCY	001	NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	2	Residential/Local	266	31	8,246	AC			6/15/2021	55
NESS	001	NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	2	Residential/Local	245	22	5,390	AC			6/12/2021	100
NCORRY	001	NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	2	Residential/Local	2,247	42	94,374	AC			6/10/2021	80
NDANA	001	NORTH DANA ST	EAST OAK ST	END	2	Residential/Local	319	28	8,932	AC			6/12/2021	61
NFRANK	001	NORTH FRANKLIN ST. 001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	2	Arterial	1,777	43	76,411	AC	6/1/2013	4" DIGOUTS	6/14/2021	63
NFRANK	002	NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	2	Arterial	535	43	23,005	AC	6/1/2013	4" DIGOUTS	6/14/2021	51
NFRANK	003	NORTH FRANKLIN ST. 003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	2	Arterial	1,351	43	58,093	AC	6/1/2013	4" DIGOUTS	6/14/2021	35
NFRANK	004	NORTH FRANKLIN ST. 004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	2	Arterial	470	43	20,210	AC	6/1/2013	4" DIGOUTS	6/14/2021	60
NHARBO	001	NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	2	Residential/Local	1,990	28	55,720	AC			6/11/2021	73
NHARBO	002	NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	2	Residential/Local	455	32	14,560	AC			6/11/2021	82
NHAROL	001	NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M.SCHOOL3+16	2	Residential/Local	316	28	8,848	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
NHAROL	002	NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	2	Residential/Local	285	40	11,400	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
NHAROL	005	NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	2	Collector	920	52	47,840	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	81
NHAROL	007	NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	2	Collector	400	52	20,800	AC	8/1/2011	MICROSURFACING/RUBBER CHIP SEAL/SLURRY	6/11/2021	60
NHAROL	006	NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	2	Collector	920	52	47,840	AC/AC	8/1/2011	MICROSURFACING/RUBBER CHIP SEAL/SLURRY	6/11/2021	75
NHARRI	001A	NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	2	Collector	2,256	44	99,264	AC			6/15/2021	82
NHARRI	001B	NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	2	Collector	1,056	44	46,464	AC			6/15/2021	72
NMcPHE	001	NORTH MCPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	2	Collector	2,708	44	119,152	AC			6/15/2021	80
NSANDE	001	NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	2	Residential/Local	631	29	18,299	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	93
NSANDE	002	NORTH SANDERSON WAY 002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	2	Residential/Local	727	20	14,540	AC/AC	7/1/2017	Mill and Overlay	6/12/2021	100
NWHIPP	001	NORTH WHIPPLE ST.	N.F.CURB OAK ST.0+00	ALDER ST	2	Residential/Local	450	44	19,800	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/11/2021	40
NWHIPP	002	NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	2	Residential/Local	1,850	44	81,400	AC			6/11/2021	85
NLINCO	001	NORTH LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	2	Residential/Local	652	25	16,300	AC			6/12/2021	4
NOYOHI	001	NOYO HIEGHTS DRIVE	W.F. CURB SANDERSON 0+00	END OF CULDESAC 4+15	2	Residential/Local	415	36	14,940	AC			6/9/2021	36
NOYOPT	001	NOYO POINT RD	CYPRESS ST	END AT LOT	2	Residential/Local	1,828	24	43,872	AC			6/15/2021	98
OAKTER	001	OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	2	Residential/Local	338	36	12,168	AC	1/1/2009	SLURRY SEAL	6/12/2021	86
OCEANV	003	OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	2	Residential/Local	530	26	13,780	AC			6/10/2021	83
OCEANV	001	OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	2	Residential/Local	418	36	15,048	AC/AC	8/1/2013	AC OVERLAY 2 INCHES	6/10/2021	69
OCEANV	002	OCEAN VIEW DRV.WEST 002	4+18 FROM HWY 1 0+00	C.L. 4+58	2	Residential/Local	458	28	12,824	AC/AC	8/1/2013	AC OVERLAY 2 INCHES	6/10/2021	10
OLSEN	001	OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	2	Residential/Local	652	28	18,256	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
PARK	001	PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	1	Residential/Local	600	25	15,000	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	56
PARK	002	PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	2	Residential/Local	568	28	15,904	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	82
PARK	003	PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	1	Residential/Local	145	14	2,030	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	67
PENITE	001	PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	2	Residential/Local	275	38	10,450	AC			6/9/2021	18
PERKIN	001	PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	2	Residential/Local	1,053	33	34,749	AC			6/11/2021	80
PUDDIN	001	PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	2	Residential/Local	955	23	21,965	AC	6/1/2010	RECONSTRUCT SURFACE (AC)	6/11/2021	90
RASSMU	001	RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	2	Residential/Local	455	13	5,915	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
EREDWO	005	REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	2	Arterial	1,929	44	84,876	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	71
EREDWO	010	REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	2	Residential/Local	401	44	17,644	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	93
RIVER	001	RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	2	Residential/Local	515	44	22,660	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	95
SNUGH	001	SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	2	Residential/Local	110	19	2,090	AC			6/15/2021	96

City of Fort Brag
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Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
SCORRY	001	SOUTH CORRY ST. 001	N.F. CURB CHESTNUT ST. 0+00	S.F. CURB OAK ST.19+37	2	Residential/Local	1,937	38	73,606	AC			6/9/2021	95
SDANA	001	SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	2	Collector	1,900	40	76,000	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	92
SFRANK	001	SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	2	Arterial	3,220	43	138,460	AC/AC	7/1/2017	Mill and Overlay	6/14/2021	51
SFRANK	002	SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	2	Arterial	863	43	37,109	AC/AC	7/1/2017	Mill and Overlay	6/14/2021	44
SFRANK	003	SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	2	Arterial	565	43	24,295	AC/AC	7/1/2019	Mill and Overlay	6/14/2021	61
SHAROL	001	SOUTH HAROLD ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	2	Collector	876	52	45,552	AC			6/14/2021	50
SHAROL	002	SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	2	Residential/Local	975	20	19,500	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/14/2021	94
SHAROL	003	SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST.@W.POWER POLE 5+00	2	Residential/Local	620	16	9,920	AC			6/14/2021	14
SHARRI	001	SOUTH HARRISON ST.	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	2	Collector	2,545	44	111,980	AC	1/1/2009	SLURRY SEAL	6/15/2021	65
SLINCO	005	SOUTH LINCOLN ST.	N.F. CURB CHESTNUT ST	MAPLE ST	2	Collector	1,069	55	58,795	AC			6/14/2021	27
SLINCO	015A	SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	2	Collector	282	30	8,460	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	70
SLINCO	015B	SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	2	Residential/Local	494	30	14,820	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	93
SMcPHE	001	SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	2	Collector	436	44	19,184	AC			6/15/2021	95
SMcPHE	002	SOUTH McPHERSON ST.	MADRONE	MAPLE	2	Collector	422	44	18,568	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/15/2021	53
SMcPHE	003	SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	2	Collector	1,042	44	45,848	AC			6/15/2021	91
SSANDE	001	SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	2	Collector	1,915	40	76,600	AC			6/9/2021	92
SSANDE	005	SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	2	Residential/Local	412	30	12,360	AC			6/9/2021	93
SSANDE	010	SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	2	Residential/Local	628	30	18,840	AC			6/9/2021	85
SOUTH	005	SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	2	Collector	1,218	38	46,284	AC			6/14/2021	81
SOUTH	010	SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE	2	Residential/Local	447	38	16,986	AC			6/14/2021	93
SOUTH	015	SOUTH ST. 015	END OF GD. PAVEMENT 0+00 @001	S.EAST P.L. ROSSI RES. 4+30	2	Residential/Local	430	22	9,460	GRAVEL			-	-
SWHIPP	001	SOUTH WHIPPLE ST. 001	S.F. CURB OAK ST. 0+00	N.SIDE HAZEL RT. OF WAY 12+55	2	Residential/Local	1,255	41	51,455	AC			6/9/2021	89
SWHIPP	002	SOUTH WHIPPLE ST. 002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	2	Residential/Local	1,285	32	41,120	AC	1/1/2009	SLURRY SEAL	6/9/2021	83
SPRING	001	SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	2	Residential/Local	504	30	15,120	AC/AC	7/1/2019	Mill and Overlay	6/14/2021	100
STEWCI	001	STEWART CIRCLE	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	2	Residential/Local	95	90	9,000	AC			6/11/2021	39
STEWAR	001	STEWART ST. 001	E.F. CURB OLD HAUL RD. 0+00	N.F. CURB ELM ST 13+30	2	Residential/Local	1,330	40	53,200	AC			6/11/2021	34
STEWAR	002	STEWART ST. 002	S.F. CURB W. ELM 0+00	SPRUCE	2	Residential/Local	413	43	17,759	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/11/2021	54
STEWAR	003	STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	2	Residential/Local	1,380	43	59,340	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	86
SUSIE	001	SUSIE COURT	N.F. CURB CHESTNUT ST 0+00	END OF CULDESAC 5+48	2	Residential/Local	548	36	19,728	AC			6/14/2021	26
TAUBOL	001	TAUBOLD COURT	E.F. CURB DANA 0+00	END OF CULDESAC 2+31	2	Residential/Local	231	32	7,392	AC	1/1/2009	SLURRY SEAL	6/12/2021	25
TEMLN	001	TEMPLE LN	FORT-BRAGG SHERWOOD RD	NORTH END	2	Residential/Local	350	18	6,300	GRAVEL			-	-
WALL	001A	WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	2	Residential/Local	660	38	25,080	AC/AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/9/2021	95
WALL	001B	WALL ST. 001	WILLOW	N.F.CURB@ALLEY ST 13+50	2	Residential/Local	650	38	24,700	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	80
WALL	002	WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	2	Residential/Local	700	38	26,600	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	82
WALNUT	003	WALNUT ST.	W.F.CURB S.FRANKLIN 0+00	E.F.CURB HWY1 3+54	2	Residential/Local	354	43	15,222	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	40
WALNUT	004	WALNUT ST.	GROVE ST	EAST END	2	Residential/Local	188	43	8,084	AC/AC			6/14/2021	52
WALNUT	001	WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	2	Residential/Local	340	39	13,260	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	63
WALNUT	002	WALNUT ST. 002	WHIPPLE	E.F.CURB S.FRANKLIN ST. 8+40	2	Residential/Local	1,041	30	31,230	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	7
WALDER	001	WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	2	Residential/Local	150	43	6,450	AC			6/15/2021	100
WBUSH	001	WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	2	Residential/Local	815	43	35,045	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	92
WCYPST	001	WEST CYPRESS	WEST END	S MAIN ST	2	Collector	165	50	8,250	AC			6/10/2021	53
WELM	001	WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	2	Collector	1,030	43	44,290	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	75
WFIR	001	WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	2	Collector	900	43	38,700	AC			6/11/2021	7
WLAURE	001	WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	2	Residential/Local	155	43	6,665	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/15/2021	97
WOAKST	001	WEST OAK ST.	CHIEF CELERI DR	S MAIN ST	2	Arterial	200	45	9,000	AC			6/14/2021	34
WPINE	001	WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	2	Residential/Local	617	43	26,531	AC			6/11/2021	93
WPINE	002	WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	2	Collector	258	43	11,094	AC			6/11/2021	81

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WREDWO	001	WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	2	Residential/Local	185	44	8,140	AC			6/15/2021	98
WSPRUC	001	WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	2	Residential/Local	710	43	30,530	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	95
WEST	001	WEST ST.	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	2	Residential/Local	1,380	43	59,340	AC			6/11/2021	3
WILLOW	001	WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	2	Residential/Local	623	32	19,936	AC			6/10/2021	68
WILLOW	002	WILLOW ST. 002	E.EDGE ALLEY LIVINGSTON 0+00	E.F.CURB S LINCOLN 6+00	2	Residential/Local	600	42	25,200	AC			6/10/2021	18
WILLOW	003	WILLOW ST. 003	E.F.CURB S.LINCOLN 0+00	E.F.CURB S HAROLD 6+36	2	Residential/Local	636	32	20,352	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/10/2021	21
WINNIF	001	WINNIFRED ST.	W. EDGE OF PAVEMENT 0+00	E.F. CURB BRANDON WAY 8+42	2	Residential/Local	842	34	28,628	AC			6/11/2021	0
WOODLA	001	WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	2	Residential/Local	555	38	21,090	AC			6/9/2021	93
WOODWA	001	WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	2	Residential/Local	650	26	16,900	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100

ALLEYWAYS

City of Fort Bragg
PCI List by Alleyways Name
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Street ID	Section ID	Alleyways Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	PCI/M&R Date	PCI
N100D	N100D1	N100D	E OAK ST	E ALDER ST	2	Other (Alleyways)	417	20	8340	AC	7/31/2021	23
N100E	N100E1	N100E	E OAK ST	E ALDER ST	2	Other (Alleyways)	413	16	6608	AC	7/31/2021	8
N100F	N100F1	N100F	E OAK ST	E ALDER ST	2	Other (Alleyways)	413	14	5782	GRAVEL	-	-
N100H	N100H1	N100H	E OAK ST	E ALDER ST	2	Other (Alleyways)	414	16	6624	AC	7/31/2021	4
N100J	N100J1	N100J	E OAK ST	E ALDER ST	2	Other (Alleyways)	418	16	6688	AC	7/31/2021	0
N100K	N100K1	N100K	E OAK ST	E ALDER ST	2	Other (Alleyways)	420	16	6720	GRAVEL	-	-
N100L	N100L1	N100L	E OAK ST	E ALDER ST	2	Other (Alleyways)	428	14	5992	GRAVEL	-	-
N101C	N101C1	N101C	W OAK ST	W ALDER ST	2	Other (Alleyways)	420	16	6720	AC	7/31/2021	19
N101G	N101G1	N101G	E OAK ST	300' N/O E OAK ST	2	Other (Alleyways)	300	16	4800	GRAVEL	-	-
N102C	N102C1	N102C	N101C	MAIN ST	2	Other (Alleyways)	146	26	3796	AC	7/31/2021	18
N102G	N102G1	N102G	300 N/O E OAK ST	E ALDER ST	2	Other (Alleyways)	117	16	1872	AC	12/10/2021	100
N200C	N200C1	N200C	W ALDER ST	W REDWOOD AVE	2	Other (Alleyways)	439	17	7463	AC	8/2/2021	11
N200D	N200D1	N200D	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	405	18	7290	AC	7/31/2021	22
N200E	N200E1	N200E	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	418	12	5016	PCC	8/2/2021	100
N200F	N200F1	N200F	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	407	14	5698	AC	7/31/2021	6
N200G	N200G1	N200G	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	423	14	5922	GRAVEL	-	-
N200H	N200H1	N200H	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	424	14	5936	AC	7/31/2021	4
N200J	N200J1	N200J	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	425	16	6800	AC	8/4/2021	0
N200K	N200K1	N200K	CEDAR ST	E REDWOOD AVE	2	Other (Alleyways)	194	14	2716	GRAVEL	-	-
N200L	N200L1	N200L	MORROW ST	E END	2	Other (Alleyways)	200	12	2400	GRAVEL	-	-
N300D	N300D1	N300D	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	413	18	7434	AC	7/31/2021	8
N300E	N300E1	N300E	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	416	18	7488	AC	7/31/2021	100
N300F	N300F1	N300F	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	414	14	5796	AC	7/31/2021	0
N300G	N300G1	N300G	E REDWOOD AVE	N END	2	Other (Alleyways)	168	14	2352	GRAVEL	-	-
N300H	N300H1	N300H	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	426	16	6816	AC	7/31/2021	4
N300J	N300J1	N300J	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	419	16	6704	AC	7/31/2021	8
N300K	N300K1	N300K	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	431	16	6896	GRAVEL	-	-
N400D	N400D1	N400D	E LAUREL ST	E PINE ST	2	Other (Alleyways)	410	20	8200	AC	7/31/2021	0
N400E	N400E1	N400E	E LAUREL ST	E PINE ST	1	Other (Alleyways)	426	18	7668	AC	7/31/2021	1
N400F	N400F1	N400F	E LAUREL ST	E PINE ST	2	Other (Alleyways)	426	16	6816	GRAVEL	-	-
N400H	N400H1	N400H	E LAUREL ST	E PINE ST	2	Other (Alleyways)	414	16	6624	AC	7/31/2021	4
N400J	N400J1	N400J	E LAUREL ST	E PINE ST	2	Other (Alleyways)	424	16	6784	AC	7/31/2021	3
N401G	N401G1	N401G	214' N/O LAUREL ST	E PINE ST	2	Other (Alleyways)	206	14	2884	AC	7/31/2021	22
N402G	N402G1	N402G	E LAUREL ST	214' N/O LAUREL ST	2	Other (Alleyways)	214	14	2996	AC	8/4/2021	1
N500A	N500A1	N500A	W PINE ST	W FIR ST	2	Other (Alleyways)	426	18	7668	GRAVEL	-	-
N500B	N500B1	N500B	W PINE ST	W FIR ST	2	Other (Alleyways)	427	16	6832	GRAVEL	-	-
N500D	N500D1	N500D	E PINE ST	E FIR ST	2	Other (Alleyways)	407	18	7326	AC	8/2/2021	8
N500E	N500E1	N500E	E PINE ST	E FIR ST	2	Other (Alleyways)	418	16	6688	AC	8/2/2021	0
N500F	N500F1	N500F	E PINE ST	E FIR ST	2	Other (Alleyways)	417	16	6672	AC	8/2/2021	0
N500G	N500G1	N500G	E PINE ST	E FIR ST	2	Other (Alleyways)	428	16	6848	AC	8/2/2021	4
N500H	N500H1	N500H	E PINE ST	E FIR ST	2	Other (Alleyways)	422	12	5064	GRAVEL	-	-
N500J	N500J1	N500J	E PINE ST	E FIR ST	2	Other (Alleyways)	427	18	7686	AC	7/31/2021	3
N600A	N600A1	N600A	W FIR ST	W BUSH ST	2	Other (Alleyways)	460	16	7360	GRAVEL	-	-
N600B	N600B1	N600B	W FIR ST	W BUSH ST	2	Other (Alleyways)	416	16	6656	AC	8/2/2021	5
N600C	N600C1	N600C	W FIR ST	W BUSH ST	2	Other (Alleyways)	424	16	6784	AC	8/2/2021	30
N600F	N600F1	N600F	E FIR ST	E BUSH ST	2	Other (Alleyways)	417	16	6672	GRAVEL	-	-
N600G	N600G1	N600G	E FIR ST	E BUSH ST	2	Other (Alleyways)	422	17	7174	AC	8/2/2021	11

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N600H	N600H1	N600H	E FIR ST	E BUSH ST	2	Other (Alleyways)	426	14	5964	GRAVEL	-	-
N600J	N600J1	N600J	E FIR ST	N END	2	Other (Alleyways)	662	14	9268	AC	8/4/2021	39
N700A	N700A1	N700A	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	458	16	7328	GRAVEL	-	-
N700B	N700B1	N700B	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	425	14	5950	GRAVEL	-	-
N700C	N700C1	N700C	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	409	14	5726	GRAVEL	-	-
N700G	N700G1	N700G	E BUSH ST	WINIFRED ST	2	Other (Alleyways)	268	14	3752	GRAVEL	-	-
N700H	N700H1	N700H	E BUSH ST	WINIFRED ST	2	Other (Alleyways)	264	18	4752	GRAVEL	-	-
N800C	N800C1	N800C	W SPRUCE ST	W ELM ST	2	Other (Alleyways)	422	16	6752	AC	8/4/2021	100
N800D	N800D1	N800D	E SPRUCE ST	E ELM ST	2	Other (Alleyways)	423	18	7614	AC	8/2/2021	21
N800G	N800G1	N800G	WINIFRED ST	N END	2	Other (Alleyways)	358	14	5012	GRAVEL	-	-
N900D	N900D1	N900D	E ELM ST	E MANZANITA ST	2	Other (Alleyways)	405	20	8100	AC	8/2/2021	8
S100D	S100D1	S100D	S END	E OAK ST	2	Other (Alleyways)	20	16	320	AC	-	-
S100E	S100E1	S100E	MADRONE ST	E OAK ST	2	Other (Alleyways)	417	16	6672	AC	8/3/2021	1
S100F	S100F1	S100F	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	18	7524	GRAVEL	-	-
S100G	S100G1	S100G	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	10	4180	PCC	8/2/2021	100
S100H	S100H1	S100H	MADRONE ST	E OAK ST	2	Other (Alleyways)	410	14	5740	AC	12/10/2021	100
S100J	S100J1	S100J	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	14	5852	AC	8/2/2021	98
S100K	S100K1	S100K	WILLOW ST	E OAK ST	2	Other (Alleyways)	606	14	8484	AC	8/3/2021	4
S100L	S100L1	S100L	WILLOW ST	E OAK ST	2	Other (Alleyways)	608	14	8512	AC	8/3/2021	0
S100M	S100M1	S100M	WILLOW ST	E OAK ST	2	Other (Alleyways)	603	14	8442	AC	8/3/2021	6
S100N	S100N1	S100N	WILLOW ST	E OAK ST	2	Other (Alleyways)	616	16	9856	GRAVEL	-	-
S100P	S100P1	S100P	WILLOW ST	E OAK ST	2	Other (Alleyways)	605	16	9680	AC	8/3/2021	1
S200D	S200D1	S200D	MAPLE ST	MADRONE ST	2	Other (Alleyways)	425	16	6800	AC	8/3/2021	16
S200E	S200E1	S200E	MAPLE ST	MADRONE ST	2	Other (Alleyways)	402	17	6834	AC	8/3/2021	1
S200G	S200G1	S200G	MAPLE ST	MADRONE ST	2	Other (Alleyways)	425	14	5950	AC	8/3/2021	16
S200H	S200H1	S200H	MAPLE ST	MADRONE ST	2	Other (Alleyways)	410	14	5740	GRAVEL	-	-
S200K	S200K1	S200K	MAPLE ST	WILLOW ST	2	Other (Alleyways)	258	16	4128	GRAVEL	-	-
S200L	S200L1	S200L	MAPLE ST	WILLOW ST	2	Other (Alleyways)	242	14	3388	AC	8/3/2021	0
S201F	S201F1	S201F	105' N/O MAPLE ST	MADRONE ST	2	Other (Alleyways)	309	12	3708	AC	8/3/2021	34
S202F	S202F1	S202F	MAPLE ST	105' N/O MAPLE ST	2	Other (Alleyways)	105	14	1470	AC	8/3/2021	3
S300D	S300D1	S300D	HAZEL ST	MAPLE ST	2	Other (Alleyways)	358	16	5728	AC	8/3/2021	10
S300E	S300E1	S300E	HAZEL ST	MAPLE ST	2	Other (Alleyways)	356	16	5696	AC	8/3/2021	20
S300F	S300F1	S300F	HAZEL ST	MAPLE ST	2	Other (Alleyways)	363	10	3630	GRAVEL	-	-
S300G	S300G1	S300G	HAZEL ST	MAPLE ST	2	Other (Alleyways)	373	16	5968	AC	12/10/2021	100
S300H	S300H1	S300H	S END	MAPLE ST	2	Other (Alleyways)	364	15	5460	GRAVEL	-	-
S300J	S300J1	S300J	S END	MAPLE ST	2	Other (Alleyways)	356	14	4984	AC	8/3/2021	4
S300K	S300K1	S300K	S END	MAPLE ST	2	Other (Alleyways)	579	13	7527	AC	12/10/2021	100
S300P	S300P1	S300P	WALL ST	WILLOW ST	2	Other (Alleyways)	955	20	19100	AC	8/3/2021	6
S301N	S301N1	S301N	S302N	WILLOW ST	2	Other (Alleyways)	652	12	7824	AC	8/3/2021	96
S302N	S302N1	S302N	S301N	WALL ST	2	Other (Alleyways)	139	16	2224	AC	8/4/2021	98
S400H	S400H1	S400H	E CHESTNUT ST	N END	2	Other (Alleyways)	641	14	8974	AC	8/3/2021	0
S400K	S400K1	S400K	E CHESTNUT ST	N END	2	Other (Alleyways)	276	20	5520	AC	8/4/2021	24
S500D	S500D1	S500D	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	614	16	9824	AC	8/2/2021	98
S500H	S500H1	S500H	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	635	18	11430	AC	8/2/2021	98
S500J	S500J1	S500J	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	378	18	6804	GRAVEL	-	-
S600E	S600E1	S600E	E END	WALNUT ST	2	Other (Alleyways)	610	12	7320	AC	12/10/2021	100
S800E	S800E1	S800E	N HARBOR DR	SOUTH ST	2	Other (Alleyways)	592	16	9472	AC	8/2/2021	4

Section Description Inventory – Sorted by Descending PCI

STREETS

City of Fort Brag
PCI List by Descending PCI
2021 PMP Update

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
ALGER	001	ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	2	Residential/Local	564	22	12,408	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
DUBOIS	001	DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	2	Residential/Local	207	25	5,175	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
EFIR	003	EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	2	Collector	192	44	8,448	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
ESPEY	001	ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	2	Residential/Local	258	36	9,288	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
HALSEY	001	HALSEY WAY	E.F. CURB MCKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	2	Residential/Local	285	32	9,120	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
HAZEL	003	HAZEL ST.	E.F.CURB S. MCPHERSON 0+00	W.F.CURB S.HARRISON 2+95	2	Residential/Local	295	27	7,965	AC			6/10/2021	100
MYRTLE	001	MYRTLE ST.	S.F. N. HARBOR DR. 0+00	S.EDGE SOUTH ST. 5+55	2	Residential/Local	555	26	14,430	AC			6/11/2021	100
NESS	001	NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	2	Residential/Local	245	22	5,390	AC			6/12/2021	100
NHAROL	001	NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M.SCHOOL3+16	2	Residential/Local	316	28	8,848	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
NHAROL	002	NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	2	Residential/Local	285	40	11,400	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
NSANDE	002	NORTH SANDERSON WAY 002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	2	Residential/Local	727	20	14,540	AC/AC	7/1/2017	Mill and Overlay	6/12/2021	100
OLSEN	001	OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	2	Residential/Local	652	28	18,256	AC/AC	7/1/2019	Mill and Overlay	6/9/2021	100
RASSMU	001	RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	2	Residential/Local	455	13	5,915	AC/AC	7/1/2019	Mill and Overlay	6/12/2021	100
SPRING	001	SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	2	Residential/Local	504	30	15,120	AC/AC	7/1/2019	Mill and Overlay	6/14/2021	100
WALDER	001	WEST ALDER ST.	W.P.L. N. COAST PLMB. 0+00	W.F. HWY1 1+50	2	Residential/Local	150	43	6,450	AC			6/15/2021	100
WOODWA	001	WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	2	Residential/Local	650	26	16,900	AC/AC	7/1/2019	Mill and Overlay	6/11/2021	100
BOATYA	001	BOATYARD DR.	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	2	Arterial	432	24	10,368	AC/AC	7/1/2017	Mill and Overlay	6/10/2021	99
NOYOPT	001	NOYO POINT RD	CYPRESS ST	END AT LOT	2	Residential/Local	1,828	24	43,872	AC			6/15/2021	98
WREDWO	001	WEST REDWOOD AVE.	WEST EDGE ALLEY 0+00	W.F. CURB HWY1 1+85	2	Residential/Local	185	44	8,140	AC			6/15/2021	98
AIRPOR	001A	AIRPORT ROAD	C.L. SIGN 0+00	W/C.L. SIGN 5+87	2	Residential/Local	587	22	12,914	AC			6/12/2021	97
AIRPOR	001B	AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	2	Residential/Local	268	22	5,896	AC			6/12/2021	97
WLAURE	001	WEST LAUREL ST.	END OF CURB N. SIDE 0+00	W.F. CURB HWY1 1+55	2	Residential/Local	155	43	6,665	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/15/2021	97
KEMPPE	005	KEMPEE WAY	E.F. HOSPITAL WY 0+00	433 FT E/O HOSPITAL WY	2	Residential/Local	433	37	16,021	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	96
SNUGH	001	SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	2	Residential/Local	110	19	2,090	AC			6/15/2021	96
EBUSH	001	EAST BUSH ST.	W.F. CURB BRANDON WAY 0+00	ES.ALLEY PRKINS&HARISON 12+23	2	Residential/Local	471	33	15,543	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	95
EBBING	001	EBBING WAY	S.F. CURB CHESTNUT 0+00	END OF CULDESAC 5+62	2	Residential/Local	562	37	20,794	AC			6/9/2021	95
FERN	001	FERN AVE.	E.F. CURB MORROW ST 0+00	E.F. CURB END OF ST. 3+22	2	Residential/Local	322	29	9,338	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	95
GROVE	001	GROVE ST.	N.F. CURB WALNUT 0+00	S.F. CURB CHESTNUT ST 6+25	2	Residential/Local	625	30	18,750	AC	1/1/2009	SLURRY SEAL	6/14/2021	95
HAZEL	002	HAZEL ST.	E.F.CURB S. FRANKLIN 0+00	W.F.CURB S.McPHERSON 3+15	2	Residential/Local	315	32	10,080	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	95
MORROW	001	MORROW ST. 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+54	2	Residential/Local	654	34	22,236	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/15/2021	95
RIVER	001	RIVER DRIVE	N.F. RIVER DR. 0+00	N. CURB HOSPITAL DR. 5+15	2	Residential/Local	515	44	22,660	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	95
SCORRY	001	SOUTH CORRY ST. 001	N.F. CURB CHESTNUT ST. 0+00	S.F. CURB OAK ST.19+37	2	Residential/Local	1,937	38	73,606	AC			6/9/2021	95
SMcPHE	001	SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	2	Collector	436	44	19,184	AC			6/15/2021	95
WALL	001A	WALL ST. 001	S.F.CURB OAK ST 0+00	WILLOW	2	Residential/Local	660	38	25,080	AC/AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/9/2021	95
WSRUC	001	WEST SPRUCE ST.	W.F. CURB WEST ST. 0+00	W.F. HWY1 7+10	2	Residential/Local	710	43	30,530	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	95
MORROW	002	MORROW ST. 002	N.F. CURB CEDAR ST.0+00	S.F. CURB LAUREL 6+56	2	Residential/Local	656	42	27,552	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/15/2021	94
SHAROL	002	SOUTH HAROLD ST. 002	S.F. MAPLE ST. 0+00	N.F. CURB CHESTNUT ST. 9+75	2	Residential/Local	975	20	19,500	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/14/2021	94
EBUSH	010	EAST BUSH ST.	N. FRANKLIN ST	E.F. CURB HWY1 12+23	2	Residential/Local	345	43	14,835	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	93
MADRON	005	MADRONE ST. 002	E.F. CURB @S MCPHERSON ST 0+00	CORRY ST	2	Residential/Local	900	44	39,600	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	93
NSANDE	001	NORTH SANDERSON WAY 001	N.F. CURB OAK ST.0+00	S.F. CURB CEDAR 6+31	2	Residential/Local	631	29	18,299	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	93
EREDWO	010	REDWOOD AVE (EAST) 001	N. HAROLD ST	E.F. MORROW ST	2	Residential/Local	401	44	17,644	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	93
SLINCO	015B	SOUTH LINCOLN ST.	WILLOW ST	S.F. CURB OAK ST	2	Residential/Local	494	30	14,820	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	93
SSANDE	005	SOUTH SANDERSON ST. 002	END OF W. SIDEWALK 0+00	412 FT N/O END OF W. SIDEWALK	2	Residential/Local	412	30	12,360	AC			6/9/2021	93

City of Fort Brag
PCI List by Descending PCI
2021 PMP Update

Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
SOUTH	010	SOUTH ST. 010	HAZELWOOD ST	PAVT CHANGE	2	Residential/Local	447	38	16,986	AC			6/14/2021	93
WPINE	001	WEST PINE ST.	E.F. ALLEY 0+00	END SIDEWALK N.SIDE 6+17	2	Residential/Local	617	43	26,531	AC			6/11/2021	93
WOODLA	001	WOODLAND DRIVE	S.F. CURB CHESTNUT ST. 0+00	END CULDESAC 5+55	2	Residential/Local	555	38	21,090	AC			6/9/2021	93
MINNES	001	MINNESOTA AVE.	S.F. CURB CHESTNUT ST. 0+00	CITY LIMITS 6+30	2	Residential/Local	630	32	20,160	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/9/2021	92
SDANA	001	SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	2	Collector	1,900	40	76,000	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	92
SSANDE	001	SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	2	Collector	1,915	40	76,600	AC			6/9/2021	92
WBUSH	001	WEST BUSH ST.	E.F. SIDEWALK @ ALLEY 0+00	W.F. HWY1 8+15	2	Residential/Local	815	43	35,045	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	92
ELAURE	005	EAST LAUREL ST.003	W.F. CURB N. HAROLD 0+00	MORROW ST	2	Residential/Local	412	40	16,480	AC			6/12/2021	91
SMCPHE	003	SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	2	Collector	1,042	44	45,848	AC			6/15/2021	91
ELAURE	010	EAST LAUREL ST.003	MORROW ST	W.F. CURB END ST. @PARK 8+30	2	Residential/Local	413	40	16,520	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	90
PUDDIN	001	PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	2	Residential/Local	955	23	21,965	AC	6/1/2010	RECONSTRUCT SURFACE (AC)	6/11/2021	90
DELM	002	DELMAR DR	OCEAN VIEW DR	END SOUTH	2	Residential/Local	242	30	7,260	AC			6/10/2021	89
EBUSH	005	EAST BUSH ST.	ES.ALLEY PRKINSHARISON 0+00	N. FRANKLIN ST	2	Residential/Local	890	43	38,270	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	89
SWHIPP	001	SOUTH WHIPPLE ST. 001	S.F. CURB OAK ST. 0+00	N.SIDE HAZEL RT. OF WAY 12+55	2	Residential/Local	1,255	41	51,455	AC			6/9/2021	89
ELAURE	001	EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	2	Collector	925	45	41,625	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	88
OAKTER	001	OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	2	Residential/Local	338	36	12,168	AC	1/1/2009	SLURRY SEAL	6/12/2021	86
STEWAR	003	STEWART ST. 003	SPRUCE	N.F. CURB PINE ST 16+90	2	Residential/Local	1,380	43	59,340	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	86
BRAND0	001	BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	2	Residential/Local	728	34	24,752	AC			6/10/2021	85
NWHIPP	002	NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	2	Residential/Local	1,850	44	81,400	AC			6/11/2021	85
SSANDE	010	SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	2	Residential/Local	628	30	18,840	AC			6/9/2021	85
CHESTN	005	CHESTNUT ST.	END CURB-GUTTER@001,0+00	S. WHIPPLE	2	Collector	884	32	28,288	AC/AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/9/2021	84
DELM	001	DELMAR DR	OCEAN VIEW DR	END NORTH	2	Residential/Local	755	21	15,855	ST			6/10/2021	84
EALDER	001	EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	1	Collector	340	43	14,620	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/10/2021	84
EDDY	001	EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	2	Residential/Local	318	41	13,038	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/9/2021	83
FLOREN	001	FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	2	Residential/Local	603	31	18,693	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	83
OCEANV	003	OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	2	Residential/Local	530	26	13,780	AC			6/10/2021	83
SWHIPP	002	SOUTH WHIPPLE ST. 002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	2	Residential/Local	1,285	32	41,120	AC	1/1/2009	SLURRY SEAL	6/9/2021	83
EALDER	002B	EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	1	Residential/Local	1,261	43	54,223	AC	1/1/2009	RUBB CHIP SEAL/SLURRY	6/10/2021	82
ECYPRES	001	EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	2	Collector	1,296	40	51,840	AC/AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	82
OAK	001	EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB MCKINLEY 32+25	2	Arterial	3,225	45	145,125	AC	1/1/2009	SLURRY SEAL	6/9/2021	82
MAPLE	005B	MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	2	Collector	400	49	19,600	AC			6/10/2021	82
NHARBO	002	NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	2	Residential/Local	455	32	14,560	AC			6/11/2021	82
NHARRI	001A	NORTH HARRISON ST.	N.EDGE PAVEMENT @END ST0+00	REDWOOD AVE (EAST)	2	Collector	2,256	44	99,264	AC			6/15/2021	82
PARK	002	PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	2	Residential/Local	568	28	15,904	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	82
WALL	002	WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	2	Residential/Local	700	38	26,600	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	82
NHAROL	005	NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	2	Collector	920	52	47,840	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	81
SOUTH	005	SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	2	Collector	1,218	38	46,284	AC			6/14/2021	81
WPINE	002	WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	2	Collector	258	43	11,094	AC			6/11/2021	81
EPINE	010	EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	2	Collector	356	43	15,308	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/15/2021	80
NCORRY	001	NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	2	Residential/Local	2,247	42	94,374	AC			6/10/2021	80
NMcPHE	001	NORTH McPHERSON ST.	N.F. CURB OAK ST. 0+00	S.F. CURB BUSH ST. 27+08	2	Collector	2,708	44	119,152	AC			6/15/2021	80

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PCI List by Descending PCI
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Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
PERKIN	001	PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	2	Residential/Local	1,053	33	34,749	AC			6/11/2021	80
WALL	001B	WALL ST. 001	WILLOW	N.F.CURB@ALLEY ST 13+50	2	Residential/Local	650	38	24,700	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	80
EFIR	001	EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	2	Collector	1,745	43	75,035	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	78
OAK	002	EAST OAK ST. 002	E.F. CURB MCKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	2	Residential/Local	1,725	40	69,000	AC	1/1/2009	SLURRY SEAL	6/10/2021	78
EELM	001	EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	2	Collector	325	44	14,300	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	77
ELAURE	002	EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	2	Collector	1,005	40	40,200	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/12/2021	76
EALDER	002A	EAST ALDER 002	E.F.CURB S.FRANKLIN 0+00	HAROLD	1	Collector	1,584	43	68,112	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	75
NHAROL	006	NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	2	Collector	920	52	47,840	AC/AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	75
WELM	001	WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	2	Collector	1,030	43	44,290	AC	8/1/2011	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	75
CHESTN	015	CHESTNUT ST.	SANDERSON WY	END OF STREET (9+75)	2	Collector	975	32	31,200	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/9/2021	74
JEWETT	001	JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	2	Residential/Local	536	39	20,904	AC	1/1/2009	SLURRY SEAL	6/12/2021	73
LIVING	001	LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	2	Residential/Local	617	35	21,595	AC/AC	1/1/2009	AC OVERLAY 1.5 INCHES	6/14/2021	73
NHARBO	001	NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	2	Residential/Local	1,990	28	55,720	AC			6/11/2021	73
NHARRI	001B	NORTH HARRISON ST.	REDWOOD AVE (EAST)	N.F. CURB OAK ST	2	Collector	1,056	44	46,464	AC			6/15/2021	72
MAPLE	001B	MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	2	Collector	1,000	45	45,000	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	71
EREDWO	005	REDWOOD AVE (EAST) 001	E.F. CURB HWY 1	N. HAROLD ST	2	Arterial	1,929	44	84,876	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/12/2021	71
MANZAN	001	MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	2	Residential/Local	330	26	8,580	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	70
MAPLE	005A	MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	2	Collector	900	49	44,100	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	70
SLINCO	015A	SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	2	Collector	282	30	8,460	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	70
OCEANV	001	OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	2	Residential/Local	418	36	15,048	AC/AC	8/1/2013	AC OVERLAY 2 INCHES	6/10/2021	69
CHESTN	010	CHESTNUT ST.	S. WHIPPLE	SANDERSON WY	2	Collector	2,937	32	93,984	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	68
MADRON	001	MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	2	Residential/Local	650	43	27,950	AC			6/10/2021	68
WILLOW	001	WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	2	Residential/Local	623	32	19,936	AC			6/10/2021	68
PARK	003	PARK ST. 003	END OF 002 0+00	END OF ST. 1+45	1	Residential/Local	145	14	2,030	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	67
HAZELW	001	HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	2	Residential/Local	360	28	10,080	AC			6/14/2021	65
SHARRI	001	SOUTH HARRISON ST.	N.F. CURB WALNUT ST. 0+00	S.F. CURB OAK ST. 25+45	2	Collector	2,545	44	111,980	AC	1/1/2009	SLURRY SEAL	6/15/2021	65
MADRON	010	MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	2	Residential/Local	400	44	17,600	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/10/2021	64
NFRANK	001	NORTH FRANKLIN ST. 001	N.F.CURB @ E.ALDER 0+00	S.F.CURB @ E. FIR 17+77	2	Arterial	1,777	43	76,411	AC	6/1/2013	4" DIGOUTS	6/14/2021	63
WALNUT	001	WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	2	Residential/Local	340	39	13,260	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	63
OAK	003	EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	2	Residential/Local	1,610	24	38,640	AC	1/1/2009	SLURRY SEAL	6/10/2021	62
NDANA	001	NORTH DANA ST	EAST OAK ST	END	2	Residential/Local	319	28	8,932	AC			6/12/2021	61
SFRANK	003	SOUTH FRANKLIN ST. 003	N.F.CURB @ SOUTH 0+00	N.F.CURB @ S.HARBOR 5+65	2	Arterial	565	43	24,295	AC/AC	7/1/2019	Mill and Overlay	6/14/2021	61
FRONTA	001	FRONTAGE ROAD(UNNAMED)	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	2	Residential/Local	680	24	16,320	AC			6/16/2021	60
KEMPPE	010	KEMPPE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	2	Residential/Local	502	37	18,574	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	60
NFRANK	004	NORTH FRANKLIN ST. 004	N.F.CURB @ OAK ST 0+00	N.F.CURB @ E.ALDER ST. 4+70	2	Arterial	470	43	20,210	AC	6/1/2013	4" DIGOUTS	6/14/2021	60
NHAROL	007	NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	2	Collector	400	52	20,800	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/11/2021	60

City of Fort Brag
 PCI List by Descending PCI
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CEDAR	001	CEDAR ST. 001	E.F. CURB HAROLD ST. 0+00	END OF CURB 1320 CEDAR 22+75	2	Residential/Local	2,275	27	61,425	AC	1/1/2009	SLURRY SEAL	6/10/2021	59
GLASSB	001	GLASSBEACH DR	WEST ELM ST	END AT BRIDGE	2	Residential/Local	2,199	33	72,567	AC			6/11/2021	59
PARK	001	PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	1	Residential/Local	600	25	15,000	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	56
NANCY	001	NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	2	Residential/Local	266	31	8,246	AC			6/15/2021	55
ECYPRES	003	EAST CYPRESS ST. 003	E.SIDE G.P. HAUL RD.0+00	E.F. HWY1 6+80	2	Collector	680	43	29,240	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	54
STEWAR	002	STEWART ST. 002	S.F. CURB W. ELM 0+00	SPRUCE	2	Residential/Local	413	43	17,759	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/11/2021	54
EPINE	005	EAST PINE ST.	N.F. CURB HWY1 0+00	CORRY ST	2	Collector	1,574	43	67,682	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/15/2021	53
SMcPHE	002	SOUTH McPHERSON ST.	MADRONE	MAPLE	2	Collector	422	44	18,568	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/15/2021	53
WCYPST	001	WEST CYPRESS	WEST END	S MAIN ST	2	Collector	165	50	8,250	AC			6/10/2021	53
HAZEL	001	HAZEL ST.	E.F CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	2	Residential/Local	340	32	10,880	AC	8/1/2011	MICROSURFACING/RU BB CHIP SEAL/SLURRY	6/10/2021	52
WALNUT	004	WALNUT ST.	GROVE ST	EAST END	2	Residential/Local	188	43	8,084	AC/AC			6/14/2021	52
NFRANK	002	NORTH FRANKLIN ST. 002	S.F.CURB @ E.FIR 0+00	N.F.CURB @ E. BUSH 5+35	2	Arterial	535	43	23,005	AC	6/1/2013	4" DIGOUTS	6/14/2021	51
SFRANK	001	SOUTH FRANKLIN ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB CYPRESS 32+20	2	Arterial	3,220	43	138,460	AC/AC	7/1/2017	Mill and Overlay	6/14/2021	51
BOATYA	002	BOATYARD DR.	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	2	Arterial	785	41	32,185	AC/AC	7/1/2017	Mill and Overlay	6/10/2021	50
ESPRUC	001	EAST SPRUCE ST.	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	2	Residential/Local	507	45	22,815	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/11/2021	50
HARAV	001	HARBOR AVE	OCEAN VIEW DR	SOUTH END	2	Residential/Local	90	39	3,510	AC/AC			6/10/2021	50
JOHNCIMO	001	JOHN CIMOLINO WAY	STEWART ST	END	2	Residential/Local	286	36	10,296	AC			6/11/2021	50
SHAROL	001	SOUTH HAROLD ST. 001	S.F. CURB OAK ST. 0+00	N.F. CURB MAPLE ST 8+76	2	Collector	876	52	45,552	AC			6/14/2021	50
DENNIS	001	DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	2	Residential/Local	853	14	11,942	AC			6/15/2021	47
CEDAR	002	CEDAR ST. 002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	2	Residential/Local	350	19	6,650	AC	1/1/2009	SLURRY SEAL	6/10/2021	44
LONNE	001	LONNE WAY	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	2	Residential/Local	487	32	15,584	AC			6/9/2021	44
SFRANK	002	SOUTH FRANKLIN ST. 002	N.F.CURB @ CYPRESS 0+00	N.F.CURB @ SOUTH 8+63	2	Arterial	863	43	37,109	AC/AC	7/1/2017	Mill and Overlay	6/14/2021	44
NWHIPP	001	NORTH WHIPPLE ST.	N.F.CURB OAK ST.0+00	ALDER ST	2	Residential/Local	450	44	19,800	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/11/2021	40
WALNUT	003	WALNUT ST.	W.F.CURB S.FRANKLIN 0+00	E.F.CURB HWY1 3+54	2	Residential/Local	354	43	15,222	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	40
STEWCI	001	STEWART CIRCLE	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	2	Residential/Local	95	90	9,000	AC			6/11/2021	39
HOLMES	001	HOLMES LANE	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	2	Residential/Local	560	36	20,160	AC			6/11/2021	37
EFIR	002	EAST FIR ST. 002	E.F.CURB @ HWY 1 0+00	RR TRACKS	2	Collector	142	44	6,248	AC	1/1/2009	RECONSTRUCT SURFACE (AC)	6/11/2021	36
NOYOHI	001	NOYO HIEGHTS DRIVE	W.F. CURB SANDERSON 0+00	END OF CULDESAC 4+15	2	Residential/Local	415	36	14,940	AC			6/9/2021	36
NFRANK	003	NORTH FRANKLIN ST. 003	N.F.CURB @ E.BUSH 0+00	AC BURM @ END OF NORTH 13+51	2	Arterial	1,351	43	58,093	AC	6/1/2013	4" DIGOUTS	6/14/2021	35
HARAV	002	HARBOR AVE	OCEAN VIEW DR	NORTH END	2	Residential/Local	140	32	4,480	AC/AC			6/10/2021	34
STEWAR	001	STEWART ST. 001	E.F. CURB OLD HAUL RD. 0+00	N.F. CURB ELM ST 13+30	2	Residential/Local	1,330	40	53,200	AC			6/11/2021	34
WOAKST	001	WEST OAK ST.	CHIEF CELERI DR	S MAIN ST	2	Arterial	200	45	9,000	AC			6/14/2021	34
HOWLAN	001	HOWLAND CT.	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	2	Residential/Local	230	36	8,280	AC			6/12/2021	30
SLINCO	005	SOUTH LINCOLN ST.	N.F. CURB CHESTNUT ST	MAPLE ST	2	Collector	1,069	55	58,795	AC			6/14/2021	27
SUSIE	001	SUSIE COURT	N.F. CURB CHESTNUT ST 0+00	END OF CULDESAC 5+48	2	Residential/Local	548	36	19,728	AC			6/14/2021	26
TAUBOL	001	TAUBOLD COURT	E.F. CURB DANA 0+00	END OF CULDESAC 2+31	2	Residential/Local	231	32	7,392	AC	1/1/2009	SLURRY SEAL	6/12/2021	25
ECYPRES	002	EAST CYPRESS ST. 002	W.F.CURB RIVER DRV.0+00	E.SIDE G.P. HAUL RD. 8+13	2	Collector	813	40	32,520	AC	6/1/2013	TRIPLE LAYER RUBBERIZED ASPHALT	6/14/2021	21
WILLOW	003	WILLOW ST. 003	E.F.CURB S.LINCOLN 0+00	E.F.CURB S HAROLD 6+36	2	Residential/Local	636	32	20,352	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/10/2021	21
HOCKER	001	HOCKER LANE	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 6+26	2	Residential/Local	777	36	27,972	AC			6/12/2021	20
PENITE	001	PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	2	Residential/Local	275	38	10,450	AC			6/9/2021	18
WILLOW	002	WILLOW ST. 002	E.EDGE ALLEY LIVINGSTON 0+00	E.F.CURB S LINCOLN 6+00	2	Residential/Local	600	42	25,200	AC			6/10/2021	18
AZALEA	001	AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	2	Residential/Local	275	38	10,450	AC			6/10/2021	17
MAPLE	001A	MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	2	Collector	640	45	28,800	AC			12/10/2021	100
SHAROL	003	SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST.@W.POWER POLE 5+00	2	Residential/Local	620	16	9,920	AC			6/14/2021	14
DICKWI	001	DICKWILLIAMS WAY	DANA ST	END AT CDS	2	Residential/Local	185	28	5,180	AC			6/15/2021	11
OCEANV	002	OCEAN VIEW DRV.WEST 002	4+18 FROM HWY 1 0+00	C.L. 4+58	2	Residential/Local	458	28	12,824	AC/AC	8/1/2013	AC OVERLAY 2 INCHES	6/10/2021	10
CHESTN	001	CHESTNUT ST.	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	3	Arterial	498	40	19,920	AC			6/9/2021	8
CELERI	001	CHIEF CELERI DR	W OAK ST	W ALDER ST	2	Arterial	475	15	7,125	AC			6/10/2021	7
HAZEL	004	HAZEL ST.	S HARRISON ST	EST END	1	Residential/Local	155	12	1,860	AC			6/10/2021	7
WALNUT	002	WALNUT ST. 002	WHIPPLE	E.F.CURB S.FRANKLIN ST. 8+40	2	Residential/Local	1,041	30	31,230	AC/AC	7/1/2003	AC OVERLAY 2 INCHES	6/14/2021	7
WFIR	001	WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	2	Collector	900	43	38,700	AC			6/11/2021	7
MCKINL	001	MCKINLEY ST.	N.F. CURB OAK ST. 0+00	S.F. CURB E.ALDER ST, 4+10	2	Residential/Local	410	32	13,120	AC			6/12/2021	6
NLINCO	001	NORTH LINCOLN ST.	N.F. CURB OAK ST. 0+00	S.F. CURB CEDAR ST. 6+52	2	Residential/Local	652	25	16,300	AC			6/12/2021	4
WEST	001	WEST ST.	N.F. CURB PINE ST. 0+00	S.F. CURB SPRUCE ST. 16+24	2	Residential/Local	1,380	43	59,340	AC			6/11/2021	3

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 PCI List by Descending PCI
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Street ID	Section ID	Street Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	Last M&R Date	Last M&R Treatment	Inspection Date	PCI
SOUTH	015	SOUTH ST. 015	END OF GD. PAVEMENT 0+00 @001	S.EAST P.L. ROSSI RES. 4+30	2	Residential/Local	430	22	9,460	GRAVEL			-	-
TEMLN	001	TEMPLE LN	FORT-BRAGG SHERWOOD RD	NORTH END	2	Residential/Local	350	18	6,300	GRAVEL			-	-
WINNIF	001	WINNIFRED ST.	W. EDGE OF PAVEMENT 0+00	E.F. CURB BRANDON WAY 8+42	2	Residential/Local	842	34	28,628	AC			6/11/2021	0

ALLEYWAYS

City of Fort Bragg
PCI List by Descending PCI (Alleyways)
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Street ID	Section ID	Alleyways Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	PCI/M&R Date	PCI
N200E	N200E1	N200E	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	418	12	5016	PCC	8/2/2021	100
N300E	N300E1	N300E	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	416	18	7488	AC	7/31/2021	100
N800C	N800C1	N800C	W SPRUCE ST	W ELM ST	2	Other (Alleyways)	422	16	6752	AC	8/4/2021	100
S100G	S100G1	S100G	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	10	4180	PCC	8/2/2021	100
N102G	N102G1	N102G	300 N/O E OAK ST	E ALDER ST	2	Other (Alleyways)	117	16	1872	AC	12/10/2021	100
S600E	S600E1	S600E	E END	WALNUT ST	2	Other (Alleyways)	610	12	7320	AC	12/10/2021	100
S100H	S100H1	S100H	MADRONE ST	E OAK ST	2	Other (Alleyways)	410	14	5740	AC	12/10/2021	100
S300G	S300G1	S300G	HAZEL ST	MAPLE ST	2	Other (Alleyways)	373	16	5968	AC	12/10/2021	100
S300K	S300K1	S300K	S END	MAPLE ST	2	Other (Alleyways)	579	13	7527	AC	12/10/2021	100
S100J	S100J1	S100J	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	14	5852	AC	8/2/2021	98
S302N	S302N1	S302N	S301N	WALL ST	2	Other (Alleyways)	139	16	2224	AC	8/4/2021	98
S500D	S500D1	S500D	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	614	16	9824	AC	8/2/2021	98
S500H	S500H1	S500H	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	635	18	11430	AC	8/2/2021	98
S301N	S301N1	S301N	S302N	WILLOW ST	2	Other (Alleyways)	652	12	7824	AC	8/3/2021	96
N600J	N600J1	N600J	E FIR ST	N END	2	Other (Alleyways)	662	14	9268	AC	8/4/2021	39
S201F	S201F1	S201F	105' N/O MAPLE ST	MADRONE ST	2	Other (Alleyways)	309	12	3708	AC	8/3/2021	34
N600C	N600C1	N600C	W FIR ST	W BUSH ST	2	Other (Alleyways)	424	16	6784	AC	8/2/2021	30
S400K	S400K1	S400K	E CHESTNUT ST	N END	2	Other (Alleyways)	276	20	5520	AC	8/4/2021	24
N100D	N100D1	N100D	E OAK ST	E ALDER ST	2	Other (Alleyways)	417	20	8340	AC	7/31/2021	23
N200D	N200D1	N200D	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	405	18	7290	AC	7/31/2021	22
N401G	N401G1	N401G	214' N/O LAUREL ST	E PINE ST	2	Other (Alleyways)	206	14	2884	AC	7/31/2021	22
N800D	N800D1	N800D	E SPRUCE ST	E ELM ST	2	Other (Alleyways)	423	18	7614	AC	8/2/2021	21
S300E	S300E1	S300E	HAZEL ST	MAPLE ST	2	Other (Alleyways)	356	16	5696	AC	8/3/2021	20
N101C	N101C1	N101C	W OAK ST	W ALDER ST	2	Other (Alleyways)	420	16	6720	AC	7/31/2021	19
N102C	N102C1	N102C	N101C	MAIN ST	2	Other (Alleyways)	146	26	3796	AC	7/31/2021	18
S200D	S200D1	S200D	MAPLE ST	MADRONE ST	2	Other (Alleyways)	425	16	6800	AC	8/3/2021	16
S200G	S200G1	S200G	MAPLE ST	MADRONE ST	2	Other (Alleyways)	425	14	5950	AC	8/3/2021	16
N200C	N200C1	N200C	W ALDER ST	W REDWOOD AVE	2	Other (Alleyways)	439	17	7463	AC	8/2/2021	11
N600G	N600G1	N600G	E FIR ST	E BUSH ST	2	Other (Alleyways)	422	17	7174	AC	8/2/2021	11
S300D	S300D1	S300D	HAZEL ST	MAPLE ST	2	Other (Alleyways)	358	16	5728	AC	8/3/2021	10
N100E	N100E1	N100E	E OAK ST	E ALDER ST	2	Other (Alleyways)	413	16	6608	AC	7/31/2021	8
N300D	N300D1	N300D	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	413	18	7434	AC	7/31/2021	8
N300J	N300J1	N300J	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	419	16	6704	AC	7/31/2021	8
N500D	N500D1	N500D	E PINE ST	E FIR ST	2	Other (Alleyways)	407	18	7326	AC	8/2/2021	8
N900D	N900D1	N900D	E ELM ST	E MANZANITA ST	2	Other (Alleyways)	405	20	8100	AC	8/2/2021	8
N200F	N200F1	N200F	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	407	14	5698	AC	7/31/2021	6
S100M	S100M1	S100M	WILLOW ST	E OAK ST	2	Other (Alleyways)	603	14	8442	AC	8/3/2021	6
S300P	S300P1	S300P	WALL ST	WILLOW ST	2	Other (Alleyways)	955	20	19100	AC	8/3/2021	6
N600B	N600B1	N600B	W FIR ST	W BUSH ST	2	Other (Alleyways)	416	16	6656	AC	8/2/2021	5
N100H	N100H1	N100H	E OAK ST	E ALDER ST	2	Other (Alleyways)	414	16	6624	AC	7/31/2021	4
N200H	N200H1	N200H	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	424	14	5936	AC	7/31/2021	4
N300H	N300H1	N300H	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	426	16	6816	AC	7/31/2021	4
N400H	N400H1	N400H	E LAUREL ST	E PINE ST	2	Other (Alleyways)	414	16	6624	AC	7/31/2021	4
N500G	N500G1	N500G	E PINE ST	E FIR ST	2	Other (Alleyways)	428	16	6848	AC	8/2/2021	4
S100K	S100K1	S100K	WILLOW ST	E OAK ST	2	Other (Alleyways)	606	14	8484	AC	8/3/2021	4
S300J	S300J1	S300J	S END	MAPLE ST	2	Other (Alleyways)	356	14	4984	AC	8/3/2021	4
S800E	S800E1	S800E	N HARBOR DR	SOUTH ST	2	Other (Alleyways)	592	16	9472	AC	8/2/2021	4
N400J	N400J1	N400J	E LAUREL ST	E PINE ST	2	Other (Alleyways)	424	16	6784	AC	7/31/2021	3
N500J	N500J1	N500J	E PINE ST	E FIR ST	2	Other (Alleyways)	427	18	7686	AC	7/31/2021	3

City of Fort Bragg
 PCI List by Descending PCI (Alleyways)
 2021 PMP Update

Street ID	Section ID	Alleyways Name	Beg Location	End Location	Lanes	Functional Class	Length	Width	Area	Surface Type	PCI/M&R Date	PCI
S202F	S202F1	S202F	MAPLE ST	105' N/O MAPLE ST	2	Other (Alleyways)	105	14	1470	AC	8/3/2021	3
N400E	N400E1	N400E	E LAUREL ST	E PINE ST	1	Other (Alleyways)	426	18	7668	AC	7/31/2021	1
N402G	N402G1	N402G	E LAUREL ST	214' N/O LAUREL ST	2	Other (Alleyways)	214	14	2996	AC	8/4/2021	1
S100E	S100E1	S100E	MADRONE ST	E OAK ST	2	Other (Alleyways)	417	16	6672	AC	8/3/2021	1
S100P	S100P1	S100P	WILLOW ST	E OAK ST	2	Other (Alleyways)	605	16	9680	AC	8/3/2021	1
S200E	S200E1	S200E	MAPLE ST	MADRONE ST	2	Other (Alleyways)	402	17	6834	AC	8/3/2021	1
N100J	N100J1	N100J	E OAK ST	E ALDER ST	2	Other (Alleyways)	418	16	6688	AC	7/31/2021	0
N200J	N200J1	N200J	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	425	16	6800	AC	8/4/2021	0
N300F	N300F1	N300F	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	414	14	5796	AC	7/31/2021	0
N400D	N400D1	N400D	E LAUREL ST	E PINE ST	2	Other (Alleyways)	410	20	8200	AC	7/31/2021	0
N500E	N500E1	N500E	E PINE ST	E FIR ST	2	Other (Alleyways)	418	16	6688	AC	8/2/2021	0
N500F	N500F1	N500F	E PINE ST	E FIR ST	2	Other (Alleyways)	417	16	6672	AC	8/2/2021	0
S100L	S100L1	S100L	WILLOW ST	E OAK ST	2	Other (Alleyways)	608	14	8512	AC	8/3/2021	0
S200L	S200L1	S200L	MAPLE ST	WILLOW ST	2	Other (Alleyways)	242	14	3388	AC	8/3/2021	0
S400H	S400H1	S400H	E CHESTNUT ST	N END	2	Other (Alleyways)	641	14	8974	AC	8/3/2021	0
S100D	S100D1	S100D	S END	E OAK ST	2	Other (Alleyways)	20	16	320	AC	-	-
N100F	N100F1	N100F	E OAK ST	E ALDER ST	2	Other (Alleyways)	413	14	5782	GRAVEL	-	-
N100K	N100K1	N100K	E OAK ST	E ALDER ST	2	Other (Alleyways)	420	16	6720	GRAVEL	-	-
N100L	N100L1	N100L	E OAK ST	E ALDER ST	2	Other (Alleyways)	428	14	5992	GRAVEL	-	-
N101G	N101G1	N101G	E OAK ST	300' N/O E OAK ST	2	Other (Alleyways)	300	16	4800	GRAVEL	-	-
N200G	N200G1	N200G	E ALDER ST	E REDWOOD AVE	2	Other (Alleyways)	423	14	5922	GRAVEL	-	-
N200K	N200K1	N200K	CEDAR ST	E REDWOOD AVE	2	Other (Alleyways)	194	14	2716	GRAVEL	-	-
N200L	N200L1	N200L	MORROW ST	E END	2	Other (Alleyways)	200	12	2400	GRAVEL	-	-
N300G	N300G1	N300G	E REDWOOD AVE	N END	2	Other (Alleyways)	168	14	2352	GRAVEL	-	-
N300K	N300K1	N300K	E REDWOOD AVE	E LAUREL ST	2	Other (Alleyways)	431	16	6896	GRAVEL	-	-
N400F	N400F1	N400F	E LAUREL ST	E PINE ST	2	Other (Alleyways)	426	16	6816	GRAVEL	-	-
N500A	N500A1	N500A	W PINE ST	W FIR ST	2	Other (Alleyways)	426	18	7668	GRAVEL	-	-
N500B	N500B1	N500B	W PINE ST	W FIR ST	2	Other (Alleyways)	427	16	6832	GRAVEL	-	-
N500H	N500H1	N500H	E PINE ST	E FIR ST	2	Other (Alleyways)	422	12	5064	GRAVEL	-	-
N600A	N600A1	N600A	W FIR ST	W BUSH ST	2	Other (Alleyways)	460	16	7360	GRAVEL	-	-
N600F	N600F1	N600F	E FIR ST	E BUSH ST	2	Other (Alleyways)	417	16	6672	GRAVEL	-	-
N600H	N600H1	N600H	E FIR ST	E BUSH ST	2	Other (Alleyways)	426	14	5964	GRAVEL	-	-
N700A	N700A1	N700A	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	458	16	7328	GRAVEL	-	-
N700B	N700B1	N700B	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	425	14	5950	GRAVEL	-	-
N700C	N700C1	N700C	W BUSH ST	W SPRUCE ST	2	Other (Alleyways)	409	14	5726	GRAVEL	-	-
N700G	N700G1	N700G	E BUSH ST	WINIFRED ST	2	Other (Alleyways)	268	14	3752	GRAVEL	-	-
N700H	N700H1	N700H	E BUSH ST	WINIFRED ST	2	Other (Alleyways)	264	18	4752	GRAVEL	-	-
N800G	N800G1	N800G	WINIFRED ST	N END	2	Other (Alleyways)	358	14	5012	GRAVEL	-	-
S100F	S100F1	S100F	MADRONE ST	E OAK ST	2	Other (Alleyways)	418	18	7524	GRAVEL	-	-
S100N	S100N1	S100N	WILLOW ST	E OAK ST	2	Other (Alleyways)	616	16	9856	GRAVEL	-	-
S200H	S200H1	S200H	MAPLE ST	MADRONE ST	2	Other (Alleyways)	410	14	5740	GRAVEL	-	-
S200K	S200K1	S200K	MAPLE ST	WILLOW ST	2	Other (Alleyways)	258	16	4128	GRAVEL	-	-
S300F	S300F1	S300F	HAZEL ST	MAPLE ST	2	Other (Alleyways)	363	10	3630	GRAVEL	-	-
S300H	S300H1	S300H	S END	MAPLE ST	2	Other (Alleyways)	364	15	5460	GRAVEL	-	-
S500J	S500J1	S500J	WALNUT ST	E CHESTNUT ST	2	Other (Alleyways)	378	18	6804	GRAVEL	-	-

Appendix B

MAINTENANCE AND REHABILITATION DECISION TREE

Maintenance and Rehabilitation (M&R) Decision Tree

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

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

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

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

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

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

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g. crack sealing). Second Row (Surface Treatment) indicates surface treatment

COLUMN	DESCRIPTION
	(e.g. slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g. overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e. CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e. SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e. SURFACE treatment) will be performed prior to performing the treatment application in the third row.

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

Decision Tree

Printed: 11/23/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$6.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS	\$14.50		5	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$52.25			
		IV - Poor		THICK MILL AND OVERLAY	\$118.25			
		V - Very Poor		12" FDR W/ 4" HMA	\$144.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$6.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS	\$14.50		5	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$52.25			
		IV - Poor		THICK MILL AND OVERLAY	\$118.25			
		V - Very Poor		12" FDR W/ 4" HMA	\$144.75			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		3	
			Restoration Treatment	LC & THICK OL W/ FABRIC	\$8.82			1
		II - Good, Non-Load Related		THIN AC OVERLAY(1.5 INCHES)	\$5.76			
		III - Good, Load Related		MILL & THIN OL W/FABRIC	\$10.08			
		IV - Poor		LC & THICK OL W/ FABRIC	\$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$14.00			

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

Decision Tree

Printed: 11/23/2021



Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$6.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS	\$13.75		6	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$49.75			
		IV - Poor		THICK MILL AND OVERLAY	\$112.50			
		V - Very Poor		8" FDR W/ 3.5" HMA	\$117.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	3		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$6.00		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS	\$13.75		6	
		III - Good, Load Related		AC OVERLAY 2 INCHES	\$49.75			
		IV - Poor		THICK MILL AND OVERLAY	\$112.50			
		V - Very Poor		8" FDR W/ 3.5" HMA	\$118.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	3		
			Surface Treatment	SLURRY SEAL	\$0.78		4	
			Restoration Treatment	LC & THICK OL W/ FABRIC	\$8.82			1
		II - Good, Non-Load Related		THIN AC OVERLAY(1.5 INCHES)	\$5.76			
		III - Good, Load Related		MILL & THIN OL W/FABRIC	\$10.08			
		IV - Poor		LC & THICK OL W/ FABRIC	\$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$11.38			

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

Decision Tree

Printed: 11/23/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$5.50		7	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	\$8.00		7	
		III - Good, Load Related		MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	\$11.50		7	
		IV - Poor		THICK MILL AND OVERLAY	\$89.00			
		V - Very Poor		4.5" SURFACE RECONSTRUCT	\$114.25			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.00	4		
			Surface Treatment	SLURRY SEAL W/ CRACK SEAL	\$5.50		5	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	\$8.00		7	
		III - Good, Load Related		MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	\$11.50		7	
		IV - Poor		THICK MILL AND OVERLAY	\$89.00			
		V - Very Poor		4.5" SURFACE RECONSTRUCT	\$114.25			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.60	3		
			Surface Treatment	SLURRY SEAL	\$0.78		4	
			Restoration Treatment	LC & THICK OL W/ FABRIC	\$8.82			1
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		THIN OVERLAY w/FABRIC	\$7.02			
		IV - Poor		LC & THICK OL W/ FABRIC	\$8.82			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			

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

Decision Tree

Printed: 11/23/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Residential/Local	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK OVERLAY W/ FABRIC (2")	\$8.12			
		V - Very Poor		PULVERIZE,RESHAPE,COMPACT	\$9.45			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99		
			Surface Treatment	DO NOTHING	\$0.00		99	
			Restoration Treatment	DO NOTHING	\$0.00			100
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		RUBBERIZED CHIP SEAL	\$5.00			
		IV - Poor		RUBBERIZED CHIP SEAL	\$5.00			
		V - Very Poor		AC OVERLAY 1.5 INCHES	\$39.75			

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

Decision Tree

Printed: 11/23/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$3.00		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$20.25			3
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$3.00		8	
		III - Good, Load Related		RUBB CHIP SEAL + MICROSURFACING	\$7.50			
		IV - Poor		AC OVERLAY 1.5 INCHES	\$22.25			
		V - Very Poor		THICK MILL AND OVERLAY	\$36.75			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$15.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	SINGLE CHIP SEAL	\$1.74		8	
			Restoration Treatment	MILL AND THIN OVERLAY	\$15.04			3
		II - Good, Non-Load Related		DOUBLE CHIP SEAL	\$1.52			
		III - Good, Load Related		HEATER SCARIFY & OVERLAY	\$5.95			
		IV - Poor		HEATER SCARIFY & OVERLAY	\$6.14			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			

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

Decision Tree

Printed: 11/23/2021

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Other	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	99			
			Surface Treatment	DO NOTHING	\$0.00		99		
			Restoration Treatment	DO NOTHING	\$0.00			100	
		II - Good, Non-Load Related		DO NOTHING	\$0.00				
		III - Good, Load Related		DO NOTHING	\$0.00				
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$12.25				
		V - Very Poor		THICK AC OVERLAY(2 INCHES)	\$23.25				
		ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
				Surface Treatment	DO NOTHING	\$0.00		99	
				Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	\$0.00			100
		II - Good, Non-Load Related		SINGLE CHIP SEAL	\$1.11				
		III - Good, Load Related		SINGLE CHIP SEAL	\$1.51				
		IV - Poor		SINGLE CHIP SEAL	\$1.92				
		V - Very Poor		THICK AC OVERLAY(2.5 INCHES)	\$7.27				

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

Appendix C

BUDGET NEEDS ANALYSIS RESULTS

Budget Needs Reports

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

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

Budget Needs reports included in this appendix are listed below:

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

Needs - Projected PCI /Cost Summary

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

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

Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 % Printed: 1/28/2022

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2022	92	65	\$1,575,592	\$17,974,956	\$19,550,548
2023	88	62	\$0	\$264,548	\$264,548
2024	87	60	\$112,026	\$765,423	\$877,449
2025	85	58	\$4,043	\$0	\$4,043
2026	84	56	\$26,831	\$0	\$26,831
2027	86	54	\$1,977,082	\$0	\$1,977,082
2028	84	51	\$37,730	\$33,873	\$71,603
2029	85	49	\$1,390,490	\$632,743	\$2,023,233
2030	85	47	\$111,548	\$85,717	\$197,265
2031	84	45	\$66,494	\$263,626	\$330,120
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		20.94%	\$5,301,836	\$20,020,886	\$25,322,722

Needs - Preventive Maintenance Treatment/Cost Summary

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

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

Needs - Preventive Maintenance Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 1/28/2022

Treatment	Year	Area Treated	Cost
SEAL CRACKS	2022	53.19 sq. yd.	\$55
	2024	4.01 sq. yd.	\$5
	2025	3,655.1 sq. yd.	\$4,043
	2026	4,364.96 sq. yd.	\$5,221
	2027	416.73 sq. yd.	\$485
	2028	615.54 sq. yd.	\$743
	2029	13.21 sq. yd.	\$17
	2030	4,359.71 sq. yd.	\$5,546
	2031	503.02 sq. yd.	\$671
	Total		13,985.48
SINGLE CHIP SEAL	2022	5,710.44 sq. yd.	\$17,133
	2029	3,158.56 sq. yd.	\$10,074
	2030	43,943.67 sq. yd.	\$106,002
Total		52,812.67	\$133,209
SLURRY SEAL W/ CRACK SEAL	2022	271,209.56 sq. yd.	\$1,558,404
	2024	19,112.22 sq. yd.	\$112,021
	2026	3,200 sq. yd.	\$21,610
	2027	280,973.56 sq. yd.	\$1,976,597
	2028	5,162.67 sq. yd.	\$36,987
	2029	202,975.78 sq. yd.	\$1,380,399
	2031	8,881.33 sq. yd.	\$65,823
Total		791,515.11	\$5,151,841
Total Quantity		858,313.25	\$5,301,836

Needs - Rehabilitation Treatment/Cost Summary

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

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

Needs - Rehabilitation Treatment/Cost Summary

Inflation Rate = 3.00 % Printed: 1/28/2022

Treatment	Year	Area Treated	Cost
12" FDR W/ 4" HMA	2022	3,005 sq.yd.	\$434,974
	Total	3,005 sq.yd.	\$434,974
4.5" SURFACE RECONSTRUCT	2022	33,327.33 sq.yd.	\$3,807,654
	Total	33,327.33 sq.yd.	\$3,807,654
8" FDR W/ 3.5" HMA	2022	14,446.11 sq.yd.	\$1,704,642
	Total	14,446.11 sq.yd.	\$1,704,642
MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	2022	9,702 sq.yd.	\$77,618
	2029	7,131.78 sq.yd.	\$70,172
	Total	16,833.78 sq.yd.	\$147,790
MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	2022	24,677.11 sq.yd.	\$283,792
	2024	19,968.67 sq.yd.	\$243,628
	2029	23,468.22 sq.yd.	\$331,928
	2031	17,569.22 sq.yd.	\$263,626
	Total	85,683.22 sq.yd.	\$1,122,974
RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS	2022	2,063.11 sq.yd.	\$28,368
	2024	8,387.78 sq.yd.	\$122,357
	2028	2,063.11 sq.yd.	\$33,873
	2030	4,921.11 sq.yd.	\$85,717
	Total	17,435.11 sq.yd.	\$270,315
THICK MILL AND OVERLAY	2022	98,874.44 sq.yd.	\$8,020,155
	2029	2,107.11 sq.yd.	\$230,643
	Total	100,981.56 sq.yd.	\$8,250,798
AC OVERLAY 2 INCHES	2022	70,587.56 sq.yd.	\$3,568,901
	2023	5,162.67 sq.yd.	\$264,548
	2024	7,568 sq.yd.	\$399,438
	Total	83,318.22 sq.yd.	\$4,232,887
AC OVERLAY 1.5 INCHES	2022	2,195.56 sq.yd.	\$48,852
	Total	2,195.56 sq.yd.	\$48,852
Total Cost			\$20,020,886

Appendix D

BUDGET SCENARIO RESULTS

Scenario 1: Existing Budget

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2022	12%	\$1,000,000	II	\$0	Non-Project	\$1,333	\$364	\$18,080,618	Funded	\$0
			III	\$2,594					Unmet	\$85,790
			IV	\$0						
			V	\$0						
			Total Project	\$2,594						
2023	12%	\$1,000,000	II	\$51,262	Non-Project	\$269,232	\$0	\$18,859,427	Funded	\$0
			III	\$325,406					Unmet	\$691
			IV	\$262,218						
			V	\$75,364						
			Total Project	\$714,250						
2024	5%	\$1,000,000	II	\$122,357	Non-Project	\$100,012	\$0	\$19,622,820	Funded	\$0
			III	\$182,760					Unmet	\$2,665
			IV	\$427,519						
			V	\$156,568						
			Total Project	\$889,204						
2025	8%	\$1,000,000	II	\$0	Non-Project	\$131,366	\$0	\$20,202,109	Funded	\$0
			III	\$358,194					Unmet	\$1,184
			IV	\$364,104						
			V	\$126,837						
			Total Project	\$849,135						
2026	8%	\$1,000,000	II	\$129,025	Non-Project	\$246,862	\$0	\$23,108,469	Funded	\$0
			III	\$95,240					Unmet	\$1,937
			IV	\$289,438						
			V	\$200,201						
			Total Project	\$713,904						
2027	2%	\$1,000,000	II	\$0	Non-Project	\$95,731	\$0	\$26,143,720	Funded	\$0
			III	\$306,569					Unmet	\$114,076
			IV	\$384,891						
			V	\$14,183						
			Total Project	\$705,643						
2028	5%	\$1,000,000	II	\$0	Non-Project	\$136,052	\$0	\$26,493,983	Funded	\$0
			III	\$305,496					Unmet	\$801
			IV	\$298,173						
			V	\$211,179						
			Total Project	\$814,848						
2029	2%	\$1,000,000	II	\$0	Non-Project	\$154,676	\$0	\$27,675,691	Funded	\$0
			III	\$3,191					Unmet	\$3,857
			IV	\$469,944						
			V	\$36,611						
			Total Project	\$509,746						

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	5%	\$1,000,000	II	\$97,068	Non-Project	\$87,192	\$0	\$29,108,518	Funded	\$0
			III	\$91,401					Unmet	\$565
			IV	\$0	Project	\$214				
			V	\$700,360						
			Total Project	\$888,829						
2031	5%	\$1,000,000	II	\$123,116	Non-Project	\$187,558	\$0	\$30,264,795	Funded	\$0
			III	\$163,753					Unmet	\$2,246
			IV	\$0	Project	\$0				
			V	\$502,945						
			Total Project	\$789,814						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$646,277	\$175,327	\$0	\$28,718
Collector	\$2,938,888	\$783,094	\$0	\$49,656
Other	\$388,413	\$42,096	\$0	\$58,589
Residential/Local	\$3,890,245	\$507,285	\$0	\$76,850
Grand Total:	\$7,863,823	\$1,507,802	\$0	\$213,813

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$1,000,000	12%	2026	\$1,000,000	8%	2030	\$1,000,000	5%
2023	\$1,000,000	12%	2027	\$1,000,000	2%	2031	\$1,000,000	5%
2024	\$1,000,000	5%	2028	\$1,000,000	5%			
2025	\$1,000,000	8%	2029	\$1,000,000	2%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	65	66	0.91	1.88
2023	62	65	3.15	6.21
2024	60	64	2.46	4.92
2025	58	64	2.18	4.21
2026	56	63	4.20	8.34
2027	54	62	3.83	7.62
2028	51	61	3.71	7.36
2029	49	60	3.39	6.51
2030	47	59	3.70	7.49
2031	45	58	4.35	8.51

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	20.5%	30.7%	1.6%	55.7%
II / III	3.8%	8.2%	7.2%	0.0%	19.2%
IV	5.5%	1.0%	4.0%	0.4%	10.7%
V	0.5%	2.4%	5.5%	6.0%	14.3%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.8%	21.2%	30.9%	1.6%	57.6%
II / III	3.8%	8.2%	7.1%	0.0%	19.1%
IV	4.9%	1.0%	4.0%	0.4%	10.2%
V	0.1%	1.7%	5.3%	6.0%	13.1%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.9%	16.5%	37.3%	3.2%	60.9%
II / III	0.0%	5.4%	0.6%	0.0%	6.0%
IV	3.8%	5.9%	2.8%	0.0%	12.5%
V	4.9%	4.3%	6.7%	4.8%	20.7%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Scenarios Criteria: (Functional Class <> RL - Rural Local (7

Scenario 2: Improve PCI to 75

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S2 IMPROVE PCI TO 75

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap					
2022	0%	\$950,000	II	\$22,336	Non-Project	\$2,006	\$0	\$18,120,902	Funded	\$0		
			III	\$2,594					Unmet	\$84,854		
			IV	\$0	Project	\$0	\$0	\$18,120,902	\$0	\$18,120,902	Funded	\$0
			V	\$26,983								
			Total	\$51,913								
Project	\$895,579											
2023	50%	\$1,300,000	II	\$0	Non-Project	\$652,552	\$0	\$18,491,595	Funded	\$0		
			III	\$0					Unmet	\$691		
			IV	\$0	Project	\$0	\$0	\$18,491,595	\$0	\$18,491,595	Funded	\$0
			V	\$647,276								
			Total	\$647,276								
Project	\$0											
2024	10%	\$850,000	II	\$0	Non-Project	\$98,827	\$0	\$19,383,585	Funded	\$0		
			III	\$11,632					Unmet	\$5,327		
			IV	\$0	Project	\$0	\$0	\$19,383,585	\$0	\$19,383,585	Funded	\$0
			V	\$739,128								
			Total	\$750,760								
Project	\$0											
2025	20%	\$1,100,000	II	\$52,087	Non-Project	\$220,482	\$0	\$19,836,823	Funded	\$0		
			III	\$810,260					Unmet	\$1,410		
			IV	\$0	Project	\$129	\$0	\$19,836,823	\$0	\$19,836,823	Funded	\$0
			V	\$16,545								
			Total	\$878,892								
Project	\$0											
2026	0%	\$3,400,000	II	\$205,183	Non-Project	\$2,605	\$0	\$19,563,309	Funded	\$0		
			III	\$653,988					Unmet	\$0		
			IV	\$2,340,961	Project	\$1,098	\$0	\$19,563,309	\$0	\$19,563,309	Funded	\$0
			V	\$192,986								
			Total	\$3,393,118								
Project	\$0											
2027	0%	\$4,700,000	II	\$0	Non-Project	\$19,207	\$0	\$17,587,750	Funded	\$0		
			III	\$0					Unmet	\$69,346		
			IV	\$2,498,184	Project	\$73,537	\$0	\$17,587,750	\$0	\$17,587,750	Funded	\$0
			V	\$2,109,057								
			Total	\$4,607,241								
Project	\$0											
2028	10%	\$4,100,000	II	\$0	Non-Project	\$421,480	\$0	\$15,419,562	Funded	\$0		
			III	\$0					Unmet	\$801		
			IV	\$3,356,993	Project	\$0	\$0	\$15,419,562	\$0	\$15,419,562	Funded	\$0
			V	\$319,722								
			Total	\$3,676,715								
Project	\$0											
2029	0%	\$3,399,996	II	\$11,020	Non-Project	\$73,059	\$0	\$13,702,761	Funded	\$0		
			III	\$3,191					Unmet	\$0		
			IV	\$2,076,276	Project	\$23,166	\$0	\$13,702,761	\$0	\$13,702,761	Funded	\$0
			V	\$1,212,533								
			Total	\$3,303,020								
Project	\$0											

Scenarios Criteria:

Criteria:

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2030	10%	\$4,000,000	II	\$0	Non-Project	\$500,300	\$0	\$11,132,841	Funded	\$0
			III	\$0					Unmet	\$0
			IV	\$0	Project	\$214				
			V	\$3,498,649						
			Total Project	\$3,498,649						
2031	7%	\$3,000,000	II	\$0	Non-Project	\$230,563	\$0	\$10,994,975	Funded	\$0
			III	\$1,662,968					Unmet	\$0
			IV	\$617,863	Project	\$0				
			V	\$488,181						
			Total Project	\$2,769,012						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$8,232,988	\$422,068	\$0	\$13,675
Collector	\$9,498,483	\$1,027,292	\$0	\$43,765
Other	\$1,473,804	\$72,273	\$0	\$27,976
Residential/Local	\$5,266,900	\$797,592	\$0	\$77,014
Grand Total:	\$24,472,175	\$2,319,225	\$0	\$162,430

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 1/28/2022

Scenario: 2021 S2 IMPROVE PCI TO 75

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$950,000	0%	2026	\$3,400,000	0%	2030	\$4,000,000	10%
2023	\$1,300,000	50%	2027	\$4,700,000	0%	2031	\$3,000,000	7%
2024	\$850,000	10%	2028	\$4,100,000	10%			
2025	\$1,100,000	20%	2029	\$3,399,996	0%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2022	65	66	1.14	2.34
2023	62	68	6.03	11.91
2024	60	69	3.03	5.82
2025	58	68	3.44	6.98
2026	56	69	6.42	12.37
2027	54	70	5.20	10.39
2028	51	72	8.12	15.94
2029	49	72	4.20	8.08
2030	47	74	6.06	12.10
2031	45	75	8.66	17.16

Percent Network Area by Functional Class and Condition Category

Condition in base year 2022, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	20.5%	30.7%	1.6%	55.7%
II / III	3.8%	8.2%	7.2%	0.0%	19.2%
IV	5.5%	1.0%	4.0%	0.4%	10.7%
V	0.5%	2.4%	5.5%	6.0%	14.3%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Condition in year 2022 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.8%	21.2%	31.2%	1.8%	58.0%
II / III	3.8%	8.2%	6.7%	0.0%	18.7%
IV	4.9%	1.0%	4.0%	0.4%	10.2%
V	0.1%	1.7%	5.5%	5.8%	13.1%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Condition in year 2031 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	12.6%	26.7%	37.2%	8.0%	84.5%
II / III	0.0%	2.2%	1.8%	0.0%	4.0%
IV	0.0%	0.0%	0.6%	0.0%	0.6%
V	0.0%	3.2%	7.8%	0.0%	11.0%
Total	12.6%	32.1%	47.4%	8.0%	100.0%

Scenarios Criteria:

Criteria:

Appendix E

PAVEMENT CONDITION MAPS

Current Network Condition – 2021

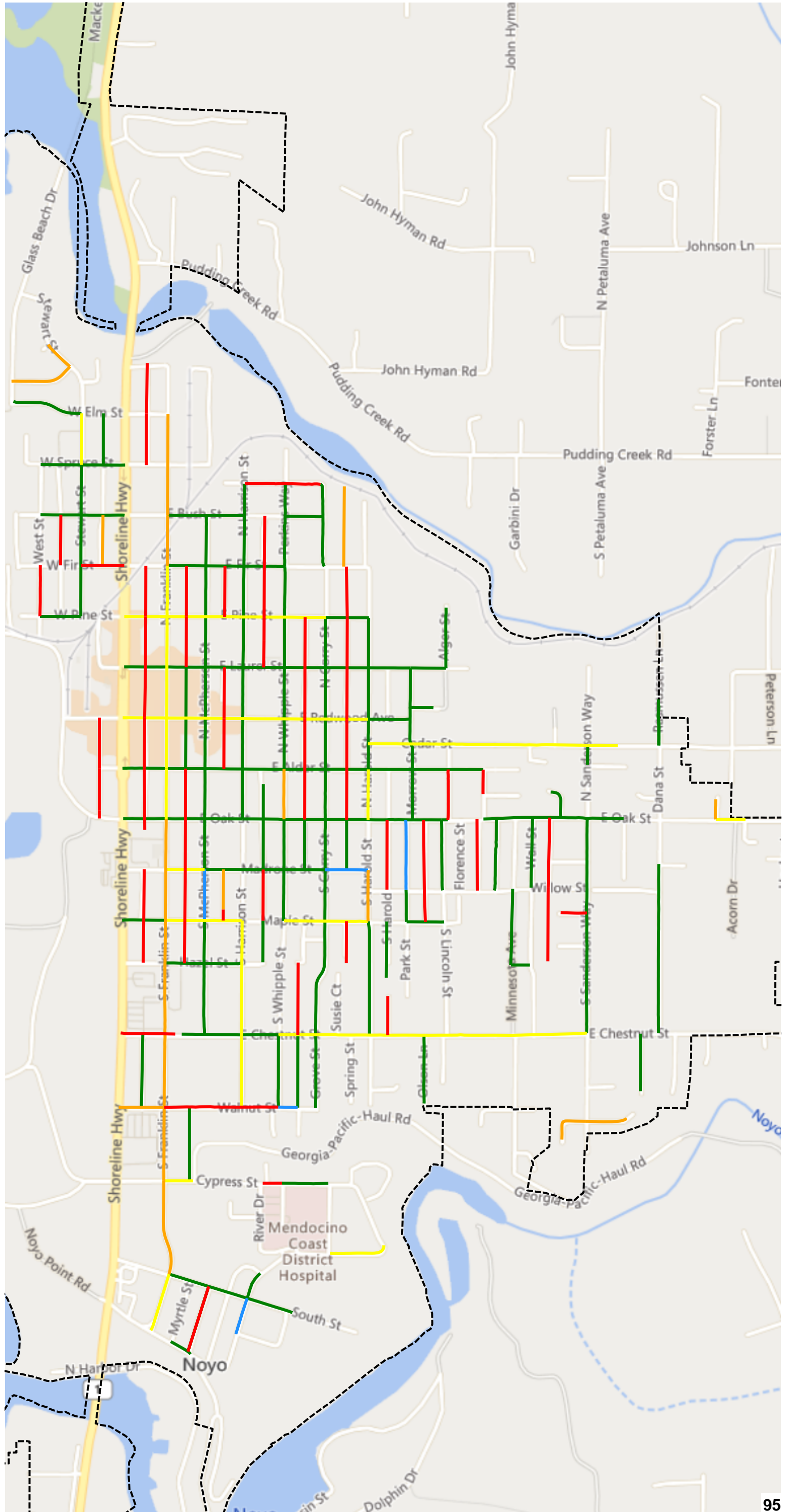


Current PCI Condition

Printed: 1/28/2022

Feature Legend

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



Scenario 1: Existing Budget
Projected Street Network Condition – 2031

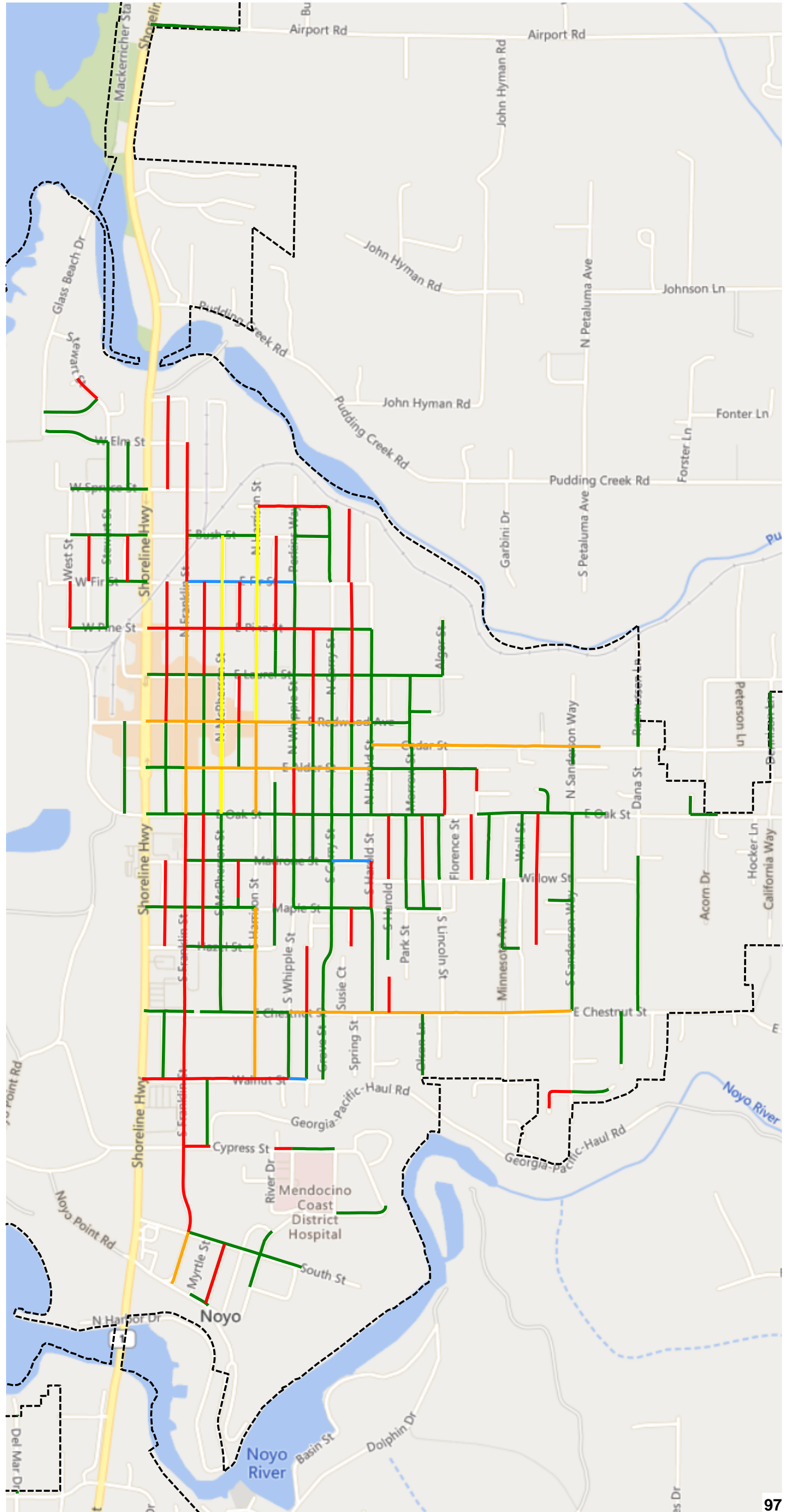


Scenario PCI Condition

2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR) - 2031 Project Period - Total Rehab for 2031: \$789,814 - Printed: 1/28/2022

Feature Legend

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



Scenario 2: Improve PCI to 75
Projected Street Network Condition – 2031

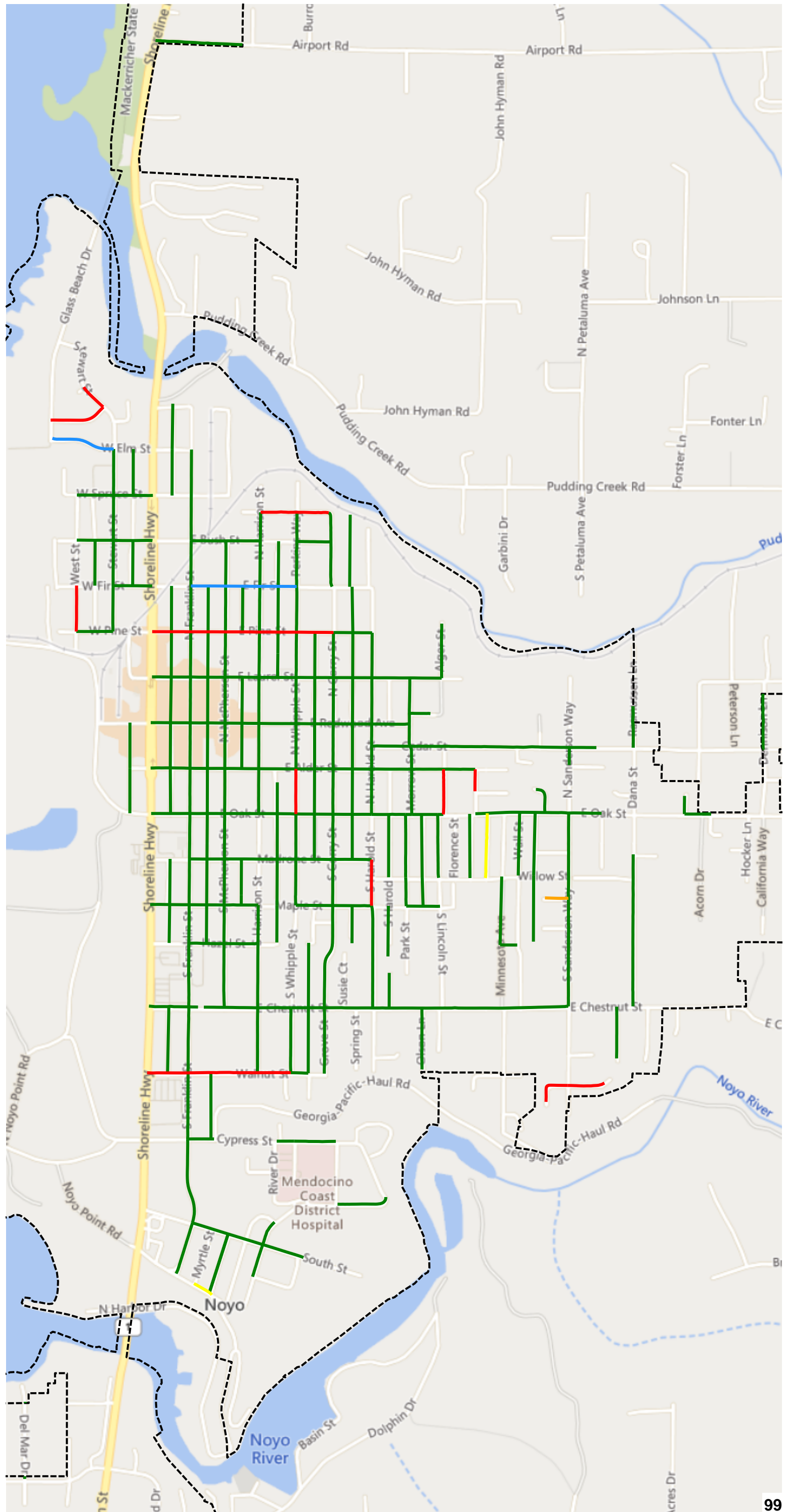


Scenario PCI Condition

2021 S2 IMPROVE PCI TO 75 - 2031 Project Period - Total Rehab for 2031: \$2,769,012 - Printed: 1/28/2022

Feature Legend

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



Appendix F

SECTIONS SELECTED FOR TREATMENT – SCENARIO 1

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2022	\$1,000,000	12%	2026	\$1,000,000	8%	2030	\$1,000,000	5%
2023	\$1,000,000	12%	2027	\$1,000,000	2%	2031	\$1,000,000	5%
2024	\$1,000,000	5%	2028	\$1,000,000	5%			
2025	\$1,000,000	8%	2029	\$1,000,000	2%			

Year: 2022

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		93	93	97	\$1,278	2,755	SLURRY SEAL W/ CRACK SEAL	
											Treatment Total		\$1,278				
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45 PARK		003	145	14	2,030	R	AC	0	66	66	76	\$2,594	8,991	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	
											Treatment Total		\$2,594				
**BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85 BOATYA		002	785	41	32,185	A	AC/AC	0	48	48	100	\$287,877	8,750	THICK MILL AND OVERLAY	
											Treatment Total		\$287,877				
**CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	5	5	100	\$236,827	6,292	12" FDR W/ 4" HMA	
											Treatment Total		\$236,827				
**WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	900	43	38,700	C	AC	0	3	3	100	\$370,875	6,119	8" FDR W/ 3.5" HMA	
											Treatment Total		\$370,875				
**AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	R	AC	0	15	15	100	\$90,277	5,712	4.5" SURFACE RECONSTRUCT	
											Treatment Total		\$90,277				
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		88	88	89	\$13	1,319,344	SEAL CRACKS	
NOYO POINT RD	CYPRESS ST	END AT LOT	NOYOPT	001	1,828	24	43,872	R	AC		93	94	94	\$42	992,905	SEAL CRACKS	
											Treatment Total		\$55				
Year 2022 Area Total									156,507		Year 2022 Total			\$989,783			

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	68	66	100	\$251,089	8,571	AC OVERLAY 2 INCHES	
												Treatment Total	\$251,089				
AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	AIRPOR	001B	268	22	5,896	R	AC	0	93	91	96	\$3,712	5,960	SLURRY SEAL W/ CRACK SEAL	
BOATYARD DR. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	A	AC/AC	0	92	89	95	\$7,713	13,070	SLURRY SEAL W/ CRACK SEAL	
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	C	AC	0	83	82	89	\$10,040	26,615	SLURRY SEAL W/ CRACK SEAL	
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	C	AC/AC	0	81	80	88	\$35,597	31,682	SLURRY SEAL W/ CRACK SEAL	
NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	NHARBO	002	455	32	14,560	R	AC	0	81	80	87	\$9,165	17,685	SLURRY SEAL W/ CRACK SEAL	
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	74	73	82	\$32,851	31,155	SLURRY SEAL W/ CRACK SEAL	
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB MCKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	81	79	87	\$107,957	22,659	SLURRY SEAL W/ CRACK SEAL	
PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END 10+53	PERKIN	001	1,053	33	34,749	R	AC	0	79	78	86	\$21,873	18,330	SLURRY SEAL W/ CRACK SEAL	
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	79	78	86	\$15,548	22,850	SLURRY SEAL W/ CRACK SEAL	
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	R	AC/AC	0	81	80	88	\$16,744	24,088	SLURRY SEAL W/ CRACK SEAL	
												Treatment Total	\$261,200				
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	R	AC	0	64	63	73	\$9,229	15,147	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	
MADRONE ST. 002	CORRY ST	W.F. CURB @ HAROLD 13+00	MADRON	010	400	44	17,600	R	AC	0	63	61	72	\$16,114	12,083	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	
OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	R	AC/AC	0	68	67	76	\$13,778	14,815	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	
WALNUT ST. 001	W.F.CURB GROVE 0+00	WHIPPLE	WALNUT	001	340	39	13,260	R	AC	0	62	60	71	\$12,141	11,984	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS	
												Treatment Total	\$51,262				
MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	MADRON	001	650	43	27,950	R	AC	0	67	65	75	\$36,786	8,672	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2023

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	R	AC	0	69	67	77	\$11,293	8,800	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	
WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	WILLOW	001	623	32	19,936	R	AC	0	67	65	75	\$26,238	8,672	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS	
Treatment Total													\$74,317				
CEDAR ST. 002	END CURB 1320 CEDAR 0+00	1631 EAST PROP. LINE 8+90	CEDAR	002	350	19	6,650	R	AC	0	42	40	100	\$67,734	5,007	THICK MILL AND OVERLAY	
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	49	47	100	\$35,752	4,778	THICK MILL AND OVERLAY	
LONNE WAY	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	LONNE	001	487	32	15,584	R	AC	0	42	40	100	\$158,732	5,009	THICK MILL AND OVERLAY	
N100D	E OAK ST	E ALDER ST	N100D	N100D1	417	20	8,340	O	AC		21	18	100	\$35,077	12,490	THICK MILL AND OVERLAY	
N102C	N101C	MAIN ST	N102C	N102C1	146	26	3,796	O	AC		16	13	100	\$15,966	12,490	THICK MILL AND OVERLAY	
Treatment Total													\$313,261				
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	5	1	100	\$24,321	3,774	4.5" SURFACE RECONSTRUCT	
Treatment Total													\$24,321				
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		94	91	96	\$2,571	9,972	SINGLE CHIP SEAL	
S100J	MADRONE ST	E OAK ST	S100J	S100J1	418	14	5,852	O	AC		94	91	96	\$2,010	9,954	SINGLE CHIP SEAL	
S301N	S302N	WILLOW ST	S301N	S301N1	652	12	7,824	O	AC		94	91	96	\$2,687	10,523	SINGLE CHIP SEAL	
S302N	S301N	WALL ST	S302N	S302N1	139	16	2,224	O	AC		94	91	96	\$764	9,917	SINGLE CHIP SEAL	
Treatment Total													\$8,032				
Year 2023 Area Total										595,980	Year 2023 Total		\$983,482				

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	68	63	100	\$49,613	8,665	AC OVERLAY 2 INCHES	
Treatment Total													\$49,613				
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	83	80	87	\$20,008	22,454	SLURRY SEAL W/ CRACK SEAL	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	R	AC/AC	0	94	90	95	\$3,356	10,253	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	C	AC/AC	0	75	72	81	\$28,433	24,630	SLURRY SEAL W/ CRACK SEAL
EAST OAK ST. 002	E.F. CURB McKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	OAK	002	1,725	40	69,000	R	AC	0	77	74	82	\$44,735	18,270	SLURRY SEAL W/ CRACK SEAL
Treatment Total													\$96,532			
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	C	AC/AC	0	73	70	79	\$50,570	10,029	RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	C	AC	0	73	68	78	\$71,787	6,987	RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS
Treatment Total													\$122,357			
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	72	69	78	\$28,338	8,626	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	R	AC/AC	0	72	69	78	\$29,275	8,747	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	R	AC	0	72	69	78	\$75,534	8,626	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
Treatment Total													\$133,147			
DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	DENNIS	001	853	14	11,942	R	AC	0	46	41	100	\$125,285	4,839	THICK MILL AND OVERLAY
JOHN CIMOLINO WAY	STEWART ST	END	JOHNCIMO	001	286	36	10,296	R	AC		49	44	100	\$108,017	4,769	THICK MILL AND OVERLAY
N100E	E OAK ST	E ALDER ST	N100E	N100E1	413	16	6,608	O	AC		6	0	100	\$28,626	12,126	THICK MILL AND OVERLAY
S202F	MAPLE ST	105' N/O MAPLE ST	S202F	S202F1	105	14	1,470	O	AC		1	0	100	\$6,369	12,126	THICK MILL AND OVERLAY
WALNUT ST.	GROVE ST	EAST END	WALNUT	004	188	43	8,084	R	AC/AC	0	51	46	100	\$84,811	4,710	THICK MILL AND OVERLAY
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	51	43	100	\$109,406	4,431	THICK MILL AND OVERLAY
Treatment Total													\$462,514			
CHIEF CELERI DR	W OAK ST	W ALDER ST	CELERI	001	475	15	7,125	A	AC		4	0	100	\$121,573	4,384	12" FDR W/ 4" HMA
Treatment Total													\$121,573			

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2024

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
S500D	WALNUT ST	E CHESTNUT ST	S500D	S500D1	614	16	9,824	O	AC		94	89	95	\$3,475	15,123	SINGLE CHIP SEAL
													Treatment Total	\$3,475		
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	95	88	89	\$5	30,729,948	SEAL CRACKS
													Treatment Total	\$5		
Year 2024 Area Total									417,231	Year 2024 Total		\$989,216				

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	Treatment		Cost	Rating	Treatment
												PCI Before	PCI After			
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	C	AC	0	75	68	100	\$86,378	7,792	AC OVERLAY 2 INCHES
MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	MAPLE	001B	1,000	45	45,000	C	AC	0	69	61	100	\$271,816	8,610	AC OVERLAY 2 INCHES
													Treatment Total	\$358,194		
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		88	86	92	\$4,849	17,716	SLURRY SEAL W/ CRACK SEAL
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	81	76	85	\$36,209	17,498	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	81	88	\$30,324	18,232	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	C	AC	0	81	74	82	\$14,279	17,032	SLURRY SEAL W/ CRACK SEAL
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	90	84	91	\$33,400	17,821	SLURRY SEAL W/ CRACK SEAL
WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	C	AC	0	80	73	81	\$8,082	16,709	SLURRY SEAL W/ CRACK SEAL
													Treatment Total	\$127,143		
EAST SPRUCE ST.	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	ESPRUC	001	507	45	22,815	R	AC	0	49	42	100	\$246,536	4,690	THICK MILL AND OVERLAY
HAZEL ST.	E.F. CURB HWY1 0+00	W.F. CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	51	44	100	\$117,568	4,636	THICK MILL AND OVERLAY
N100H	E OAK ST	E ALDER ST	N100H	N100H1	414	16	6,624	O	AC		2	0	100	\$29,557	11,773	THICK MILL AND OVERLAY

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2025

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
N200F	E ALDER ST	E REDWOOD AVE	N200F	N200F1	407	14	5,698	O	AC		4	0	100	\$25,425	11,773	THICK MILL AND OVERLAY		
												Treatment Total		\$419,086				
DICKWILLIAMS WAY	DANA ST	END AT CDS	DICKWI	001	185	28	5,180	R	AC		9	0	100	\$71,855	3,557	4.5" SURFACE RECONSTRUCT		
												Treatment Total		\$71,855				
S500H	WALNUT ST	E CHESTNUT ST	S500H	S500H1	635	18	11,430	O	AC		94	87	93	\$4,164	19,067	SINGLE CHIP SEAL		
												Treatment Total		\$4,164				
**BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	48	87	88	\$33	2,550,889	SEAL CRACKS		
**CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	5	87	88	\$43	1,026,195	SEAL CRACKS		
S100H	MADRONE ST	E OAK ST	S100H	S100H1	410	14	5,740	O	AC		96	88	89	\$18	1,187,114	SEAL CRACKS		
S300G	HAZEL ST	MAPLE ST	S300G	S300G1	373	16	5,968	O	AC		96	88	89	\$18	1,187,114	SEAL CRACKS		
S300K	S END	MAPLE ST	S300K	S300K1	579	13	7,527	O	AC		96	88	89	\$23	1,187,114	SEAL CRACKS		
**WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	900	43	38,700	C	AC	0	3	91	92	\$53	811,288	SEAL CRACKS		
												Treatment Total		\$188				
Year 2025 Area Total									411,617		Year 2025 Total			\$980,630				

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	C	AC	0	79	69	100	\$95,240	7,442	AC OVERLAY 2 INCHES		
												Treatment Total		\$95,240				
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	82	76	84	\$8,968	17,070	SLURRY SEAL W/ CRACK SEAL		
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	92	84	91	\$6,339	17,645	SLURRY SEAL W/ CRACK SEAL		
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	79	73	81	\$64,912	17,219	SLURRY SEAL W/ CRACK SEAL		
OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	OCEANV	003	530	26	13,780	R	AC	0	82	76	84	\$9,479	17,069	SLURRY SEAL W/ CRACK SEAL		

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	R	AC	0	81	75	83	\$10,939	17,177	SLURRY SEAL W/ CRACK SEAL
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	91	83	90	\$57,026	17,524	SLURRY SEAL W/ CRACK SEAL
SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	SSANDE	001	1,915	40	76,600	C	AC	0	91	83	90	\$57,476	17,525	SLURRY SEAL W/ CRACK SEAL
SOUTH WHIPPLE ST. 002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	SWHIP	002	1,285	32	41,120	R	AC	0	82	76	84	\$28,283	17,070	SLURRY SEAL W/ CRACK SEAL
Treatment Total												\$243,422				
EAST FIR ST. 001	E.F.CURB @ N FRANKLIN ST	E.F.CURB HAROLD 17+45	EFIR	001	1,745	43	75,035	C	AC	0	77	66	76	\$129,025	6,315	RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS
Treatment Total												\$129,025				
N100J	E OAK ST	E ALDER ST	N100J	N100J1	418	16	6,688	O	AC		0	0	100	\$30,737	11,430	THICK MILL AND OVERLAY
N401G	214' N/O LAUREL ST	E PINE ST	N401G	N401G1	206	14	2,884	O	AC		20	7	100	\$13,255	11,430	THICK MILL AND OVERLAY
NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	NANCY	001	266	31	8,246	R	AC	0	54	45	100	\$91,779	4,473	THICK MILL AND OVERLAY
STEWART ST. 002	S.F. CURB W. ELM 0+00	SPRUCE	STEWAR	002	413	43	17,759	R	AC/AC	0	53	44	100	\$197,659	4,501	THICK MILL AND OVERLAY
Treatment Total												\$333,430				
EAST FIR ST. 002	E.F.CURB @ HWY 1 0+00	RR TRACKS	EFIR	002	142	44	6,248	C	AC	0	33	11	100	\$92,200	3,974	8" FDR W/ 3.5" HMA
Treatment Total												\$92,200				
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	32	22	100	\$64,009	3,454	4.5" SURFACE RECONSTRUCT
Treatment Total												\$64,009				
N800C	W SPRUCE ST	W ELM ST	N800C	N800C1	422	16	6,752	O	AC		94	86	92	\$2,534	21,914	SINGLE CHIP SEAL
Treatment Total												\$2,534				
**AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	R	AC	0	15	86	87	\$24	675,842	SEAL CRACKS
BOATYARD DR. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	A	AC/AC	0	92	87	88	\$8	6,838,530	SEAL CRACKS

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
EAST ALDER 001	E.F. CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	C	AC	0	83	85	86	\$37	1,240,372	SEAL CRACKS
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	C	AC/AC	0	81	85	86	\$96	2,053,165	SEAL CRACKS
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	68	87	88	\$47	1,723,645	SEAL CRACKS
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		96	87	88	\$3	2,809,315	SEAL CRACKS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	74	79	81	\$185	1,669,355	SEAL CRACKS
EAST OAK ST. 001	E.F. CURB HWY 1 0+00	W.F.CURB MCKINLEY 32+25	OAK	001	3,225	45	145,125	A	AC	0	81	80	82	\$515	1,072,512	SEAL CRACKS
**PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	PENITE	001	275	38	10,450	R	AC	0	16	1	2	\$355	0	SEAL CRACKS
S600E	E END	WALNUT ST	S600E	S600E1	610	12	7,320	O	AC/AC		96	87	88	\$10	2,809,315	SEAL CRACKS
**SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST.@W.POWER POLE 5+00	SHAROL	003	620	16	9,920	R	AC	0	12	0	0	\$363	0	SEAL CRACKS
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		93	86	87	\$5	677,355	SEAL CRACKS
Treatment Total												\$1,648				
Year 2026 Area Total									838,659	Year 2026 Total			\$961,508			

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	80	67	100	\$306,569	7,417	AC OVERLAY 2 INCHES
Treatment Total												\$306,569				
**BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	48	84	91	\$26,948	19,438	SLURRY SEAL W/ CRACK SEAL
**CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	5	83	90	\$16,679	17,585	SLURRY SEAL W/ CRACK SEAL
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	R	AC/AC	0	94	85	92	\$6,581	14,847	SLURRY SEAL W/ CRACK SEAL
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	R	AC	0	82	74	83	\$13,243	16,693	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	95	85	92	\$22,259	17,442	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment	
											Current PCI	PCI Before	PCI After				
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	85	77	85	\$8,621	16,364	SLURRY SEAL W/ CRACK SEAL	
PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	PUDDIN	001	955	23	21,965	R	AC	0	89	81	88	\$15,562	16,682	SLURRY SEAL W/ CRACK SEAL	
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	94	84	91	\$14,827	16,807	SLURRY SEAL W/ CRACK SEAL	
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	84	76	84	\$13,348	16,512	SLURRY SEAL W/ CRACK SEAL	
**WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	900	43	38,700	C	AC	0	3	88	94	\$29,910	14,999	SLURRY SEAL W/ CRACK SEAL	
Treatment Total													\$167,978				
KEMPEE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPEE	010	502	37	18,574	R	AC	0	59	48	100	\$212,932	4,242	THICK MILL AND OVERLAY	
N402G	E LAUREL ST	214' N/O LAUREL ST	N402G	N402G1	214	14	2,996	O	AC		0	0	100	\$14,183	11,097	THICK MILL AND OVERLAY	
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	55	44	100	\$171,959	4,362	THICK MILL AND OVERLAY	
Treatment Total													\$399,074				
AIRPORT ROAD	W/C.L. SIGN 5+87	E.EDGE HWY1 @ LIMIT LINE 8+55	AIRPOR	001B	268	22	5,896	R	AC	0	93	86	87	\$14	665,892	SEAL CRACKS	
CEDAR ST. 002	END CURB CEDAR 0+00	1631 EAST PROP. LINE 8+90	CEDAR	002	350	19	6,650	R	AC	0	42	87	88	\$6	1,783,624	SEAL CRACKS	
CHIEF CELERI DR	W OAK ST	W ALDER ST	CELERI	001	475	15	7,125	A	AC		4	87	88	\$17	967,288	SEAL CRACKS	
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	83	83	84	\$74	1,681,185	SEAL CRACKS	
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	C	AC/AC	0	73	74	77	\$152	924,774	SEAL CRACKS	
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	C	AC/AC	0	75	77	79	\$178	1,018,209	SEAL CRACKS	
HARBOR AVE	OCEAN VIEW DR	SOUTH END	HARAV	001	90	39	3,510	R	AC/AC	0	49	87	88	\$3	1,783,624	SEAL CRACKS	
HAZEL ST.	S HARRISON ST	EST END	HAZEL	004	155	12	1,860	R	AC	0	5	86	87	\$5	656,157	SEAL CRACKS	
LONNE WAY	E.F. SNADERSON 0+00	END OF CULDESAC 4+87	LONNE	001	487	32	15,584	R	AC	0	42	87	88	\$13	1,783,624	SEAL CRACKS	
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	R	AC	0	69	70	73	\$49	600,962	SEAL CRACKS	
N100D	E OAK ST	E ALDER ST	N100D	N100D1	417	20	8,340	O	AC		21	87	88	\$11	1,114,765	SEAL CRACKS	
N102C	N101C	MAIN ST	N102C	N102C1	146	26	3,796	O	AC		16	87	88	\$5	1,114,765	SEAL CRACKS	
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		94	86	87	\$28	414,967	SEAL CRACKS	

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2027

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
NORTH HARBOR DRIVE 002	E.F.CURB S FRANKLIN ST. 0+00	E.F.CURB HWY 1 4+55	NHARBO	002	455	32	14,560	R	AC	0	81	81	83	\$51	712,991	SEAL CRACKS		
OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	R	AC/AC	0	68	71	74	\$79	911,470	SEAL CRACKS		
PERKINS WAY	N.F. CURB E. FIR ST. 0+00	@ DEAD END10+53	PERKIN	001	1,053	33	34,749	R	AC	0	79	79	81	\$134	705,425	SEAL CRACKS		
S100J	MADRONE ST	E OAK ST	S100J	S100J1	418	14	5,852	O	AC		94	86	87	\$22	414,945	SEAL CRACKS		
S301N	S302N	WILLOW ST	S301N	S301N1	652	12	7,824	O	AC		94	86	87	\$30	415,650	SEAL CRACKS		
S302N	S301N	WALL ST	S302N	S302N1	139	16	2,224	O	AC		94	86	87	\$9	414,904	SEAL CRACKS		
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	68	87	88	\$10	1,673,442	SEAL CRACKS		
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	79	82	83	\$78	960,881	SEAL CRACKS		
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	R	AC/AC	0	81	84	85	\$62	1,218,672	SEAL CRACKS		
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	51	87	88	\$10	1,673,442	SEAL CRACKS		
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	C	AC	0	73	70	73	\$250	560,213	SEAL CRACKS		
												Treatment Total		\$1,290				
Year 2027 Area Total									665,227			Year 2027 Total		\$874,911				

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment		
											Current PCI	PCI Before	PCI After					
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	80	64	100	\$305,496	7,521	AC OVERLAY 2 INCHES		
												Treatment Total		\$305,496				
BOATYARD DR. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	A	AC/AC	0	92	86	92	\$8,942	19,232	SLURRY SEAL W/ CRACK SEAL		
EAST ALDER 001	E.F.CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	C	AC	0	83	84	91	\$11,639	23,527	SLURRY SEAL W/ CRACK SEAL		
EAST CYPRESS ST. 001	END OF KEMPEE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	C	AC/AC	0	81	84	91	\$41,267	25,954	SLURRY SEAL W/ CRACK SEAL		
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	74	79	87	\$38,083	28,934	SLURRY SEAL W/ CRACK SEAL		
OCEAN VIEW DRV.WEST 001	W.F. CURB HWY1 0+00	4+18 FROM W.F. HWY1	OCEANV	001	418	36	15,048	R	AC/AC	0	68	73	82	\$10,981	19,010	SLURRY SEAL W/ CRACK SEAL		

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
RASSMUSSEN LANE	N EDGE CEDAR 0+00	END OF GOOD PAVEMENT 4+55	RASSMU	001	455	13	5,915	R	AC/AC	0	94	83	90	\$4,317	15,571	SLURRY SEAL W/ CRACK SEAL
WALL ST. 002	E.F. CURB @ ALLEY 0+00	N.F. CURB CHESTNUT ST.	WALL	002	700	38	26,600	R	AC/AC	0	81	84	91	\$19,410	18,882	SLURRY SEAL W/ CRACK SEAL
Treatment Total													\$134,639			
FRONTAGE ROAD(UN-NAMED)	N.END @ LIMIT LINE 0+00	N.F. CURB OCEAN VIEW. W 6+80	FRONTA	001	680	24	16,320	R	AC	0	59	48	100	\$192,705	4,128	THICK MILL AND OVERLAY
N101C	W OAK ST	W ALDER ST	N101C	N101C1	420	16	6,720	O	AC		17	0	100	\$32,765	10,774	THICK MILL AND OVERLAY
N200C	W ALDER ST	W REDWOOD AVE	N200C	N200C1	439	17	7,463	O	AC		9	0	100	\$36,388	10,774	THICK MILL AND OVERLAY
NORTH DANA ST	EAST OAK ST	END	NDANA	001	319	28	8,932	R	AC		60	47	100	\$105,468	4,152	THICK MILL AND OVERLAY
S200L	MAPLE ST	WILLOW ST	S200L	S200L1	242	14	3,388	O	AC		0	0	100	\$16,519	10,774	THICK MILL AND OVERLAY
Treatment Total													\$383,845			
HOWLAND CT.	N.F. CURB OAK ST.0+00	END OF CULDESAC 2+30	HOWLAN	001	230	36	8,280	R	AC	0	28	8	100	\$125,507	3,255	4.5" SURFACE RECONSTRUCT
Treatment Total													\$125,507			
DENNISON LANE	S.EDGE OF PAVEMANT 0+00	N.W.PROP LN. STANLEY 8+53	DENNIS	001	853	14	11,942	R	AC	0	46	87	88	\$10	1,731,674	SEAL CRACKS
DUBOIS LANE	S.F. CURB WALNUT 0+00	END OF PAVEMENT 2+07	DUBOIS	001	207	25	5,175	R	AC/AC	0	94	88	88	\$4	3,741,440	SEAL CRACKS
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	C	AC	0	75	87	88	\$17	1,624,701	SEAL CRACKS
EAST LAUREL ST. 001	E.F. CURB HWY1 0+00	W.F. CURB HARRISON ST 9+25	ELAURE	001	925	45	41,625	C	AC	0	87	82	84	\$135	808,903	SEAL CRACKS
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	72	72	74	\$117	601,446	SEAL CRACKS
JOHN CIMOLINO WAY	STEWART ST	END	JOHNCIMO	001	286	36	10,296	R	AC		49	87	88	\$9	1,731,674	SEAL CRACKS
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	R	AC/AC	0	72	72	75	\$115	635,529	SEAL CRACKS
MAPLE ST. 001	S.HAROLD	ALLEY BETWN WHIPPLE HARRISON	MAPLE	001B	1,000	45	45,000	C	AC	0	69	87	88	\$51	1,624,701	SEAL CRACKS
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	C	AC	0	81	76	78	\$93	661,126	SEAL CRACKS
N100E	E OAK ST	E ALDER ST	N100E	N100E1	413	16	6,608	O	AC		6	87	88	\$9	1,082,296	SEAL CRACKS

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	R	AC	0	72	72	74	\$310	601,351	SEAL CRACKS
EAST OAK ST. 002	E.F. CURB McKINLEY ST. 0+00	BACK E.SIDE SDWLK. DANA 17+25	OAK	002	1,725	40	69,000	R	AC	0	77	76	78	\$319	657,931	SEAL CRACKS
S202F	MAPLE ST	105' N/O MAPLE ST	S202F	S202F1	105	14	1,470	O	AC		1	87	88	\$2	1,082,296	SEAL CRACKS
S500D	WALNUT ST	E CHESTNUT ST	S500D	S500D1	614	16	9,824	O	AC		94	86	87	\$39	407,127	SEAL CRACKS
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	90	85	86	\$120	841,570	SEAL CRACKS
WALNUT ST.	GROVE ST	EAST END	WALNUT	004	188	43	8,084	R	AC/AC	0	51	87	88	\$7	1,731,674	SEAL CRACKS
WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	C	AC	0	80	75	77	\$56	633,847	SEAL CRACKS
Treatment Total													\$1,413			
Year 2028 Area Total									667,703	Year 2028 Total			\$950,900			

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
**AZALEA CIRCLE	W.F. CURB S. SANDERSON 0+00	END OF CULDESAC	AZALEA	001	275	38	10,450	R	AC	0	15	83	90	\$7,855	13,381	SLURRY SEAL W/ CRACK SEAL
CHIEF CELERI DR	W OAK ST	W ALDER ST	CELERI	001	475	15	7,125	A	AC		4	83	90	\$6,329	16,576	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 002	END CURB-GUTTER@001, 0+00	S. WHIPPLE	CHESTN	005	884	32	28,288	C	AC/AC	0	83	82	89	\$23,194	17,926	SLURRY SEAL W/ CRACK SEAL
CHESTNUT ST. 003	SANDERSON WY	END OF STREET (9+75)	CHESTN	015	975	32	31,200	C	AC/AC	0	73	74	82	\$25,582	20,487	SLURRY SEAL W/ CRACK SEAL
EAST LAUREL 002	E.F.CURB N.HARRISON 0+00	W.F.CURB N.HAROLD 10+05	ELAURE	002	1,005	40	40,200	C	AC/AC	0	75	76	84	\$32,961	21,818	SLURRY SEAL W/ CRACK SEAL
MAPLE ST. 005	ALLEY BETWN WHIPPLE HARRISON	S. FRANKLIN	MAPLE	005A	900	49	44,100	C	AC	0	68	82	90	\$36,159	15,531	SLURRY SEAL W/ CRACK SEAL
OLSEN LANE	S.F. CURB CHESTNUT 0+00	END OF ST. 6+52	OLSEN	001	652	28	18,256	R	AC/AC	0	94	82	89	\$13,722	16,046	SLURRY SEAL W/ CRACK SEAL
**PENITENTI WAY	W.F. CURB S.SANDERSON 0+00	END OF CULDESAC 2+75	PENITE	001	275	38	10,450	R	AC	0	16	0	42	\$7,855	4,074	SLURRY SEAL W/ CRACK SEAL
**SOUTH HAROLD ST. 003	S.F. CHESTNUT ST 0+00	END OF ST.@W.POWER POLE 5+00	SHAROL	003	620	16	9,920	R	AC	0	12	0	42	\$7,456	4,074	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SOUTH LINCOLN ST.	MAPLE ST	WILLOW ST	SLINCO	015A	282	30	8,460	C	AC	0	68	84	91	\$6,937	13,858	SLURRY SEAL W/ CRACK SEAL
WEST CYPRESS	WEST END	S MAIN ST	WCYPST	001	165	50	8,250	C	AC	0	51	84	91	\$6,765	13,858	SLURRY SEAL W/ CRACK SEAL
Treatment Total													\$174,815			
PARK ST. 003	END OF 002 0+00	END OF ST. 1+45 PARK		003	145	14	2,030	R	AC	0	66	64	74	\$3,191	7,184	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
Treatment Total													\$3,191			
N200D	E ALDER ST	E REDWOOD AVE	N200D	N200D1	405	18	7,290	O	AC		20	0	100	\$36,611	10,460	THICK MILL AND OVERLAY
EAST OAK ST. 003	BACK E.SIDE SDWLK DANA 0+00	CITY LIMIT SIGN OAK 16+10	OAK	003	1,610	24	38,640	R	AC	0	61	48	100	\$469,944	3,987	THICK MILL AND OVERLAY
Treatment Total													\$506,555			
N102G	300 N/O E OAK ST	E ALDER ST	N102G	N102G1	117	16	1,872	O	AC/AC		96	85	92	\$446	48,580	SINGLE CHIP SEAL
S600E	E END	WALNUT ST	S600E	S600E1	610	12	7,320	O	AC/AC		96	85	92	\$1,741	48,580	SINGLE CHIP SEAL
Treatment Total													\$2,187			
DELMAR DR	OCEAN VIEW DR	END SOUTH	DELM	002	242	30	7,260	R	AC		88	87	88	\$17	1,079,066	SEAL CRACKS
DICKWILLIAMS WAY	DANA ST	END AT CDS	DICKWI	001	185	28	5,180	R	AC		9	86	87	\$13	618,491	SEAL CRACKS
EAST ALDER 002	HAROLD	@HYDRANT END OF ST. 28+45	EALDER	002B	1,261	43	54,223	R	AC	0	81	78	80	\$232	662,377	SEAL CRACKS
EAST FIR ST. 002	E.F.CURB @ HWY 1 0+00	RR TRACKS	EFIR	002	142	44	6,248	C	AC	0	33	91	92	\$10	720,819	SEAL CRACKS
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	92	86	87	\$14	2,256,949	SEAL CRACKS
EAST PINE ST.	CORRY ST	W.F. CURB HAROLD ST 19+30	EPINE	010	356	43	15,308	C	AC	0	79	87	88	\$18	1,577,379	SEAL CRACKS
EAST SPRUCE ST.	E.F. CURB HWY1 0+00	CEMETARY GATE 5+07	ESPRUC	001	507	45	22,815	R	AC	0	49	87	88	\$20	1,681,237	SEAL CRACKS
HAZEL ST.	E.F. CURB HWY1 0+00	W.F.CURB S.FRANKLIN 3+40	HAZEL	001	340	32	10,880	R	AC	0	51	87	88	\$10	1,681,237	SEAL CRACKS
N100H	E OAK ST	E ALDER ST	N100H	N100H1	414	16	6,624	O	AC		2	87	88	\$9	1,050,773	SEAL CRACKS
N200F	E ALDER ST	E REDWOOD AVE	N200F	N200F1	407	14	5,698	O	AC		4	87	88	\$8	1,050,773	SEAL CRACKS
S500H	WALNUT ST	E CHESTNUT ST	S500H	S500H1	635	18	11,430	O	AC		94	85	87	\$49	399,289	SEAL CRACKS

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	91	84	86	\$219	817,550	SEAL CRACKS
SOUTH SANDERSON ST. 001	N.F. CURB CHESTNUT ST 0+00	S.F. CURB OAK ST 19+15	SSANDE	001	1,915	40	76,600	C	AC	0	91	84	86	\$221	817,379	SEAL CRACKS
Treatment Total													\$840			
Year 2029 Area Total										580,565	Year 2029 Total		\$687,588			

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MAPLE ST. 005	S. FRANKLIN	E.F. CURB HWY 1	MAPLE	005B	400	49	19,600	C	AC	0	81	73	82	\$16,553	14,528	SLURRY SEAL W/ CRACK SEAL
NESS AVE.	E.F. CURB SANDERSON WAY 0+00	E. P.L. 111 NESS FENCE 2+45	NESS	001	245	22	5,390	R	AC	0	93	79	87	\$4,173	14,507	SLURRY SEAL W/ CRACK SEAL
NORTH HAROLD ST. 001	END OF PAVEMENT 0+00	N.S.DRVWY BEHIND M.SCHOOL3+16	NHAROL	001	316	28	8,848	R	AC/AC	0	94	81	88	\$6,850	16,272	SLURRY SEAL W/ CRACK SEAL
NORTH HAROLD ST. 002	N.SIDE M.S.SCH.DRVWAY 0+00	N.CURB @ FIR ST.2+85	NHAROL	002	285	40	11,400	R	AC/AC	0	94	81	88	\$8,826	16,272	SLURRY SEAL W/ CRACK SEAL
WALL ST. 001	WILLOW	N.F. CURB@ALLEY ST 13+50	WALL	001B	650	38	24,700	R	AC/AC	0	79	80	87	\$19,122	18,259	SLURRY SEAL W/ CRACK SEAL
WOODWARD ST.	S EDGE SOUTH ST. 0+00	END ST. @ NAIL 6+50	WOODWA	001	650	26	16,900	R	AC/AC	0	94	81	88	\$13,083	16,272	SLURRY SEAL W/ CRACK SEAL
WEST PINE ST.	END SIDE WALK N.SIDE 0+00	W.F. CURB HWY 1 2+58	WPINE	002	258	43	11,094	C	AC	0	80	72	81	\$9,370	14,197	SLURRY SEAL W/ CRACK SEAL
Treatment Total													\$77,977			
WEST ELM ST.	W.F. CURB HWY1 0+00	W.EDGE PAVEMENT 10+30	WELM	001	1,030	43	44,290	C	AC	0	73	65	74	\$85,717	5,466	RUBBERIZED CHIP SEAL+MICROSURFACING W/ 3% DIGOUTS
Treatment Total													\$85,717			
HAZELWOOD ST.	S.F. SOUTH ST. 0+00	HYDRANT @ END OF ST.3+60	HAZELW	001	360	28	10,080	R	AC	0	64	63	74	\$11,351	12,473	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS
Treatment Total													\$11,351			

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MADRONE ST. 001	E.F.CURB @ HWY 1 0+00	W.F.CURB @ McPHERSON ST.6+50	MADRON	001	650	43	27,950	R	AC	0	67	63	73	\$45,242	6,941	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
MANZANITA ST.	W.F. CURB N. FRANKLIN ST.0+00	E.F. CURB HWY1 3+30	MANZAN	001	330	26	8,580	R	AC	0	69	68	77	\$13,889	7,191	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
WILLOW ST. 001	W.F.CURB S.SANDERSON 0+00	E.EDGE ALLEY LIVINGSTON 6+23	WILLOW	001	623	32	19,936	R	AC	0	67	63	73	\$32,270	6,941	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
Treatment Total													\$91,401			
N200H	E ALDER ST	E REDWOOD AVE	N200H	N200H1	424	14	5,936	O	AC		2	0	100	\$30,705	10,155	THICK MILL AND OVERLAY
Treatment Total													\$30,705			
NORTH HAROLD ST. 005	ALDER ST	N.F. CURB OAK ST	NHAROL	007	400	52	20,800	C	AC	0	58	23	100	\$345,463	3,531	8" FDR W/ 3.5" HMA
Treatment Total													\$345,463			
HOLMES LANE	E.F. CURB OLD HAUL ROAD 0+00	W.F. CURB STEWART ST. 5+60	HOLMES	001	560	36	20,160	R	AC	0	35	10	100	\$324,192	3,069	4.5" SURFACE RECONSTRUCT
Treatment Total													\$324,192			
S100H	MADRONE ST	E OAK ST	S100H	S100H1	410	14	5,740	O	AC		96	82	89	\$2,424	29,849	SINGLE CHIP SEAL
S300G	HAZEL ST	MAPLE ST	S300G	S300G1	373	16	5,968	O	AC		96	82	89	\$2,521	29,849	SINGLE CHIP SEAL
S300K	S END	MAPLE ST	S300K	S300K1	579	13	7,527	O	AC		96	82	89	\$3,179	29,849	SINGLE CHIP SEAL
Treatment Total													\$8,124			
**BOATYARD DR. 002	N.SIDE DRIVE WY HARVEST 0+00	N.F. HWY20 7+85	BOATYA	002	785	41	32,185	A	AC/AC	0	48	85	86	\$64	1,635,535	SEAL CRACKS
**CHESTNUT ST. 001	E.F. CURB HWY1 0+00	END OF CURB-GUTTER S. SIDEWALK	CHESTN	001	498	40	19,920	A	AC	0	5	83	85	\$65	968,868	SEAL CRACKS
EDDY ST.	W.F. CURB S SANDERSON 0+00	END OF STREET 3+18	EDDY	001	318	41	13,038	R	AC	0	82	78	80	\$59	634,764	SEAL CRACKS
HARBOR AVE	OCEAN VIEW DR	NORTH END	HARAV	002	140	32	4,480	R	AC/AC	0	32	86	87	\$12	600,476	SEAL CRACKS
MAPLE ST. 001	W.F.CURB S.LINCOLN 0+00	S.HAROLD	MAPLE	001A	640	45	28,800	C	AC/AC	0	95	87	88	\$28	5,141,327	SEAL CRACKS
N100J	E OAK ST	E ALDER ST	N100J	N100J1	418	16	6,688	O	AC		0	87	88	\$10	1,020,168	SEAL CRACKS
N401G	214' N/O LAUREL ST	E PINE ST	N401G	N401G1	206	14	2,884	O	AC		20	87	88	\$4	1,020,168	SEAL CRACKS
N800C	W SPRUCE ST	W ELM ST	N800C	N800C1	422	16	6,752	O	AC		94	85	86	\$32	396,179	SEAL CRACKS

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2030

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
NANCY WAY	N.F.CURB CEDAR 0+00	END OF PAVEMENT @ OSPREY 2+66	NANCY	001	266	31	8,246	R	AC	0	54	87	88	\$8	1,632,269	SEAL CRACKS
NORTH CORRY ST.	N.F.CURB OAK ST.0+00	S.F.CURB FIR ST. 22+47	NCORRY	001	2,247	42	94,374	R	AC	0	79	75	77	\$485	613,155	SEAL CRACKS
NORTH HAROLD ST. 005	S.F. CURB FIR ST 0+00	LAUREL ST	NHAROL	005	920	52	47,840	C	AC	0	80	87	88	\$58	1,531,436	SEAL CRACKS
OCEAN VIEW DRV.EAST 003	E.F. CURB HWY 1 0+00	5+30 FROM HWY1	OCEANV	003	530	26	13,780	R	AC	0	82	78	80	\$63	634,819	SEAL CRACKS
PARK ST. 002	S.F. CURB WILLOW 0+00	WHERE ST.NARROWS 300 BLK 5+68	PARK	002	568	28	15,904	R	AC	0	81	77	79	\$76	630,733	SEAL CRACKS
SOUTH McPHERSON ST.	S.F. CURB OAK ST.	MADRONE	SMcPHE	001	436	44	19,184	C	AC	0	94	85	86	\$54	794,334	SEAL CRACKS
STEWART ST. 002	S.F. CURB W. ELM 0+00	SPRUCE	STEWAR	002	413	43	17,759	R	AC/AC	0	53	87	88	\$16	1,632,269	SEAL CRACKS
SOUTH WHIPPLE ST. 002	N.SIDE HAZEL RT OF WAY 0+00	N.F. CURB WALNUT ST.12+85	SWHIPP	002	1,285	32	41,120	R	AC	0	82	78	80	\$186	634,764	SEAL CRACKS
**WEST FIR ST.	E.F.@ ALLEY 0+00	W.F. HWY1 8+25	WFIR	001	900	43	38,700	C	AC	0	3	88	89	\$85	785,001	SEAL CRACKS
Treatment Total												\$1,305				
Year 2030 Area Total									686,553	Year 2030 Total		\$976,235				

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
ALGER ST.	N.F.CURB LAUREL 0+00	END OF ST. 5+64	ALGER	001	564	22	12,408	R	AC/AC	0	94	79	87	\$9,894	16,303	SLURRY SEAL W/ CRACK SEAL
EAST ELM ST.	E.F.@ HWY1 0+00	W.F. CURB N FRANKLIN ST 3+25	EELM	001	325	44	14,300	C	AC	0	75	82	90	\$12,439	14,639	SLURRY SEAL W/ CRACK SEAL
EAST FIR ST. 002	E.F.CURB @ HWY 1 0+00	RR TRACKS	EFIR	002	142	44	6,248	C	AC	0	33	88	94	\$5,435	13,327	SLURRY SEAL W/ CRACK SEAL
EAST FIR ST. 002	RR TRACKS	W.F.CURB H FRANKLIN	EFIR	003	192	44	8,448	C	AC/AC	0	92	84	91	\$7,349	15,005	SLURRY SEAL W/ CRACK SEAL
HALSEY WAY	E.F. CURB McKINLEY ST.0+00	E.F. CURB HALSY WAY 2+85	HALSEY	001	285	32	9,120	R	AC/AC	0	94	79	87	\$7,272	16,303	SLURRY SEAL W/ CRACK SEAL
NORTH SANDERSON WAY 002	N.F. CURB CEDAR ST.0+00	S. P.L. 222 N SANDERSON 7+27	NSANDE	002	727	20	14,540	R	AC/AC	0	94	79	87	\$11,594	16,303	SLURRY SEAL W/ CRACK SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
SOUTH DANA ST.	N.F. CUEB CHESTNUT ST 0+00	S.F. CURB OAK ST. 19+00	SDANA	001	1,900	40	76,000	C	AC	0	91	82	89	\$66,109	15,236	SLURRY SEAL W/ CRACK SEAL
SOUTH McPHERSON ST.	MAPLE	N.F. CURB CHESTNUT ST.	SMcPHE	003	1,042	44	45,848	C	AC	0	90	80	88	\$39,881	15,267	SLURRY SEAL W/ CRACK SEAL
SNUG HARBOR PLACE	OCEAN VIEW DR	SOUTH END	SNUGH	001	110	19	2,090	R	AC		93	79	87	\$1,667	14,014	SLURRY SEAL W/ CRACK SEAL
SPRING ST.	S.F. CURB CHESTNUT ST 0+00	END OF PAVEMENT 5+04	SPRING	001	504	30	15,120	R	AC/AC	0	94	79	87	\$12,057	16,300	SLURRY SEAL W/ CRACK SEAL
Treatment Total													\$173,697			
BRANDON WAY	N.F. CURB E. FIR ST. 0+00	GUARD BARRIER @ WINIFRED 7+28	BRANDO	001	728	34	24,752	R	AC	0	84	70	79	\$28,708	10,136	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS
NORTH WHIPPLE ST.	ALDER ST	S.F.CURB FIR ST.	NWHIPP	002	1,850	44	81,400	R	AC	0	84	70	79	\$94,408	10,136	MICROSURFACING W/ CRACK SEAL AND 3% DIGOUTS
Treatment Total													\$123,116			
JEWETT ST.	S.F.SIDEWALK OAK ST.0+00	END OF CULDESAC 5+36	JEWETT	001	536	39	20,904	R	AC	0	72	69	78	\$34,852	7,023	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
LIVINGSTON ST.	S.F.CURB OAK 0+00	N.F.CURB WILLOW ST.6+17	LIVING	001	617	35	21,595	R	AC/AC	0	72	70	79	\$36,004	7,128	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
NORTH HARBOR DRIVE 001	CITY LIMITS @GUARD RAIL 0+00	E.F.CURB S. FRANKLIN 19+90	NHARBO	001	1,990	28	55,720	R	AC	0	72	69	78	\$92,897	7,023	MICROSURFACING W/ CRACK SEAL AND 5% DIGOUTS
Treatment Total													\$163,753			
N200J	E ALDER ST	E REDWOOD AVE	N200J	N200J1	425	16	6,800	O	AC		0	0	100	\$36,230	9,860	THICK MILL AND OVERLAY
Treatment Total													\$36,230			
SOUTH McPHERSON ST.	MADRONE	MAPLE	SMcPHE	002	422	44	18,568	C	AC/AC	0	51	23	100	\$317,644	3,428	8" FDR W/ 3.5" HMA
Treatment Total													\$317,644			
STEWART CIRCLE	W.F. CURB STEWART 0+00	END OF CIRCLE 0+95	STEWCI	001	95	90	9,000	R	AC	0	37	9	100	\$149,071	2,979	4.5" SURFACE RECONSTRUCT
Treatment Total													\$149,071			
N100D	E OAK ST	E ALDER ST	N100D	N100D1	417	20	8,340	O	AC		21	82	90	\$2,104	42,703	SINGLE CHIP SEAL
N102C	N101C	MAIN ST	N102C	N102C1	146	26	3,796	O	AC		16	82	90	\$958	42,703	SINGLE CHIP SEAL
N300E	E REDWOOD AVE	E LAUREL ST	N300E	N300E1	416	18	7,488	O	AC		94	81	88	\$3,257	24,702	SINGLE CHIP SEAL

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 1/28/2022

Scenario: 2021 S1: CITY'S EXISTING FUNDING (\$1.0M/YEAR)

Year: 2031

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
S100J	MADRONE ST	E OAK ST	S100J	S100J1	418	14	5,852	O	AC		94	81	88	\$2,546	24,701	SINGLE CHIP SEAL
S301N	S302N	WILLOW ST	S301N	S301N1	652	12	7,824	O	AC		94	81	88	\$3,403	24,716	SINGLE CHIP SEAL
S302N	S301N	WALL ST	S302N	S302N1	139	16	2,224	O	AC		94	81	88	\$968	24,701	SINGLE CHIP SEAL
Treatment Total													\$13,236			
BOATYARD DR. 001	5+30 FORM HWY1 0+00	4+32 FROM BEGIN	BOATYA	001	432	24	10,368	A	AC/AC	0	92	87	88	\$14	3,876,754	SEAL CRACKS
EAST ALDER 001	E.F CURB HWY 1 0+00	W.F.CURB N.FRANKLIN ST. 3+40	EALDER	001	340	43	14,620	C	AC	0	83	87	88	\$37	1,118,531	SEAL CRACKS
EAST CYPRESS ST. 001	END OF KEMPPE @ VALVE BOX 0+0	W.F.CURB RIVER DRV 12+96	ECYPRES	001	1,296	40	51,840	C	AC/AC	0	81	88	89	\$29	5,084,339	SEAL CRACKS
ESPEY WAY	S.F. CURB WALNUT ST 0+00	END OF PAVEMENT 2+58	ESPEY	001	258	36	9,288	R	AC/AC	0	94	86	87	\$17	1,673,117	SEAL CRACKS
FLORENCE ST.	S.F. CURB OAK 0+00	N.F. CURB WILLOW ST. 6+03	FLOREN	001	603	31	18,693	R	AC	0	82	76	79	\$94	607,731	SEAL CRACKS
KEMPPE WAY	433 FT E/O HOSPITAL WY	N. OF VALVE BOX 9+35	KEMPPE	010	502	37	18,574	R	AC	0	59	87	88	\$17	1,584,727	SEAL CRACKS
N402G	E LAUREL ST	214' N/O LAUREL ST	N402G	N402G1	214	14	2,996	O	AC		0	87	88	\$5	990,454	SEAL CRACKS
NORTH HAROLD ST. 006	LAUREL ST	ALDER ST	NHAROL	006	920	52	47,840	C	AC/AC	0	74	84	85	\$121	2,188,280	SEAL CRACKS
OAK TERRACE COURT	N.F. CURB OAK ST. 0+00	END OF ST. 3+38	OAKTER	001	338	36	12,168	R	AC	0	85	79	81	\$54	625,997	SEAL CRACKS
PARK ST. 001	S.F. CURB OAK 0+00	N.F.CURB WILLOW 6+00	PARK	001	600	25	15,000	R	AC/AC	0	55	87	88	\$14	1,584,727	SEAL CRACKS
PUDDING CREEK RD.	C.L SIGN0+00	E.F. HWY1 @ LIMIT LINE 9+55	PUDDIN	001	955	23	21,965	R	AC	0	89	82	84	\$79	905,115	SEAL CRACKS
SOUTH ST. 005	E. EDGE VALLEY GUTTER HWY 1	HAZELWOOD ST	SOUTH	005	1,218	38	46,284	C	AC	0	80	87	88	\$57	1,486,831	SEAL CRACKS
SOUTH SANDERSON ST. 002	412 FT N/O END OF W. SIDEWALK	S.F. CURB CHESTNUT ST 1040	SSANDE	010	628	30	18,840	R	AC	0	84	78	80	\$87	623,003	SEAL CRACKS
Treatment Total													\$625			
Year 2031 Area Total									766,861	Year 2031 Total			\$977,372			
Grand Total Section Area:									5,786,903	Grand Total			\$9,371,625			

** - Treatment from Project Selection



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
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Text File

File Number: 22-040

Agenda Date: 2/14/2022

Version: 1

Status: Filed

In Control: City Council

File Type: Committee Minutes

Agenda Number: 5E.

Receive and File Minutes of the Public Safety Committee Meeting of July 21, 2021



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Meeting Minutes Public Safety Committee

Wednesday, July 21, 2021

3:00 PM

Town Hall, 363 N. Main Street

MEETING CALLED TO ORDER

Meeting Chair Peters opened the meeting at 3:12 PM

ROLL CALL

Present: 2 - Bernie Norvell and Lindy Peters

1. APPROVAL OF MINUTES

1A. [21-364](#) Approve Minutes Of The Public Safety Committee Meeting June 16, 2021

Moved by Chair Peters and seconded by Committee Member Norvell that the minutes be approved as presented.

2. PUBLIC COMMENTS ON NON-AGENDA ITEMS

No comments made.

3. CONDUCT OF BUSINESS

3A. [21-365](#) Continuation Of The Discussion On The Private Alley Between The 100 Block Of Morrow Street and 100 Block of N. Lincoln Street

Residents Robert Krebs and Louise spoke regarding the private alley issues they have encountered while living there. City Attorney Keith Collins briefly explains several legal options that the residents from the private alley could consider. Chair Peters reiterates the options that would probably be more convenient to the residents who live in the private alley. Committee Member Norvell recommended he would attempt to reach out to the owner who is causing all the traffic issues on the private alley.

3B. [21-366](#) Transient Issues At 150 South Street

Linda Hockett speaks regarding the transient issue at the location. She is requesting assistance or guidance from the Committee to rectify the situation at hand since the Coastal Land Commission prohibits the placing of temporary fencing around the property. Captain O'Neal recommends filing a Trespass Enforcement Letter with the Police Department which authorizes police officers to enforce no trespassing of any persons on the specified property. Chief Naulty explains that there is also illegal dumping on the property that is causing more issues to the property owner because they end up cleaning it up and paying for the clean up. Captain O'Neal advises Ms. Hockett to place signage along the property line in conjunction to filing the Trespass Enforcement Letter with the Police Department to deter

transients from illegal dumping and camping at the location.

Assistant Director from the Engineering Division, Chantell O'Neal, briefly explains the different options that Ms. Hockett has since the property is on the coastal zone.

3C. [21-367](#) Discuss Traffic On South Street and Woodward Avenue

Captain O'Neal elaborates on the speeds that the radar trailer reported on both South Street and Woodward Avenue. The radar trailer statistics state that the speed limits have been significantly low and there is no relevant speeding problem on both streets.

Chantell O'Neal speaks on behalf of the City's Public Works and detailed that the City is able to look into considering placing speed bumps or speed humps. She explained that there may liability issues in conjunction to placing these speed reducers eventually. She mentions that there is an extensive process that needs to be completed before speed bumps or humps are placed in.

Committee Member Norvell spoke regarding complaints from residents on Woodward Street. Chair Peters finalizes by stating that with the use of the radar trailer and traffic enforcement officers is the best efforts for now before we consider speed bumps.

4. MATTERS FROM COMMITTEE / STAFF

4A. [21-368](#) Receive Oral Update From Staff On Departmental Activities

Chair Peters informed the Committee that there is an over grown bush by the graveyard that is a traffic hazard for drivers. Peters would like City Public Works personnel to look further into the situation.

Chief Orsi provided an update regarding the Fire Department and how they attended to the fire that occurred this past Saturday at the south coastal trail.

Captain O'Neal shared Rory Beak's Police Academy graduation details and that tomorrow he will be sworn in. Chief Naulty mentioned the importance of how the Police Department hires local applicants and trains them before they are sent to the Police Academy so that they excel in their trainings. He informed the public that CSO Moore is a certified Child Safety Seat Technician and if anyone is interested in seeking these services they can call the Fort Bragg Police Department and schedule an appointment with her. He ends his report by commending all officers for covering extra shifts and coming in on their days off and truly committing to the department.

ADJOURNMENT

Chair Peters adjourned the meeting at 4:23 PM



City of Fort Bragg

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Text File

File Number: 22-059

Agenda Date: 2/14/2022

Version: 1

Status: Filed

In Control: City Council

File Type: Minutes

Agenda Number: 5F.

Approve Minutes of January 24, 2022



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Meeting Minutes City Council

*THE FORT BRAGG CITY COUNCIL MEETS CONCURRENTLY
AS THE FORT BRAGG MUNICIPAL IMPROVEMENT DISTRICT
NO. 1 AND THE FORT BRAGG REDEVELOPMENT
SUCCESSOR AGENCY*

Monday, January 24, 2022

6:00 PM

Via Video Conference

CALL TO ORDER

Mayor Norvell called the meeting to order at 6:01 PM, all Councilmembers appearing via video conference.

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: 5 - Mayor Bernie Norvell, Vice Mayor Jessica Morsell-Haye, Councilmember Tess Albin-Smith, Councilmember Lindy Peters and Councilmember Marcia Rafanan

AGENDA REVIEW

1. MAYOR'S RECOGNITIONS AND ANNOUNCEMENTS

- 1A. [21-605](#)** Receive Presentation and Report from the Citizens Commission on a Fort Bragg Name Change

Members of the Citizens Commission - Keily Becerra Sanchez, Marshall Carr, Jr., Nicki Caito Urbani, Misty Dawn Cook, Christie Olson Day, Gabriel Quinn Maroney, Lucy Stanley, Scott Taubold, Andy Wellspring, and Cesar Yanez - made their presentation to the City Council and reported that they reached unanimous agreement on the six recommendations they offered to Council for their consideration. The recommendations are:

1. create a policy to prioritize giving land back to local coastal tribes
2. formalize an agreement to work with local tribes, recognizing their sovereignty
3. support the creation of a cultural center
4. appoint a local history working group
5. appoint a committee to work with schools and tribes to present a more complete history of the area
6. support an outdoor event to showcase diversity in the community

2. PUBLIC COMMENTS ON: (1) NON-AGENDA, (2) CONSENT CALENDAR & (3) CLOSED SESSION ITEMS

- (1) Chris Hart, LimaSierra Wooten, Steve Antler, Annemarie Weibel, Jonathan Lehan, Jay McMartin-Rosenquist, and Shelley Green.
- (2) Jacob Patterson commented on Item 5B.
- (3) George Reinhardt spoke on Item 9A.

3. STAFF COMMENTS

Public Works Director Smith thanked the Seniors on Bikes group for their recent work on the Coastal Trail.

4. MATTERS FROM COUNCILMEMBERS

Mayor Norvell thanked the folks who helped clean up an abandoned homeless encampment in Otis Johnson Park. Councilmember Peters spoke about the recent loss of Tony Anderson, a local announcer who never missed a local game, and his volunteer work at the Food Bank. Vice Mayor Morsell-Haye noted that there is Council support to bring back the six recommendations from the Citizens Commission along with a budget for doing the various suggestions. Councilmember Albin-Smith also recognized Tony Anderson. She reported on a recent meeting of the Coastal League of Cities group.

5. CONSENT CALENDAR

Councilmember Albin-Smith requested that Item 5D be removed from the Consent Calendar for discussion.

Approval of the Consent Calendar

A motion was made by Councilmember Peters, seconded by Councilmember Albin-Smith, to approve the Consent Calendar with the exception of Item 5D. The motion carried by the following vote:

Aye: 5 - Mayor Norvell, Vice Mayor Morsell-Haye, Councilmember Albin-Smith, Councilmember Peters and Councilmember Rafanan

- 5A. [21-656](#)** Adopt City Council Resolution Approving Contract with Cash Carpet Service, Inc. for the Removal and Application of Non-Skid Concrete Topping in the C.V. Starr Center's Men's Locker Room and Authorizing City Manager to Execute Same (Amount Not To Exceed \$31,926.60 Account 810-4812-0751)

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4499-2022

- 5B. [22-014](#)** Accept Development Impact Fee Report, Utility Capacity Fee Reports and General Plan Maintenance Fee Report for Fiscal Year Ending June 30,2021

These Reports were accepted on the Consent Calendar.

- 5C. [22-017](#)** Adopt Joint City Council/Municipal Improvement District Resolution Approving Budget Amendment 2022-18 to the Fiscal Year 2021-2022 Budget

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4500-2022 / RES ID 462-2022

- 5E. [22-030](#)** Adopt City Council Resolution Approving a First Amendment to Professional Services Agreement with Kutak Rock, LLP for Legal Support Services and Authorizing City Manager to Execute Same, Increasing the Amount of Contract

by a Not to Exceed Amount of \$50,000 for a Total Contract Amount Not to Exceed \$100,000 (Account No. 110-4130-0311)

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4501-2022

- 5F.** [22-026](#) Adopt City Council Resolution Amending the City of Fort Bragg Conflict of Interest Code

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4502-2022

- 5G.** [22-027](#) Adopt City Council Resolution Appointing Representatives to Represent and Vote on Behalf of the City at the League of California Cities Redwood Empire Division Business Meeting and Legislative Committee Meetings

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4503-2022

- 5H.** [22-028](#) Adopt City Council Resolution Confirming the Continued Existence of a Local Emergency in the City of Fort Bragg

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4504-2022

- 5I.** [22-029](#) Adopt City Council Resolution Making the Legally Required Findings to Continue to Authorize the Conduct of Remote "Telephonic" Meetings During the State of Emergency

This Resolution was adopted on the Consent Calendar.

Enactment No: RES 4505-2022

- 5J.** [22-025](#) Receive and File Minutes of the July 27, 2021 Community Development Committee Meeting

These Committee Minutes were received and filed on the Consent Calendar.

- 5K.** [22-031](#) Approve Minutes of January 10, 2022

These Minutes were approved on the Consent Calendar.

ITEMS REMOVED FROM CONSENT CALENDAR

- 5D.** [22-033](#) Adopt City Council Resolution Approving Contract with Knorr Systems, Inc. for the Removal and Replacement of the Competition Swimming Pool Heater at the C.V. Starr Community Center and Authorizing City Manager to Execute Same (Amount Not To Exceed \$29,552.25, Account 810-4812-0751)

Councilmember Albin-Smith asked for more information on the cost of the contract. Public Works Director Smith explained that this contract was for replacement of the competition pool boiler,

and the cost was higher than the leisure pool boiler which was approved by the City Manager as it was below the \$25K threshold.

Public Comment: None.

A motion was made by Councilmember Albin-Smith, seconded by Vice Mayor Morsell-Haye, that these Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Mayor Norvell, Vice Mayor Morsell-Haye, Councilmember Albin-Smith, Councilmember Peters and Councilmember Rafanan

Enactment No: RES 4506-2022

6. DISCLOSURE OF EX PARTE COMMUNICATIONS ON AGENDA ITEMS

None.

7. PUBLIC HEARING

8. CONDUCT OF BUSINESS

- 8A.** [22-019](#) Receive Report and Consider Adoption of City Council Resolution Accepting the Bid of Coleman Environmental Engineering, Inc. as the Lowest Responsive Bid, Awarding Contract for the Construction of the 2021 Water Meter Replacement Project, City Project No. WTR-00020, to Coleman Environmental Engineering, Inc., and Authorizing the City Manager to Execute the Contract in an Amount Not to Exceed \$2,534,658 (Account No. 716-7002-0731)

Public Works Director Smith presented the staff report on this agenda item.

Public Comment: None.

A motion was made by Councilmember Peters, seconded by Councilmember Rafanan, that these Resolution be adopted. The motion carried by the following vote:

Aye: 5 - Mayor Norvell, Vice Mayor Morsell-Haye, Councilmember Albin-Smith, Councilmember Peters and Councilmember Rafanan

Enactment No: RES 4507-2022

- 8B.** [22-015](#) Receive Presentation on the Annual Comprehensive Financial Report (ACFR) for the Year Ended June 30, 2021 for the City of Fort Bragg and Consider Accepting the ACFR as Presented

Assistant Finance Director Whippy presented the report on this agenda item.

Public Comment was received from Andrew Jordan.

Discussion: The members of City Council agreed that a lot of progress and accomplishments were achieved during this last year, especially in light of the pandemic, and all Councilmembers gave kudos to staff.

A motion was made by Councilmember Peters, seconded by Councilmember Albin-Smith, that this Report be received and filed. The motion carried by the following vote:

Aye: 5 - Mayor Norvell, Vice Mayor Morsell-Haye, Councilmember Albin-Smith, Councilmember Peters and Councilmember Rafanan

8C. [22-037](#) Receive Report and Consider Approval of City Council Letter to California Public Utilities Commission (CPUC) in Support of Joining a Rural Regional Energy Network (REN)

Councilmember Albin-Smith gave a report on this item, assisted by Supervisor Dan Gjerde.
Public Comment: None.

A motion was made by Councilmember Albin-Smith, seconded by Vice Mayor Morsell-Haye, that this Council Letter be approved. The motion carried by the following vote:

Aye: 5 - Mayor Norvell, Vice Mayor Morsell-Haye, Councilmember Albin-Smith, Councilmember Peters and Councilmember Rafanan

9. CLOSED SESSION

Mayor Norvell recessed the meeting at 9:04 PM; the meeting reconvened to Closed session at 9:10 PM.

9A. [22-034](#) CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION pursuant to Paragraph (1) of subdivision (d) of Government Code Section 54956.9; Name of Case: City of Fort Bragg vs. Mendocino Railway and Does 1-10, Case No.: 21CV00850, Superior Court of the State of California, County of Mendocino

Mayor Norvell reconvened the meeting to Open Session at 9:52 PM and reported that no reportable action was taken on the Closed Session item.

ADJOURNMENT

Mayor Norvell adjourned the meeting at 9:52 PM.

BERNIE NORVELL, MAYOR

June Lemos, MMC, City Clerk

IMAGED (_____)



City of Fort Bragg

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Text File

File Number: 22-069

Agenda Date: 2/14/2022

Version: 1

Status: Filed

In Control: City Council

File Type: Staff Report

Agenda Number: 8A.

Receive Presentation Regarding Fort Bragg Police Department Biennial Report 2020-2021



Fort Bragg Police Department

Biennial Report 2020-2021

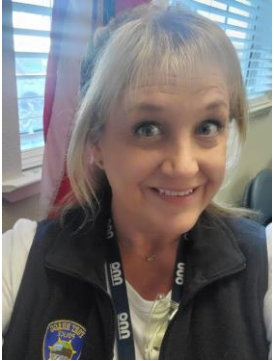
Chief John E. Naulty

Captain Thomas N. O'Neal



New Faces and New Positions

This reporting period we have been blessed with the number of new team members we have added to our roster. At the same time, we took on the task of updating our internal leadership, promoting Sergeant Shaw to a permanent Sergeant's position and Sergeant Welter to an Interim Acting Sergeant's position. Chief Naulty also created a Captain's position which was assumed by Captain O'Neal. The new Captain's position allowed for direct supervision of the Patrol Division allowing Chief Naulty to focus on Administrative duties and on meeting with the public and outside organizations.



D'Ann Garcia came to us from the Public Defender's Office already armed with knowledge of the Criminal Justice System from the court's side of operations. D'Ann works part-time in our Records Office with our professional staff and assists in covering vacations and other record related duties. D'Ann is also the face of the Department's 2021 Extreme Weather Shelter maintaining all records related to the program.



Aldea "Al" Mile started her hiring process for a Police Officer position with the Police Department in late 2021. Officer Miles was born and raised in the Bay Area but spent the last several years living in the Central Valley. Officer Miles is joining our Department with her wife and daughter. Officer Miles comes to Fort Bragg with some unique experience including holding her Associates Degree as a veterinarian technician and working as a counselor for developmentally disabled youth.



Antoinette Moore has lived in Mendocino County since 2009 and she joined us as a Community Service Officer in early 2021. Antoinette quickly cleared the Department's training program and will be attending the police academy in the Spring of 2022. During her time with the Department, Antoinette volunteered to establish the Department's child safety seat inspection program and to assist with the Department's open and new missing person investigations.

Chaplain Smith is the father of one of our own, Officer Tanner Smith, and is a volunteer with our Department. While Chaplain Smith resides in Elk Grove where he runs a successful K-9 training business, he makes frequent trips to the coast and has been available 24-hours a day by phone to assist both our community and to support our Officer's mental health and welfare. For the last 18 months, Chaplain Smith has been the first person Chief Naulty and Captain O'Neal call when a Department member or a community member needs a supportive shoulder to lean on.



Jarod Frank came to us from Elk Grove, California, as an entry-level police officer having graduated from Sacramento County Sheriff's Office Academy. Jarod has been an amazing addition to our team leading the Department in traffic citations, driving under the influence investigations and crime cases since he has been released from the Field Training Program. Despite Jarod's aggressive approach to crime prevention, he is widely recognized by the community for his courteous and amiable approach to contacts. Amongst his multiple positive recognitions from the public he most recently was recognized by a visiting tourist with a letter to the Chief stating "If these are the kinds of interactions your officers are having with citizens on a daily basis, I am confident your town and department are headed in the right direction."



Officer's McHugh and Beak both started their careers with our Department as Community Service Officers. During the last two years, both successfully attended the Santa Rosa Police Academy and were promoted to the position of Police Officer. Both have completed the Department's Field Training Program with Officer McHugh showing amazing natural potential as an investigator and Officer Beak bringing a contagious smile and positive attitude to both the Department and the community.



The Heart of the Department



Lesley Bryant and Laura Godinez have a combined 17 years with the Department and are assigned as Police Services Technicians. Lesley has been with us for 15 years starting out as a Community Service Officer before moving into her current role as Records Supervisor. Lesley has been the face of the Department's community events volunteering numerous hours supporting the community's youth at Police Activities League events and other Police Department activities.

Laura serves as the Department's Evidence Technician and she manages the Department's Public Meetings. Laura is also bilingual and commonly assists with translations on the phone, in writing, at the Front Counter, and in the field when no bilingual Officer is on-duty.

Lesley and Laura are assisted in the Records Department part-time by D'Ann Garcia. The Records Department is the true heart of our organization, with every document our Department creates passing through their Office. Besides record keeping, the Records Department answers an estimated 10,000 calls annually providing information on everything from directions, to law enforcement assistance, to directing individuals to appropriate local resources. Our Department could not function at the level we do without the efforts of these two, and we are honored to have them as a part of our team.

Hiring Locally

Retention and staffing remain an issue for Police Departments nation-wide with many agencies reporting vacancies of up to 40-50% of their authorized positions. While the Fort Bragg Police Department has fared better than this, retention and hiring of qualified candidates remains an issue. To combat this decade-long problem our Department has focused on hiring locally, with the goal of starting local community members as Community Service Officers and then later sending them to the Police Academy. We have also begun focusing on identifying more bilingual Officers to join our ranks in order to better represent the community. This year we have three local individuals attending the Police Academy at College of the Redwoods with an expected graduation date in June of 2022.

Antoinette Moore has lived in Mendocino County since 2009 and she started her career with us as a Community Service Officer.

Tyler Baker has lived in this community since he was a young teen and is known by many due to his volunteer work coaching youth sports.

David Franco is a Captain with the Fort Bragg Fire Department and a life-long local and contractor.



Raising the Bar and Setting the Standard

One of Chief Naulty's first tasks as Interim Chief was to update the Department's long-overdue Policy and Field Training Program. Assigning Captain O'Neal to the task, Captain O'Neal worked with the Department's Sergeants to review the Department's approximately 300 different policies bringing them in line with National standards and the recommendations of the Nationally recognized Lexipol. Lexipol provides review services to law enforcement agencies ensuring that Departmental policies are up-to-date with current law and court decisions while also minimizing liability to agencies and government organizations. This was the first time the Department had overhauled its entire policy program in approximately six years. During the same time period, our Department recognized the calls from the public in light of recent law enforcement events and took the initiative to ban chokeholds and "no-knock warrants" prior to legal mandates to do so.

With the policy program updated, Captain O'Neal moved on to overhauling the Department's Field Training Program. The program includes an approximately 1000 page training document covering nearly 600 different areas of expertise. After nearly three months of working on the project, the entire program was approved by the California Commission on Peace Officer Standards and Training bringing the department into compliance for the first time in 14 years.

Our Department is proud to boast that over half of our Patrol Staff have four-year college degrees with all of our Sergeants and Command Staff currently working on or having earned a Master's Degree. Our Department will continue to make civilian education a hiring priority in the coming years.

Our Police Sergeants are one of the most critical positions in the Department as they represent the direct line of authority between the Command Staff and the Patrol Officers working the street. Understanding the critical importance of this role, the Department created new testing standards for Sergeant's promotions. The new testing standard including participating in a Community Oral Board, a Law Enforcement Oral Board, a written test, two written assignments including a detailed self-evaluation, peer evaluations, and an Executive Oral Board. The written test was supplied by a nationally recognized company and mandated that the applicants review three texts containing over 1500 pages of information. This cycle we were lucky enough to have Mayor Norvell and Councilmember Albin-Smith sit on the Community Oral Board in order to provide their input on the next candidate.

This cycle we had three applicants with Sergeant Shaw placing first in all categories. Acting Sergeant Welter and Officer Ferris were a close second and third. Sergeant McLaughlin serves as the Department's Senior Sergeant having held the position for the last seven years.



Focus on Public Safety, De-escalation and Mental Health

During the last two years the Fort Bragg Police Department has continued to shift our Department's culture to one focusing on de-escalation and public safety first. Our Department has sent multiple Officers and Command Staff to "train-the-trainer" courses intended to provide tools to our Patrol Staff which enhance our team's ability to safely de-escalate potentially violent situations. Alongside those tools our Department continues to build an effective and meaningful relationship with our local mental health organizations including Redwood Community Services and Adventist Health-Mendocino Coast. This included the Police Department supporting and advocating for the new Coast Respite Center. These strong partnerships have allowed our Department to be more effective at keeping individuals with mental health illnesses from entering or remaining in the criminal justice system.

Besides our training and partnerships within the community, our Department additionally deployed new tools to our Patrol Staff intended to reduce use-of-force incidents and injuries to the public and our Officers. These tools included the BolaWrap which allows Officers to utilize a projectile fired Kevlar tether intended to inhibit the movement of a resisting suspect, and the new Taser 7 which can safely end a violent encounter or allow the officer to deter physical resistance through an electric arc display.

On the vehicle side of de-escalation, our Department has purchased and deployed a Nighthawk Pursuit Termination device which allows our Officers to quickly and safely end vehicle pursuits from a distance. This device replaces the older spike strips previously used which forced officers to stand alongside the roadway as the suspect vehicle approaches and then attempt to throw or pull the spike strips in front of the speeding vehicle. The new Nighthawk device can be quickly set-up and deployed remotely while the Officer remains behind cover.



Figure 1. Controls and Indicators

Protecting the “Houseless” and the Community

Our Department has long prided itself on its efforts to create working relationships between the community and the homeless that live alongside us.

The Homeward Bound Program funded by the County of Mendocino allowed our Department the ability to reconnect our local homeless with support systems and families in other communities. Our Department recognized that many of the individuals living on the street in our community had family members willing to support them back home. After identifying these individuals, our Officers and Professional Staff were able to contact family members and rekindle relationships. With the financial ability to purchase bus tickets, tanks of gas, and meal vouchers, our Department now was able to safely get the houseless to a family home. During the last two years, our Department has assisted approximately fifteen individuals with re-uniting with their families or simply making it to a community where they have established support. Several of those individuals have checked back in with our Department to let us know their transition was successful and to thank us for the assistance.

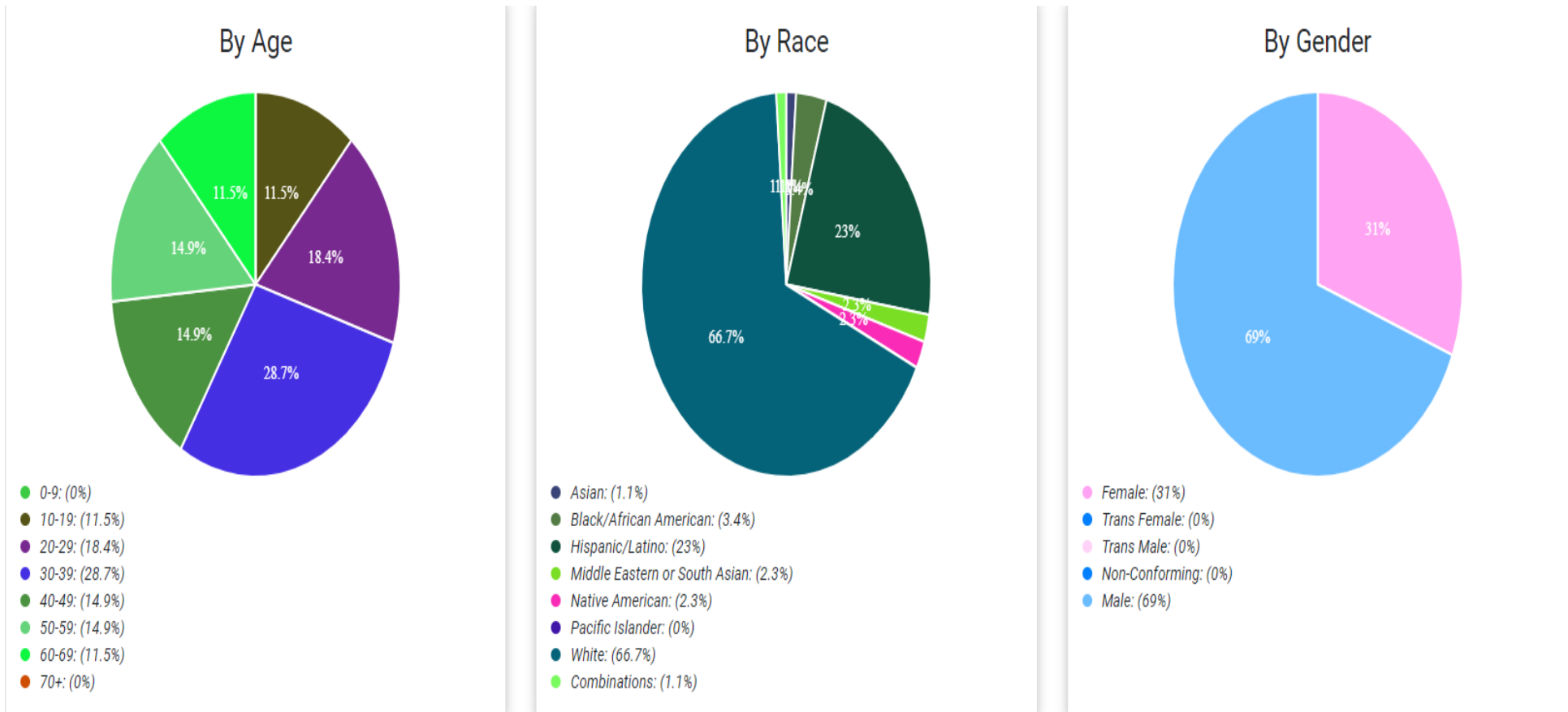
Homeless encampments represent environmental dangers to our waterways, blight, and unfortunately are often the source of crimes. Over the last ten years, the City of Fort Bragg has spent a significant amount money and staff hours cleaning these encampments and returning the area to normal. This year to combat this issue, our Department created a program where Officers conduct monthly checks of common encampment areas in order to prevent encampments from becoming ingrained and creating significant environmental hazards. When individuals are encountered in these encampments, our Department connects them with available local resources.

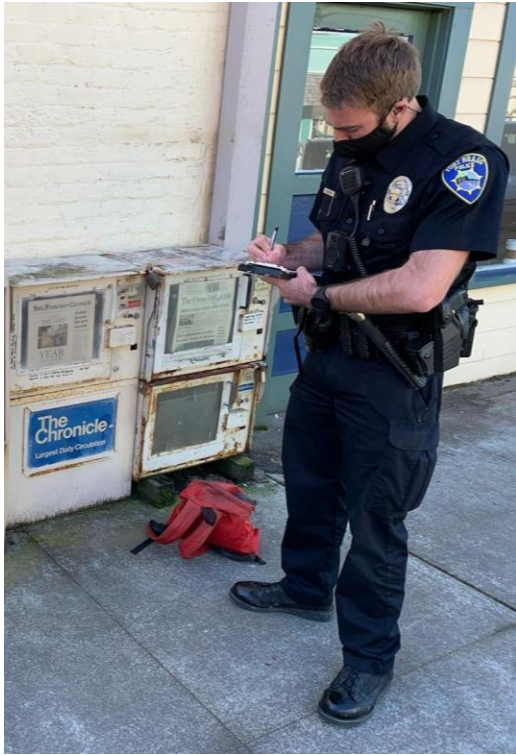
Most recently, Department Administration approached our patrol and professional staff and asked for their consideration in having the Police Department operate the Emergency Weather Shelter for the 2021 winter season. With resounding support from all members of our Department, we are still in the infancy of this program which is expected to supply approximately 600 bed nights over the course of the season in order to keep the most vulnerable out of the winter elements.



Transparency

Our Department has supported the belief that transparency in law enforcement enhances community and police relations. Under this belief, we were one of the first law enforcement agencies in Mendocino County to deploy body-worn cameras and all of our patrol staff continue to utilize body-worn cameras despite there being no mandate; State or otherwise to do so. Along the same lines, our Department began collecting data related to the Racial Identification Profiling Act (RIPA) nearly a year prior to the deadline mandated by State Assembly Bill 953. RIPA mandates that our Officers collect non-personal data for every individual they detain or arrest. The collection of this data is verified through internal and external safeguards prior to being forwarded to the State.





COVID-19

Covid-19 took its toll on the world in 2020 and our Department was no different. Already faced with staffing issues, our Department was now forced to cover extra shifts for those who were quarantining from positive exposures while in the line of duty, and unfortunately for those who were diagnosed with the illness. While most of the United States shut down, our Department continued to run uninterrupted continuing to provide the services that our community expected. When the City faced the unknown financial effects of COVID-19 on our tourist industry and the potential for a devastating financial toll in the form of lost sales taxes and transient occupancy taxes, our staff stepped up and volunteered to surrender many of their extra pay benefits.

On top of the stresses of staffing and financial issues, our Officers worked 24 hours a day seven days a week with a public drastically effected by

the new stresses of the world. This forced our Officers to work through increased rates of suicide, mental health issues, domestic violence, and child abuse; not to mention often being the face of enforcement for the controversial mandates that came with the pandemic.

Despite all the negativity COVID-19 brought with it, our Department continued to support the community with smiling faces and we even managed to sneak in a few birthday parades for those little ones who missed their 2020 birthdays.



WEAR A MASK.
help slow the spread of COVID-19

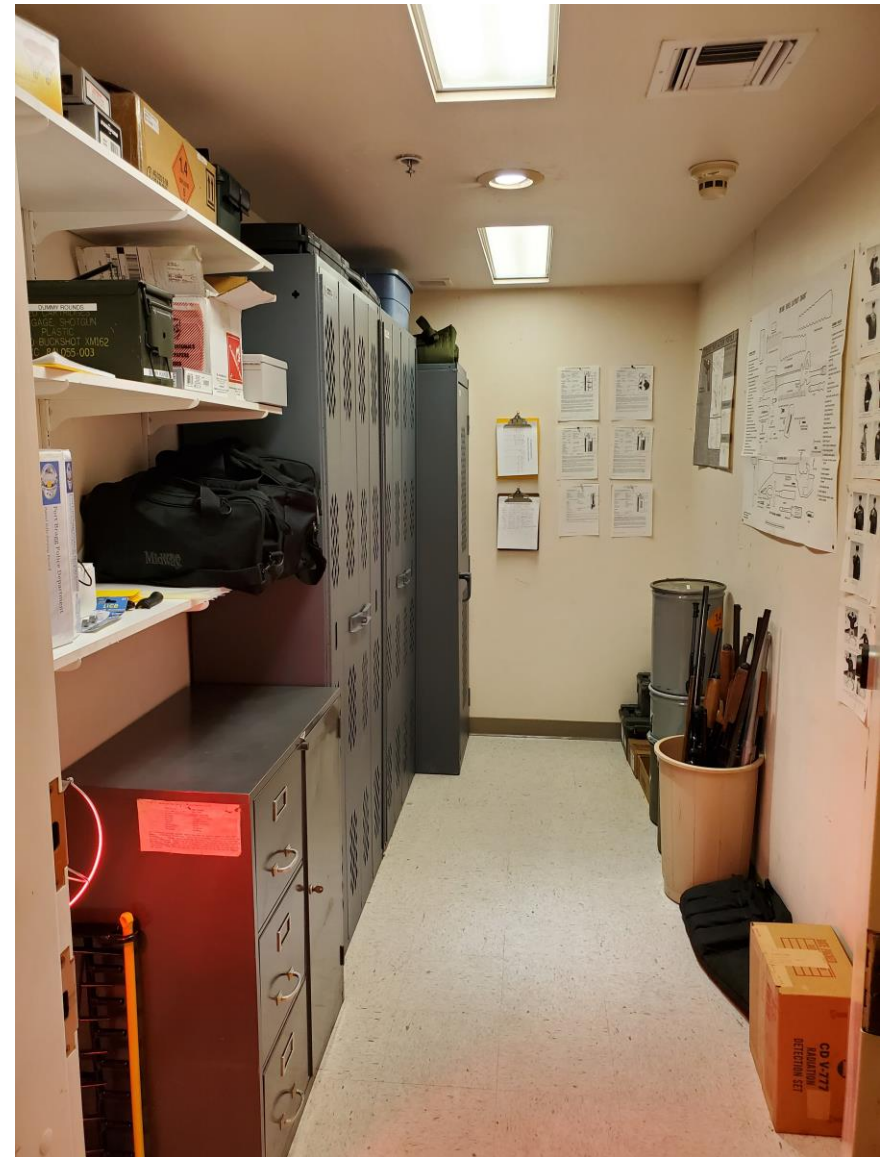


FORT BRAGG
NORTH COAST CALIFORNIA

Cleaning Out the Armory

When the current administration took over in 2020 we learned that our Department was maintaining outdated munitions, explosives, and firearms with some not having been used in the last twenty years. Our Department was no longer authorized to utilize many of the lethal and non-lethal devices and they additionally did not represent the culture of policing our Department supports. While it was not an easy task, Sergeant McLaughlin was able to identify a company out of Utah that had the capability to transport and destroy the explosives in an environmentally safe manner. Firearms which are still in use at other agencies were sold and those funds redirected to many of the de-escalation tools previously identified.

Additionally, the Department purchased increased security upgrades for the aging armory to include a security system which keeps tracks of all users who access the armory.



Communication on the Coast and Beyond

Our entire Department's radio operations run on a handful of radio towers which are used to transmit our signal to other law enforcement agencies both on the coast and inland, as well as our Dispatch Center at the Ukiah Police Department. Over the years, our radio towers have become aged and were not equipped to handle the frequent and extended power outages which affected the coast over the last few years. Coupled with these issues were the outdated portable radios our Officers were carrying. Recognizing this as both a Officer safety issue and a threat to public safety, our Department moved forward with a multipronged approach of upgrading our portable radios, installing generators and battery cells at our radio tower, and creating long-term replacement plans for both.

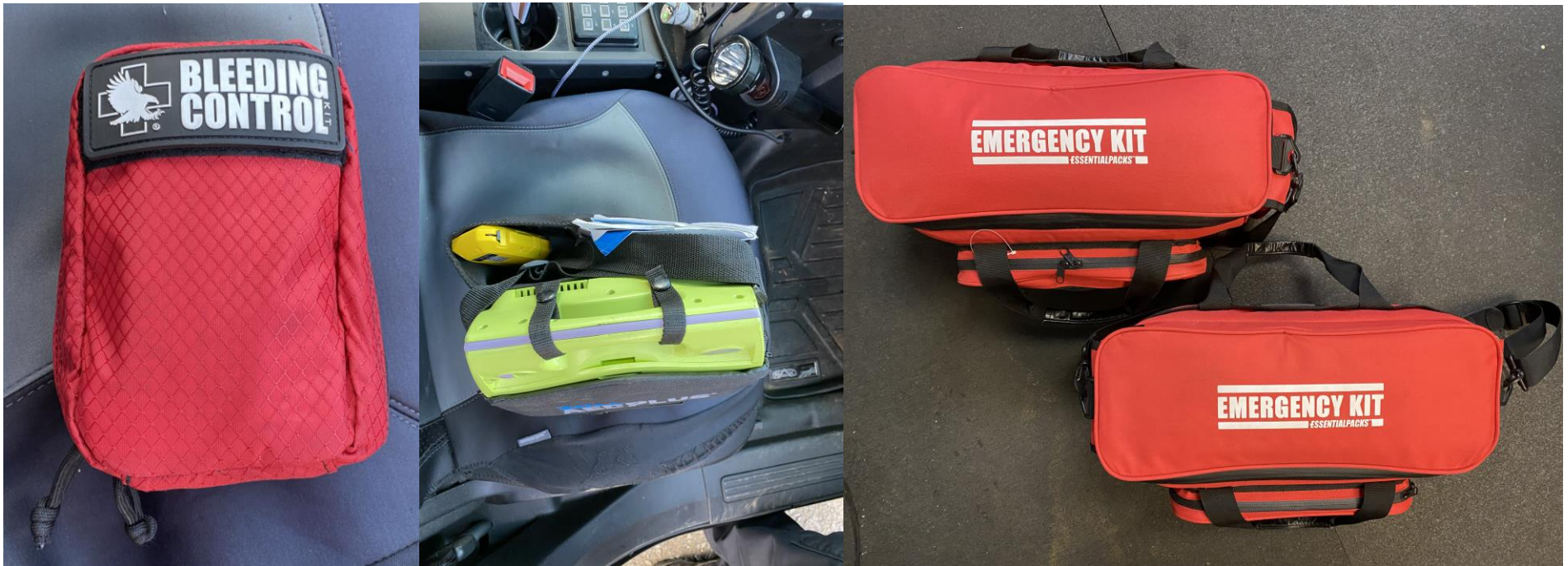
Not letting anything go to waste, our previous series of radios were repurposed and setup to be deployed to City Staff and volunteers during emergency events so that the City could continue to communicate should we lose telephonic capabilities.

Our Department is unique in that our Dispatch Center is operated from nearly sixty miles away at the Ukiah Police Department. We are lucky to have the dedicated Dispatch Team in Ukiah working with us. In order to ensure our Dispatch Team remains familiar with our local community all new hires complete an extensive ride along with our Officers with veteran Dispatchers being expected to complete one ride along annually.



Saving Lives

In July of 2021, our Department was recognized by Ambulance Service Supervisor Davey Beak from Adventist Health-Mendocino Coast for our role in the high percentage of cardiac arrest recoveries in the field. Davey Beak directly attributed the high rates of survival to our Officer's for being on scene within minutes and sometimes seconds in order to begin cardiopulmonary resuscitation (CPR) while deploying an automated electronic defibrillator device (AED). Our Department recently adjusted procedures to begin deploying two AED's on patrol at all times as well as each patrol vehicle being outfitted with a trauma kit and Narcan. Our Officers additionally have access to mass casualty trauma kits which can be rapidly deployed to the field often times minutes before emergency medical services response. During the last two years, we have averaged approximately ten NARCAN deployments and eight AED deployments each year.



Big Cases with Big Results



In late 2020, long-time local business Holmes Lumber began to be plagued by a thief who repeatedly targeted the lumber yard's high-value wood stocks. With the help of Holmes Lumber employee John Gould, and through repeated nights of electronic and in-person surveillance, Officers were able to identify the suspect in the theft as Ryan Ivey. Search warrants during the investigation would connect Ivey to multiple other property crimes including other commercial burglaries. Community Service Officer Beak (now Officer Beak), had a huge role in the success of this investigation with his role being one of the deciding factors to send him to the Police Academy.

On July 6th, 2021, career criminal Kevin Seltenrich decided to rob the Fort Bragg Rite Aid threatening employees that he had a gun. While Seltenrich was able to flee the store with cash, Officers were on scene within seconds locating Seltenrich concealed nearby counting his recently ill-gotten funds.



In early 2021, the south end of Fort Bragg experienced multiple commercial burglaries over a several week period. While most of the burglaries focused on commercial businesses, the thief additionally decided to target Three River's Charter School, stealing children's laptops in the process. Through aggressive case work, including the investigative skills of Community Service Officer Holaway, our Department was able to identify and arrest Justin Williamson for the crimes.

In March of 2021, Robert Fielden terrorized Fort Bragg setting multiple structure and wildland fires. Initially unable to identify the suspect, the community came together to submit surveillance video from multiple locations across town allowing Officers to narrow their search. As Officer McHugh and Officer Zavala closed in on the arsonist's suspected camp off the Skunk Train tracks along Pudding Creek, Fielden fled from Officers setting at least one fire in an attempt to escape. Fielden was quickly apprehended by Officer McHugh and Officer Zavala before he could cause any more damage, and he was eventually held to answer for his crimes.





Community Events and Services both Classic and New

Halloween Trunk or Treat

With COVID-19 impacting the community's usual Halloween traditions, the City of Fort Bragg and the Fort Bragg Police Department teamed up with other local organizations to host a Trunk or Treat event at the CV Starr Center. In 2021 the Police Department and City handed out 1000 bags of candy to local and visiting youth.

National Night Out

National Night Out 2020 was cancelled due to the original surge of COVID-19. With relaxed CDC guidelines related to outdoor events National Night 2021 was hosted at Harold O. Bainbridge Park. Approximately three hundred guests attended with approximately twenty organizations participating in the event.



DEA National Take Back Event

Our Department hosts twice annually the DEA National Take Back Event where community members can turn in expired or unused medication. During the 2021 take backs the Police Department accepted and destroyed over 200 pounds of medications keeping those medications from contaminating the environment and out of the hands of kids.

Police Activities League Bicycle Sale

Once annually, the Police Department teams up with the Coast Substation of the Mendocino County Sheriff's Office to auction off all of the unclaimed bicycles which are found or turned in over the year. This Bicycle Sale raised over \$2800 during the reporting period with 100% of those funds being returned to the Police Activities League.





PAL Bicycle Rodeo

The PAL Bicycle Rodeo represents cooperation from all coast law enforcement agencies and allows a day for kids to learn about bike safety, receive free lunches and helmets, and have their bikes fixed by local bike mechanics. While the 2020 event was cancelled, the 2021 event returned with nearly 200 attendees.

PAL Fishing Clinic

The PAL Fishing Clinic has been a Memorial Day Weekend tradition for many years and 2021 was no different. While Paul Bunyan Days was cancelled this year, the PAL Fishing Clinic hooked in many of the local youth again in 2021.

Child Safety Seat Inspector

In June of 2020 our Department sent Community Service Officer Antoinette Moore to a three day course for her to receive her National Child Passenger Safety accreditation. Once Community Service Officer Moore passed the course our Department began offering free child safety seat inspections and installations both at events and at the Department. Additionally, our Department now has a stock of infant seats, child seats, and booster seats to give away to our community.



Cleaning up the Community

Our Department understands that a community free of blight helps to reduce crime and increases quality of life. One of the common eyesores throughout Mendocino County is the presence of abandoned vehicles. Our Community Service Officer team is instrumental in operating the Department's Abandoned Vehicle Abatement program which removes abandoned and destroyed vehicles, motor homes and trailers from our streets. During 2020 and 2021 to date our Department has removed 314 abandoned vehicles including 62 motorhomes, trailers and boats. Our AVA program is successful due primarily to the efforts of Community Service Officer Katelynn Holaway.

Besides keeping the streets clean, our Department has actively addressed the presence of graffiti in our community. Headed by Transport Officer and part-time Community Service Officer, George Leinen, our graffiti abatement program is intended to encourage businesses and community members to remove graffiti as it appears in order to deter violators. During the past two years, Transport Officer Leinen has conducted regular patrols to identify graffiti and notify property owners of its presence. These notifications include providing the property owner with reimbursement forms allowing them to be reimbursed by the City of Fort Bragg for the costs of cleanup.

Nuisance properties, whether they be businesses or residences contribute to crime in the community, create blight, and lower the quality of life for both neighboring properties and the community as a whole. Recognizing this difficult issue, our Department has increased its cooperation with City Hall's Code Enforcement Officer, Valerie Stump. This has allowed our Department to quickly address nuisance properties and nuisance conditions at businesses.

Looking to the future, our Department sent Sergeant McLaughlin to an 80-hour Crime Prevention Through Environmental Design course which focuses on reducing crime by changing the environment that we live and work in. This training allows Sergeant McLaughlin to provide input to community members and business owners on how they can make small changes to lighting, landscape, and other design features to make their property safer.



Trimming up the Department

This last year Captain O'Neal worked with City Manager Tabatha Miller, Chief Naulty, and well-known local Personal Fitness Trainer Bethany Brewer to create a Department sponsored physical fitness program led by Bethany. All Department staff are offered two one-hour workout sessions a week with Bethany with the sessions being open to the staff member's significant others and spouses. In the first three months of the program staff participated in over 150 hours of workouts focused on flexibility, core strength and tailored to those health issues which are prevalent in the law enforcement industry. The program is currently funded through Asset Forfeiture funds with the hopes of the funding eventually becoming a line-budget item.



Making the Streets Safer

In the last two years our Department has added three radar trained Officers and one Light Detection and Ranging (LIDAR) trained Officer. Additionally, our Department replaced our antiquated radar trailer with a modern trailer which not only shows motorists their current speed, but also tracks overall speed trends providing reports to both the public and our Department. Our Department additionally created a calendar allowing the public to make requests for the radar trailer to be placed in their neighborhood.

Our new radar trailer found multiple uses during the challenges of the last two years to include passing the message of “Mask Up Mendocino” and notifying the public and tourists alike of the water crisis of 2021.

Our Traffic Enforcement Team is headed by Sergeant Shaw and consists of four Officers; including Officer Zavala, Officer Smith, and Officer Frank. Since the team’s rough formation in 2020, Sergeant Shaw and his team have taken on several proactive traffic enforcement operations including directed driving under the influence enforcement, a decoy crosswalk enforcement operation, and a month of illegally modified muffler and exhaust enforcement.



Year	2018	2019	2020	2021
Speeding Citations	44	19	55	41
All Other Citations	477	215	194	389
Traffic Collisions	160	142	141	152



Statistics

Crime in all categories and calls for service have been consistently falling since the last reporting period. This is reflected in both our internal statistics and from the Federal Bureau of Investigations Uniform Crime Report data. Our Department attributes a portion of the decline to our proactive approach to policing and our practice of both “flooding” the streets with Officers following gang related issues and the use of non-sworn staff on patrol acting as extra eyes on the street. Additionally, we have greatly expanded our use and experience with search warrants allowing us to more aggressively investigate felonies.

	2018	2019	2020	2021
Calls for Service	20906	19217	18290	15448
Crime Reports Taken	1489	1218	1268	991
Arrests	760	540	521	432
Gang Related Calls	50	17	10	5
Burglary	37	39	42	39
Theft	292	267	225	169
Vehicle Theft	17	18	16	17
Vandalism	136	137	126	99
Homicide	0	0	0	0
Rape	9	8	5	9
Robbery	6	7	4	3
Assaults	136	126	123	108
DUI	47	43	24	52



Reducing Costs

Over the last two years our Department has moved forward to reduce costs not only for the City and the taxpayer, but also to ensure the funds we are allocated are spent on the most critical aspects of public safety. Some of the measures we took during the report period included:

- Returning two Ford Crown Victoria patrol vehicles into primary service in order to minimize miles on our newer series of Ford Explorers.
- Auctioning off or transferring under-used pieces of equipment including the previously purchased electric motorcycles, and one all-terrain vehicle.
- Reducing the Department’s storage of antiquated equipment and creating an equipment inventory in order to reduce long-term costs related to equipment replacement. The reduction in storage allowed our Department to end its lease on two private storage units that we had maintained for more than a decade.
- Transferring non-law enforcement related duties to other staff including Community Service Officers, Transport Officers and volunteers. This included reorganizing how we approached staffing for annual special events including the Fireworks Display, Lighted Truck Parade, and Wall Street Halloween. These staffing changes allowed us to reduce overtime and staff hours related to these events by approximately 35% without sacrificing public safety.
- During the last two years our Department has reimagined how we approach staffing our regular patrol shifts. This included the use of Relief Shifts, and using the newly formed Captain’s position to cover mandatory patrol shifts. These changes caused a reduction in overall overtime by approximately 25% compared to the last reporting period, and over 30% from the reporting period prior to that.

Year	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022
Personnel Services	\$2,887,322	\$2,977,206	\$3,306,826	\$2,936,239	\$3,231,894**
Non-Personnel Services	\$818,753	\$788,049	\$548,007	\$586,674	\$548,302

**Adopted Budget for staffing. Overtime is currently down and this number includes your Academy trainees.



Goals for 2022 and Beyond

As we move forward into 2022 our Department continues to strive towards meeting the community demands of our small town Police Department. Below are just a few of those goals:

Volunteers in Police Service (VIPS) and Police Cadets

In early 2022 our Department expects to announce the reopening of the Police Cadet Program for individuals 14 years of age to 21 years of age. Unfortunately, restrictions related to COVID-19 and staffing have delayed this project during the time of this report. The goal of the Police Cadet program is to introduce our local youth to law enforcement and hopefully encourage community members to become law enforcement professionals. Our previous Police Cadet program was an extreme success with three local youth who participated in the program already inquiring about employment with our Department following their return from their military contracts.

Also in early 2022, our Department hopes to announce the start of a Volunteers in Police Service (VIPS) program. The VIPS program is expected to be open to individuals 21 and above and allows community members to take an active role in working alongside law enforcement and protecting their community. VIPS help with a variety of services including vacation checks, business checks, proactive patrols, special events, and traffic control amongst many other possibilities. Community Service Officer George Leinen and Chaplain Smith both started as unofficial VIPS, with Community Service Officer Leinen eventually moving to a part-time paid position.



Mental Health Partnerships

Diverting those with mental health issues from the criminal justice system continues to be one of our top goals as we move into a new year. With the addition of the Coast Respite Center, and a continued strong partnership with Redwood Crisis Services, our Department hopes to see an organized deployment of mental health professionals alongside law enforcement to all calls involving individuals with mental health illnesses. In December of 2021, our Department in partnership with City Grant Manager Nancy Bond applied for a grant which would allow the Department to fund and hire two mental health case workers to assist with mental health calls for service and to assist community members with navigating mental health resources.

Neighborhood Watch

In 2022, we plan to rebuild the Neighborhood Watch Program with a focus on assigning Neighborhood Captains to individual districts within the City. These Neighborhood Captains will be given direct access to Chief Naulty and Captain O'Neal in order to ensure that the issues within their neighborhoods are addressed in a timely manner.

Community Surveillance Video Program

Create a model surveillance video program which encourages community members and businesses to submit updated information on an annual basis related to their surveillance video systems. We hope to be able to offer some form of financial incentive for participating in the program so as to enhance our staff's ability to quickly access surveillance video from multiple areas in the City following major crimes.

The Commission on Accreditation for Law Enforcement (CALEA)

Our Department expects to begin the accreditation process for the Commission on Accreditation for Law Enforcement (CALEA) during the next reporting period. CALEA is recognized at the international level as being the "gold standard" for law enforcement accreditation. The accreditation process for CALEA is a 36-month process which includes minimizing Department liability, building relationships with community stakeholders, and additional training mandates for staff.

School Safety

In 2022, we have already begun plans to create a more organized school safety program to include creating a plan for structured responses by all first responder agencies on the coast. This goal would include hosting an annual training event in coordination with school staff for emergency response to each of the school sites within the Department's jurisdiction. We also expect to work towards staffing a full-time School Resource Officer at the School District with one of that Officer's primary responsibilities being supervising pedestrian safety for students walking to and from school.





City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
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Text File

File Number: 22-066

Agenda Date: 2/14/2022

Version: 1

Status: Filed

In Control: City Council

File Type: Report

Agenda Number: 8B.

Receive Council Report on Actions Following Adoption of Interim Urgency Ordinance Placing a Four Month Moratorium on the Approval of Applications for Cannabis Dispensaries in the Inland Zoning Area



CITY OF FORT BRAGG

416 N. FRANKLIN, FORT BRAGG, CA 95437
PHONE 707/961-2823 FAX 707/961-2802

**REPORT ON MEASURES TAKEN TO ALLEVIATE THE CONDITIONS THAT LED TO
THE ADOPTION OF ORDINANCE NO. 972-2021 AND ORDINANCE NO. 975-2021,
AN UNCODIFIED URGENCY ORDINANCE ESTABLISHING A MORATORIUM ON
APPROVAL OF APPLICATIONS AND PERMITS FOR CANNABIS DISPENSARIES
IN THE INLAND ZONING AREA**

MEETING DATE: FEBRUARY 14, 2022
TO: GENERAL PUBLIC
**FROM: MAYOR AND CITY COUNCIL MEMBERS OF THE CITY
OF FORT BRAGG**

On September 27, 2021, the Fort Bragg City Council adopted Urgency Ordinance No. 972-2021 that placed a 45-day moratorium on the approval of applications and permits for cannabis dispensaries in the City's Inland Zoning Area. The moratorium was established to allow the City the opportunity to study and possibly revise the existing cannabis dispensary ordinance regulations in order to address the unique health, safety and welfare impacts of such businesses.

On October 25, 2021, Council received and filed a City Council Report of Actions and provided further direction on six (6) staff reports for various sections of the draft ordinance. Council provided recommendations to amend the Inland Land Use and Development Code regulations for Cannabis Dispensary Businesses regarding buffer zones, proximity to residences, limitation on permits, zoning tables, microbusinesses, and commercial cultivation of cannabis.

On November 8, 2021, the Fort Bragg City Council adopted Urgency Ordinance No. 975-2021, effectively extending Interim Ordinance No. 972-2021 for four months, or until March 8, 2022. Also on November 8, 2021, Council conducted a review of Article 4 of the Land Use Code and clarified direction on the proposed zoning for Cannabis Microbusinesses.

On December 13, 2021, the Fort Bragg City Council received a report on proposed updates to the Municipal Code Chapter 9.30 Cannabis Businesses and proposed updates to the Inland Land Use and Development Code to revise regulations for Retail Cannabis and Cannabis Microbusinesses. City Council provided direction to staff to move forward with an Initial Study under CEQA review with the proposed ordinance.

Ordinance No. 972-2021 and Ordinance No. 975-2021 were adopted pursuant to California Government Code Section 65858 and provide that the current moratorium shall expire on March 8, 2022, unless the ordinance is extended by the Fort Bragg City Council after additional notice and a public hearing.

The noticed public hearing will be held on February 28, 2022, and the Fort Bragg City Council will be asked to consider extending the interim moratorium by adopting a new ordinance, as authorized by Government Code Section 65858. Staff will recommend one final extension of the moratorium for a period of ten (10) months to one (1) year, as provided for in Government Code Section 65858. However, completion of and possible adoption of the revised Cannabis Dispensary Ordinance may take less time. In which case, staff will request that the City Council terminate the temporary moratorium prior to its expiration date.

California Government Code Section 65858(d) requires that at least ten (10) days prior to the expiration (March 8, 2022) of the moratorium or any extension, the City Council issue a written report describing the measures taken to alleviate the conditions which led to the adoption of the ordinance. This memo serves as the required report.

Since the adoption of the moratorium, the Community Development Department staff has researched options and possible revisions that can address the possible health, safety and welfare impacts of Cannabis Dispensaries on the City and will complete the draft Initial Study on or before February 18th. A Public Hearing by the Fort Bragg Planning Commission is scheduled for February 23, 2022, to review the proposed Cannabis Dispensary Ordinance and discuss possible revisions and/or additions. The Cannabis Dispensary Ordinance will be brought to City Council at a regularly scheduled meeting following Planning Commissions' recommendation for approval.

As set forth above, staff continues to work diligently on addressing the health, safety and welfare impacts of Cannabis Dispensaries' locations and operations but the work is not complete. Staff anticipates that the City Council will have an opportunity to review and consider revisions to the existing ordinance by March 31, 2022 and consider adoption in mid-April.

Respectfully submitted,

Mayor, Vice Mayor and City Council
Fort Bragg, California

From: [Brandy Moulton](#)
To: [Gurewitz, Heather](#); [Lemos, June](#)
Subject: Re:
Date: Monday, February 14, 2022 4:21:39 PM

Good Afternoon,

I'm writing to express my extreme concern over the recommendation to extend the moratorium.

The State Department of Cannabis Control timeline for issuing provisional licenses is coming to a close and the LAST DAY to submit is March 31st. [Diagram linked here](#)

If the local jurisdiction does not issue a license to its prospective license holders as soon as possible, these applicants will have to wait months, maybe even years (as I've seen in some cases) to be able to open their doors. Applicants cannot apply for a state license until the local jurisdiction has given their approval.

Personally, I have already been paying rent for 18 months on a building while waiting for the city to sort out this ordinance and it is disheartening to think that locally owned businesses like mine are going to have to fold before we even open due to this really unfortunate timeline.

I urge/ask/plead that you not extend the moratorium and front load this ordinance so that the locals in this community can grow their businesses and continue to provide jobs in a very sad recession.

[Provisional License](#) -can be issued immediately, deadline is March 31st. Applicants will be able to operate while the annual application review is occurring.

Annual License -undergoes significant review and the backlog is monumental. Applicants cannot open until all the reviews are **complete**.

If the city does not have an approval process in place by March, there will be no opportunity for business to open in the near future and buildings will continue to sit empty.

Thank you,
Brandy Moulton
Chief Executive Officer,
Sovereign
(707)223-1129



On Fri, Feb 11, 2022 at 12:32 PM Brandy Moulton <brandy@sovereign707.com> wrote:

State Provisional License deadlines

https://cannabis.ca.gov/wp-content/uploads/sites/2/2021/10/DCC_Provisional-License-Timeline-1.pdf

Thank you,
Brandy Moulton

Chief Executive Officer,
Sovereign
(707)223-1129





City of Fort Bragg

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Phone: (707) 961-2823
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Text File

File Number: 22-057

Agenda Date: 2/14/2022

Version: 1

Status: Passed

In Control: City Council

File Type: Resolution

Agenda Number: 8C.

Receive Report and Consider Adoption of City Council Resolution Authorizing City Manager to Execute Contract Amendment for the Design of the 2022 Streets Rehabilitation Project, City Project No. PWP-00120, Increasing the Amount of the Design Contract with R.E.Y. Engineers, Inc., by a Not To Exceed Amount of \$82,000 (Account No. 421-4870-0731)



AGENCY: City Council
MEETING DATE: February 14, 2022
DEPARTMENT: Public Works
PRESENTED BY: C. O'Neal
EMAIL ADDRESS: coneal@fortbragg.com

AGENDA ITEM SUMMARY

TITLE:

Receive Report and Consider Adoption of City Council Resolution Authorizing City Manager to Execute Contract Change Order for the Design of the 2022 Streets Rehabilitation Project, City Project No. PWP-00120, Increasing the Amount of the Design Contract with R.E.Y. Engineers, Inc., by a Not to Exceed Amount of \$82,000

ISSUE:

On December 13, 2021, the City of Fort Bragg entered into a contract in the amount of \$175,000.00 with R.E.Y. Engineers Inc. (R.E.Y.) to complete construction design bid documents for the 2022 Streets Rehabilitation Project, City Project No. PWP-00120 (Project). Since that time, the scope of the design work associated with the project has experienced changes in response to findings during the design team meetings, review of existing City studies, and investigations of the underlying and subsurface conditions. R.E.Y. has tracked and logged all scope changes that are proposed to affect the budget and determined the total increased costs are projected to be 47% above the contracted amount for a contract increase of \$82,000. The new proposed contract amount total is \$257,000.00.

ANALYSIS:

On December 17, 2021, Public Works staff held a team meeting to discuss the project and refine details of the design with R.E.Y. Engineers. The existing project scope included three components: 1) rehabilitation of eight (8) City streets, 2) striping rehab/replacement along nine (9) streets including stamped crosswalks, and 3) the placement of bollards in the Central Business District (CBD). As each element of the project was reviewed, multiple additional areas of concerns were addressed. Several of the additional areas of work were proposed in R.E.Y.'s proposal, and this additional work became clearly important to the project as the conversation progressed. Other items being added are at the request of City staff based on the project's proximity to the Central Business District and the necessity of the work's completion to the overall function of Public Works to serve residents of the City with infrastructure.

The proposed additional work includes:

1. The addition of North Harold Street into the striping area. The original scope only included South Harold Street. This addition was added by staff in response to the recent challenges discussed by Public Safety surrounding the route to the Middle School along Harold Street.
2. Clarification of the limits of the work proposed on Franklin Street. The original quantities of work calculated by staff included only areas of dig-outs along the roadway. In discussions, it was decided that upon correction of the dig-out areas, a fully finished surfaced roadway was preferred. Instead of having a patch-worked street along one the primary City roadways, the finished product will include either a

AGENDA ITEM NO. 8C

slurry seal or micro-surfacing from gutter to gutter, which will result in a consistent appearance across the length of the work areas.

3. After review of the City's storm drain master plan along the areas of rehabilitation, R.E.Y. identified three areas where hydraulic deficiencies were noted for rehabilitation of the storm drain pipes. This change has the largest impact to the proposed budget increase, but staff feels that failure to upgrade these pipes within the project area now will only lead to additional deferred maintenance costs and potential pavement failure in these areas of rehab in the future.
4. During recent efforts aimed to revitalize the City's CBD, staff has identified the need for rehab to the decorative street lights. This has been identified as another small add being requested with the design. This primarily includes repainting the lights for a finished look.
5. A recent request for water and sewer services on Halsey Way has led to a discovery that the City infrastructure map in this area was incorrect. Thus, in order to provide service to residential customers, both the water and sewer line would need to be extended.

Staff asked R.E.Y. to prepare a summary cost estimate for the additional changes and this resulted in Change Order No 1 (Attachment 2). The estimated cost increases are to perform the additional design effort, including utility mark and locate, geotechnical investigation, identification of utility conflicts, surveying, pavement condition assessment verification and preparation of the additional plan sheets. Staff and R.E.Y. have discussed potential areas of savings that may be found through the design, but due to the large projected increase in costs, a contract cost amendment is being requested in order to authorize the additional work for this project early to prevent undue over-runs in the contract amount. This projected design work will result in additional construction costs associated with the additional work. These additional construction costs will be evaluated and modifications will be made to the project's Capital Improvement Program costs at the time of the annual budget review.

RECOMMENDED ACTION:

Adopt Resolution Authorizing City Manager to Execute Contract Change Order for the Design of the 2022 Streets Rehabilitation Project, City Project No. PWP-00120, Increasing the Amount of the Design Contract with R.E.Y. Engineers, Inc., by a Not to Exceed Amount of \$82,000.

FISCAL IMPACT:

Funds in the amount of \$2,077,000 were appropriated in the budget for this project's design and construction based on the original scope of work when it was considered in FY 2020-21 and FY 2021-22 (Figure 1 below), \$154,000 of which was to be dedicated to the project's design (Professional Services). Staff routinely estimates the cost of design as a percentage of the cost to construct as is industry practice. Staff's early estimate of the additional cost to construct (based on the work proposed) is approximately \$700,000 (\$650,000 is estimated for the storm drain work). The requested \$82,000 increase in contract cost is approximately 11.5% of the cost to construct, which is well within the tolerance of expected cost for design.

Project Cost Details								
Activity	Prior Year	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Future	Total
Professional Services	154,000							154,000
Construction		1,710,000	-		-	-	-	1,710,000
Construction Management		213,000						213,000
Other								-
Total Project Cost	\$ 154,000	\$ 1,923,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,077,000

Figure 1: CIP Excerpt from FY 21-22 Adopted Budget

There are adequate funds available to cover the increased design and construction costs. The project will now occur in the 2022/23 fiscal year instead of the FY 2021/22. The additional funds will be a combination of water enterprise (Halsey Way), wastewater enterprise (Halsey Way), and streets special sales tax for the remaining items.

This project is primarily programmed to be funded by the City Special Street Sales Tax. Additional funding components include a \$600,000 contribution from Local Partnership Program (LPP), Formulaic money from Senate Bill 1 (SB-1), and \$162,000 from Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) for transportation infrastructure funding. The exact enterprise cost contributions will be finalized at the time of payment based on services actually rendered.

GREENHOUSE GAS EMISSIONS IMPACT:

There will be no increase in greenhouse gases during the design phase of this project.

CONSISTENCY:

The proposed use of the Special Street Sales Tax, SB-1, and CRSSA funds for this project is consistent with their intended use(s) for repairing, maintaining and reconstructing City streets and underlying infrastructure.

IMPLEMENTATION/TIMEFRAMES:

The current timeline estimate for complete bid documents is July 29, 2022. Project bidding and construction timeline has not been decided, as it will depend on staffing and factors surrounding proposed work by Caltrans on Main Street, to ensure that both primary City routes are not in construction at the same time.

ATTACHMENTS:

1. RESO R.E.Y. Design Contract Amendment
2. Contract Change Order #1 Request
3. 1st Amendment to Professional Services Agreement

NOTIFICATION:

1. Aaron Brusatori, PE, Project Manager, R.E.Y. Engineers, Inc.

RESOLUTION NO. ____-2022

**RESOLUTION OF THE FORT BRAGG CITY COUNCIL
AUTHORIZING CITY MANAGER TO EXECUTE CONTRACT AMENDMENT
FOR THE DESIGN OF THE 2022 STREETS REHABILITATION PROJECT,
PROJECT NO. PWP-00120, INCREASING THE AMOUNT OF THE DESIGN
CONTRACT WITH R.E.Y. ENGINEERS, INC., BY A NOT TO EXCEED
AMOUNT OF \$82,000 (ACCOUNT NO. 421-4870-0731)**

WHEREAS, on December 13, 2021, the City of Fort Bragg entered into a contract in the amount of \$175,000.00 with R.E.Y. Engineers Inc. (R.E.Y.) to complete construction design bid documents for the 2022 Streets Rehabilitation Project (Project); and

WHEREAS, the scope of the design project has changed during design team meetings, review of existing City studies, and investigations of the underlying and subsurface conditions; and

WHEREAS, the project constructability and life span of improvements will be greatly improved by the proposed design changes; and

WHEREAS, many of the scope increases are due to increased area of rehabilitation and underground infrastructure conditions which will result in a higher quality project and longer pavement life; and

WHEREAS, the scope of work changes are necessary to ensure a complete bid packet and project cost estimates for construction; and

WHEREAS, R.E.Y. has tracked and logged all proposed scope changes impacting the budget and determined the total increased costs are projected to be 47% above the contracted amount; and

WHEREAS, per the Fort Bragg Municipal Code Section 3.20.060, the City Manger's signing authority for change orders may not exceed 10% of the approved contract cost; and

WHEREAS, the Project is exempt pursuant to the California Environmental Quality Act ("CEQA") and Title 14, the California Code of Regulations ("CEQA Guidelines"), Section 15301 (c); and

WHEREAS, funds in the amount of \$2,077,000 were appropriated in the FY 2021/22 budget for this project and sufficient funds are available for this contract; and

WHEREAS, based on all the evidence presented, the City Council finds as follows:

1. The Scope of work for the project has changed for the betterment of the project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fort Bragg does hereby approve an amendment to the Professional Services Agreement with R.E.Y. Engineers, Inc. for the 2022 Streets Rehabilitation Project design and authorizes the City Manager to execute the contract amendment in the sum of \$82,000.00 for a total Amount Not to Exceed \$257,000.00 (Account 421-4870-0731).

The above and foregoing Resolution was introduced by Councilmember _____, seconded by Councilmember _____, and passed and adopted at a regular meeting of the City Council of the City of Fort Bragg held on the 14th day of February, 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:
RECUSED:

BERNIE NORVELL
Mayor

ATTEST:

June Lemos, MMC
City Clerk



February 2, 2022

Chantell O’Neal,
 Assistant Director - Public Works
 City of Fort Bragg
 416 N. Franklin St.
 Fort Bragg, CA 95437

Sent via email only

**Subject: Contract Change Order Request No. 1
 2022 Street Rehab Project, Street Striping, and Bollard Installation
 City Project No. PWP-00120**

Dear Ms. O’Neal,

As we have discussed, the City of Fort Bragg is interested in adding additional improvements beyond what was originally included in our proposal. The project limits for street rehabilitation and striping have increased by 7,305 centerline feet, additional minor miscellaneous items such as repainting of specific light poles in the downtown area have been added, an extension of 290 lf of water main and 46 ft of sewer line on Halsey Way have been added, and 1,692 lf of underground storm drainage improvements, within the limits of the proposed pavement rehabilitation, have been added.

The estimated cost to perform the additional design effort; including utility mark and locate, geotechnical investigation, identification of utility conflicts, surveying, pavement condition assessment verification and preparation of the plans; is outlined below.

Base Scope Changes		
Utility Coordination		
Surveying		
Pavement Condition Assessment Verification		
Plans, Specifications, and Estimates		
	Proposal Budget	\$92,298
Base Scope Metrics		
Proposal Quantity (centerline length)		30,218 lf
Unit Cost (\$92,298/30,218 lf)		3.05 \$/lf
Estimated Budget – Base Scope Changes		
Estimated Budget for Increased Limits (7,305 lf x 3.05 \$/lf)		\$22,300
Estimated Budget for Miscellaneous Items		\$2,700
Budget for Increased Limits and Miscellaneous Items		\$25,000
Utility Improvements: Storm Drainage, Water and Sewer		
Surveying (Utility Mark and Locate)		
Soils Investigation		
Plans, Specifications, and Estimates		
	Budget for Utility Improvements	\$57,000
Requested Change in Contract Value		\$82,000

R.E.Y. respectfully requests Contract Change Order No. 1 in the amount of \$82,000 for the items of work which are identified as beyond the approved scope of work.

The value of Contract Change Order No. 1 will be distributed among our Scope of Work tasks as shown in the table below.

	Proposal	CCO #1	Total Budget
2022 Streets Rehabilitation Project - Fee Estimate			
Scope of Work	Fee		
Project Management	\$17,000.00	\$3,688.00	\$20,688.00
Utility Coordination	\$5,600.00	\$1,968.00	\$7,568.00
Surveying	\$43,000.00	\$22,072.00	\$65,072.00
Pavement Condition Assessment Verification	\$9,600.00	\$5,750.00	\$15,350.00
Soils Investigation and Pavement Design	\$12,700.00	\$9,152.00	\$21,852.00
Letter Report	\$4,000.00	\$0.00	\$4,000.00
Plans Specifications and Estimates	\$77,000.00	\$39,370.00	\$116,370.00
Bid Period Services and Construction Support	\$6,100.00	\$0.00	\$6,100.00
Total	\$175,000.00	\$82,000.00	\$257,000.00

Should you have any questions during your evaluation of this request, please do not hesitate to call me.

Sincerely,



Aaron Brusatori, PE
Project Manager

**FIRST AMENDMENT
TO PROFESSIONAL SERVICES AGREEMENT WITH
R.E.Y. ENGINEERS, INC.**

THIS FIRST AMENDMENT is made and entered into this ___ day of February, 2022, by and between the CITY OF FORT BRAGG, hereinafter referred to as "City," and R.E.Y. ENGINEERS, INC., hereinafter referred to as "Consultant."

WHEREAS, the City and Consultant entered into a Professional Services Agreement ("Contract") on December 14, 2021 to provide engineering and design services for the 2022 Streets Rehab Project, City Project No. PWP-00120 in the amount of \$175,000.00; and

WHEREAS, the scope of the design project has changed for the betterment of the project, as set forth in City Council Resolution ___-2022, adopted on February 14, 2022; and

WHEREAS, the parties desire to amend the Contract to modify the Scope of Work, as set forth in Exhibit A attached hereto;

WHEREAS, the cost of the additional work described in Exhibit A is \$82,000.00, making the total sum of the project Not to Exceed \$257,000.00; and

WHEREAS, there are still sufficient funds budgeted for these activities;

NOW, THEREFORE, for the aforementioned reasons and other valuable consideration, the receipt and sufficiency of which is acknowledged, City and Consultant hereby agree that the Professional Services Agreement for engineering and design services for the 2022 Streets Rehab Project between the City and Consultant dated December 14, 2021, is hereby amended as follows:

1. **Scope of Work:**
Paragraph 1.1 (Scope of Work) is hereby amended to include the additional work described in Exhibit A attached hereto and incorporated herein by reference.
2. **Compensation and Billing:**
Paragraph 2.1 (Compensation) is hereby amended to state that total compensation shall not exceed **Two Hundred Fifty-seven Dollars (\$257,000.00)**.
3. Except as expressly amended herein, the Professional Services Agreement between the City and Consultant dated December 14, 2021, is hereby reaffirmed.

IN WITNESS WHEREOF, the parties have executed this Amendment the day and year first above written.

CITY OF FORT BRAGG:

CONSULTANT:

By: _____
David Spaur
City Manager

By: _____
Jim Fisher, PE
Principal in Charge

ATTEST:

June Lemos, MMC
City Clerk

APPROVED AS TO FORM:

Keith F. Collins
City Attorney

Exhibit A

R.E.Y. ENGINEERS, INC.
Civil Engineers | Land Surveyors | LiDAR
905 Sutter Street, Suite 200 Folsom, CA 95630
Phone: (916) 366-3040 Fax: (916) 366-3303
www.reyengineers.com



February 2, 2022

Chantell O'Neal,
Assistant Director - Public Works
City of Fort Bragg
416 N. Franklin St.
Fort Bragg, CA 95437

Sent via email only

**Subject: Contract Change Order Request No. 1
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Surveying
Pavement Condition Assessment Verification
Plans, Specifications, and Estimates

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Base Scope Metrics

Proposal Quantity (centerline length) 30,218 lf
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Plans, Specifications, and Estimates

Budget for Utility Improvements \$57,000

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Total	\$175,000.00	\$82,000.00	\$257,000.00

Should you have any questions during your evaluation of this request, please do not hesitate to call me.

Sincerely,



Aaron Brusatori, PE
Project Manager

From: [Jacob Patterson](#)
To: [Lemos, June](#)
Cc: [O'Neal, Chantell](#); [Spaur, David](#); [Smith, John](#)
Subject: Public Comment -- 2/14/22 CC Mtg., Item No. 8C
Date: Wednesday, February 9, 2022 7:56:12 PM

City Council [via BCC],

I reviewed the agenda materials for the 2022 Streets Rehabilitation Project and would like to express my support for the amendments recommended by staff. My only hesitation is the additional delay of this project pushing it into FY 2022/2023, at least the aspect concerning installing traffic control bollards in the CBD, and would like you to consider if that project component could be done in advance of the other work to facilitate community events sooner rather than later. Regardless, all these changes seem like prudent improvements and the community will receive additional benefits beyond the original scope of work that is commensurate with the increased costs.

Regarding adding repainting the decorative street lights in the CBD: this is a good addition but I wonder why we can't just have maintenance staff repaint all the CBD light poles. Is that feasible? They aren't a necessary component of this project and it is entirely feasible that repainting them would be able to be performed in-house for less money and under the limit that would require competitive bidding as a stand-alone project. In fact, it isn't only the decorative street lights that need repainting but several of the street tree cages are getting rusty and need to be sanded down and repainted as well. (Some of the old steel trash cans also needed repair and repainting but several of them have been replaced with the new recycled composite bins, which is probably the better approach.) There are a couple along Franklin Street that have large flaking rust spots that could cause injuries to passers-by if not dealt with. The team repainting the light poles should probably also repaint the nearby street tree cages at the same time. If not added to this project, it should be assigned to maintenance staff. While the cages are being repaired, several of the sidewalk growth grates should also be evaluated to see if small sections should be removed to avoid damage to the trunks of the street trees that are growing near the existing punch outs in the sidewalk grates. Doing that as the trees age and grow is a normal part of the maintenance process and how the sidewalk grates themselves are designed. If we ignore the sidewalk grates, we risk having to remove and replace existing street trees due to likely damage from the grates rubbing against the new trunk growth.

Regards,

--Jacob



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Text File

File Number: 22-070

Agenda Date: 2/14/2022

Version: 1

Status: Closed Session

In Control: City Council

File Type: Report

Agenda Number: 9A.

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION, Pursuant to Paragraph (1) of Subdivision (d) of Government Code Section 54956.9; Name of Case: City of Fort Bragg vs. Mendocino Railway and Does 1-10, Case No.: 21CV00850, Superior Court of the State of California, County of Mendocino

Dear Fort Bragg Mayor and City Council and all the players involved.

A case in point and a plea via a poem.

Who really owns The Fort Bragg Old Lumber Mill Site?

By Mary Rose Kaczorowski

Fighting over a piece of earth's crust,

3.8 acres give or take if you must.

The California poppies are in bloom (the real California Gold)

rising above the dust.

For whom is this larceny parcel? (Yet again?)

All hail the ground squirrels, the fox, coveys of quail

and even Ravens share with the Canadian Geese!

They have reclaimed this place ---

Yet, neither two legged nor four-footed stay long

on the toxic hot spots still sunk all over there,

not even the skunks!

This is land where the Pomo Souls still occupy,

where their children still walk,

-- they still call this place home.

It doesn't take a Sherlock Holmes to get this--

It is now indeed all about

moneybucks and pricey town homes, hotels and crazy deeds.

Stop the jabberwacky chatter talk!

The Harts— give a BIG Heart,
take your jagged mountain Sierra energy back
and return some love to the natural land.

Don't be a rat pack, let go of the earth land grab.

Stop picking the scab.

Get off the track! Maybe give it all back?

People are saying PLEASE stand back?

And one eyed-jacks please go home.

This is a bad karma syndrome.

The flipside is-- you all are stealing the land again

So, get woke, this is no joke.

Stop dodging, the Creator is watching!

So let me be concise,

There really is no train playland that will beat this paradise.

If I had a million bucks or so, I'd buy it all back

and change the stagnant status quo.

This you can do. Just give it all back.

Land Trust or Bust!



City of Fort Bragg

416 N Franklin Street
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802

Text File

File Number: 22-071

Agenda Date: 2/14/2022

Version: 1

Status: Closed Session

In Control: City Council

File Type: Report

Agenda Number: 9B.

CONFERENCE WITH REAL PROPERTY NEGOTIATORS, Pursuant to Government Code Section 54956.8: Real Property: 20100 Hanson Road, APN 019-050-13-00, APN 019-620-02-00; Agency Negotiator, David Spaur, City Manager; Negotiating Party, Robert Boddy; Under Negotiation, Terms of Acquisition, Price