# CITY OF ORINDA


## 2020 PMP Update
## P-TAP Round 21
## Final Report
## February 2021

Pavement Engineering Inc.
You can ride on our reputation

## Table of Contents

# Section I

# Executive Summary

# EXECUTIVE SUMMARY

The City of Orinda currently maintains approximately 91.83 centerline miles of roads representing 12,522,352 square feet of pavement with a replacement value of approximately $104,948,000 as calculated by StreetSaver®.

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

## INTRODUCTION

A Pavement Management System has several distinctive uses:

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

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

## WORK PERFORMED

### *Pavement Distress Survey and Database Update*

For this update, PEI performed inspections on approximately 91.83 centerline miles of road. Field inspections were completed in June 2020.

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

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

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

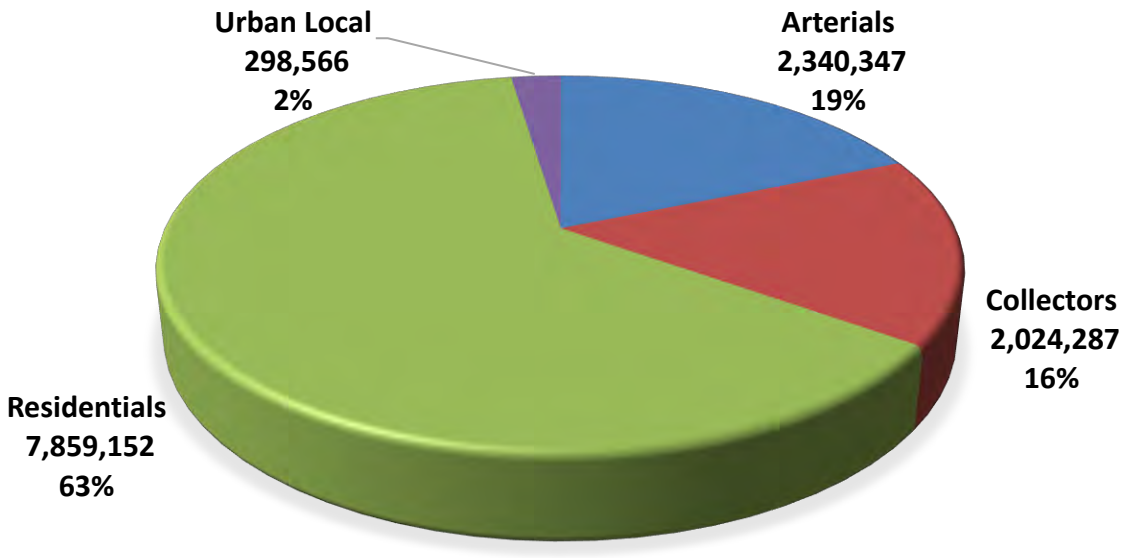
## FINDINGS

The updated Pavement Management System showed that the City's overall average PCI is 85.

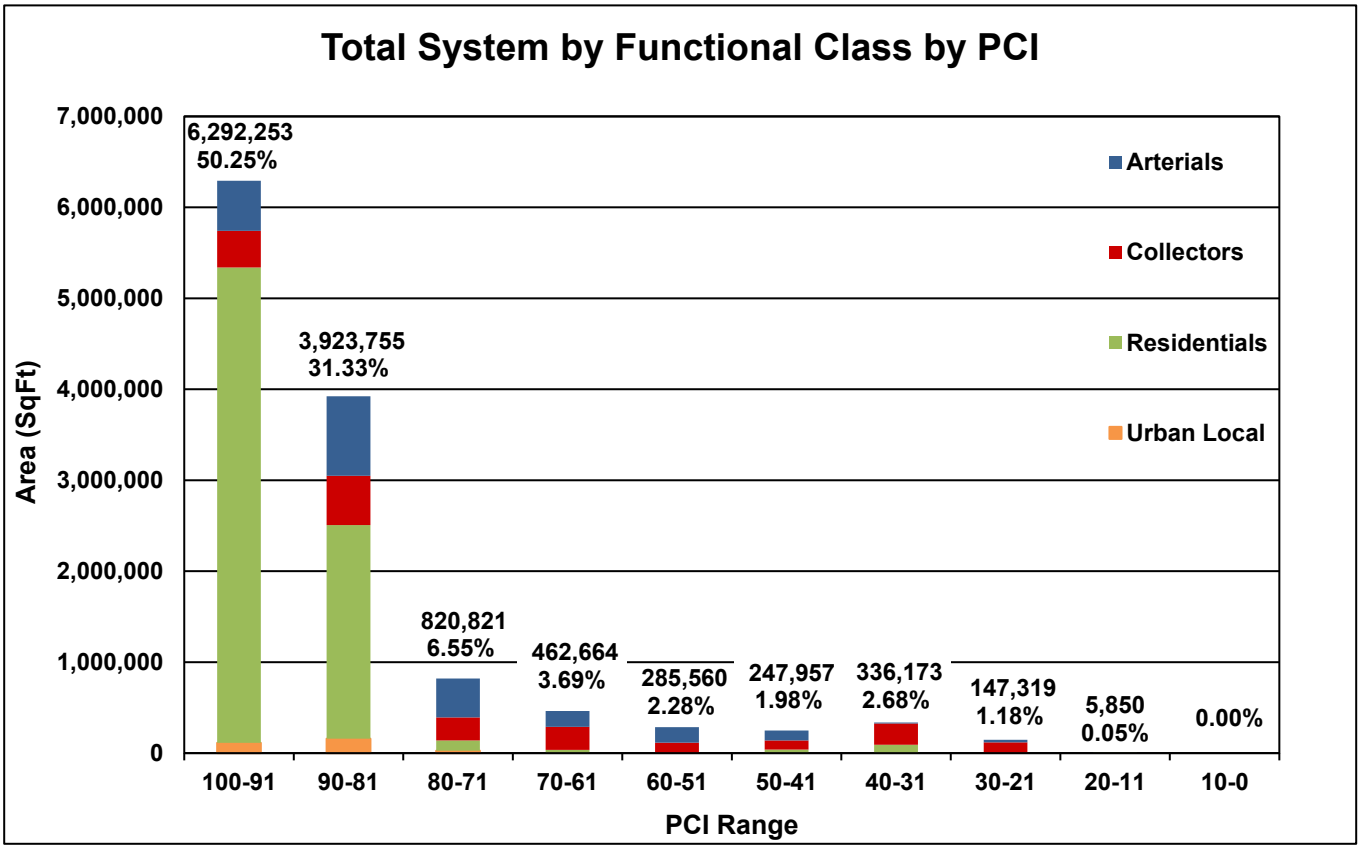
The breakdown by functional classification is as follows:

| Functional Classification | Centerline Miles | Lane Miles | Pavement Area (sq. ft.) | Percent of System | Average PCI |
|---|---|---|---|---|---|
| Arterial | 10.99 | 25.71 | 2,340,347 | 18.69% | 77 |
| Collector | 14.96 | 29.93 | 2,024,287 | 16.17% | 69 |
| Residential | 63.59 | 127.25 | 7,859,152 | 62.76% | 90 |
| Urban Local | 2.29 | 4.59 | 298,566 | 2.38% | 89 |
| Totals | 91.83 | 187.48 | 12,522,352 | 100.00% | 85 |

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




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



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

| Condition Category Breakdown | | | |
|---|---|---|---|
| **Condition** | **PCI Range** | **% Of Total** | **Square Feet** |
| **Excellent** | 100-91 | 50.25% | 6,292,253 |
| **Good** | 90-71 | 37.89% | 4,744,576 |
| **Fair** | 70-51 | 5.98% | 748,224 |
| **Poor** | 50-31 | 4.66% | 584,130 |
| **Failed** | 30-0 | 1.22% | 153,169 |

The analysis shows that **88.14%** of the City's pavement are in **Excellent** to **Good** condition. Details of each street segment are provided in ***Section IV: Reference Reports***.

## BUDGET ANALYSIS

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

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

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

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

***Decision Tree Unit Prices***

As a minimum, recent bid tabulations should be used to determine the appropriate unit costs. Further, the unit costs include other costs such as design, construction management, contingencies, or other related construction costs (ADA ramps, curb & gutters, striping etc.) to form a more comprehensive unit cost for the selected treatments.

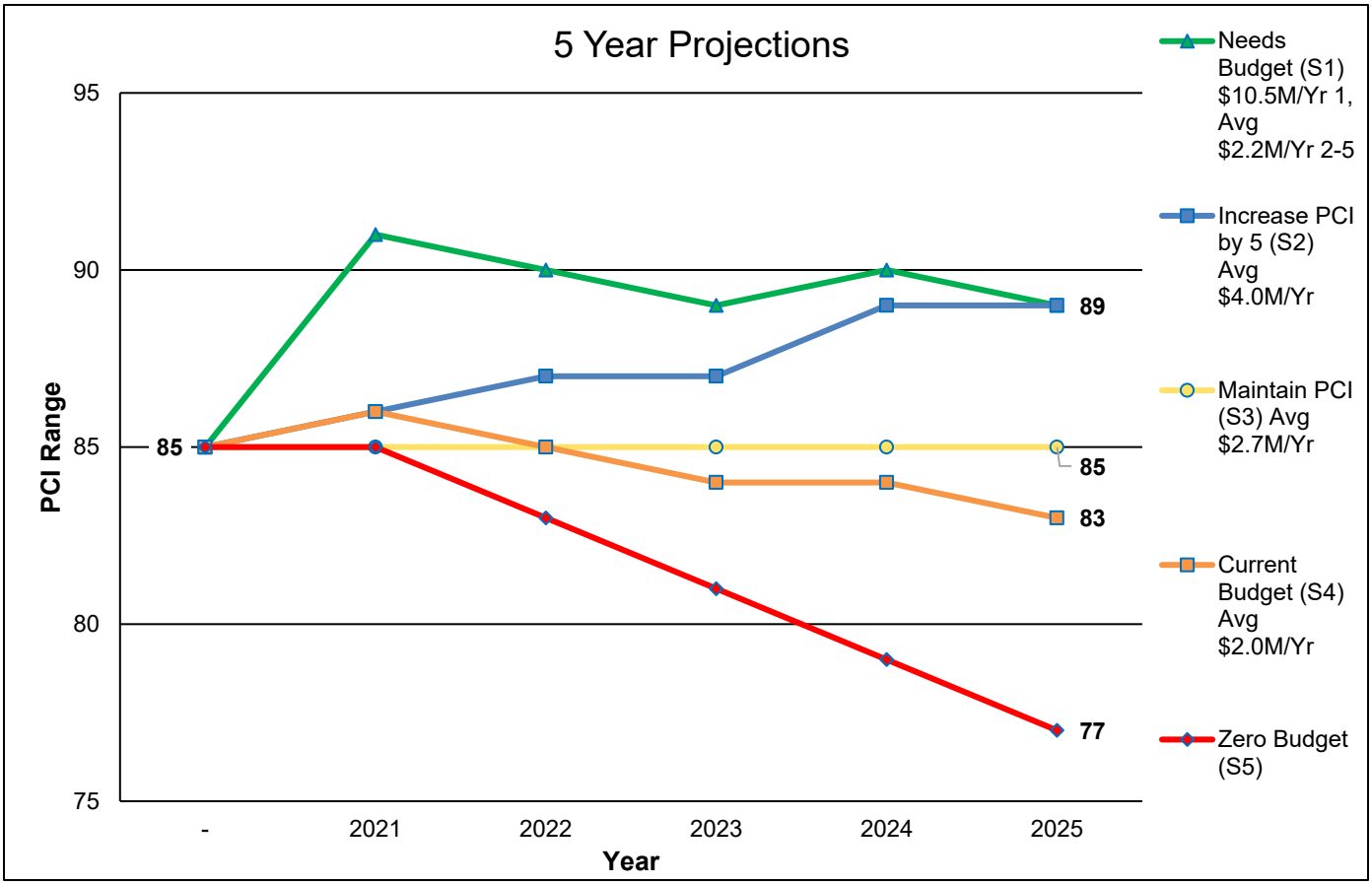
For the City of Orinda, the unit costs on the following table were used:

| Treatment | Arterial | Collector | Residential |
|---|---|---|---|
| **Cost/ Sq Yd** | | | |
| Crack Seal **($$/LF)** | $2.21 | $1.83 | $1.61 |
| Light Maintenance | $7.76 | $7.76 | $7.76 |
| Heavy Maintenance | $24.42 | $21.29 | $17.59 |
| Light Rehab | $51.97 | $49.66 | $33.00 |
| Heavy Rehab | $75.00 | $65.00 | $60.00 |
| Full Depth Reclamation | $90.00 | $80.00 | $70.00 |

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

***Budget Scenario Projections***

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




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

Scenario 1: Unconstrained Budget/ Funds Needed to obtain Optimum PCI ($10.5M for Year 1, $2.2M/Yr Avg. for Years 2-5.)

Scenario 2: Amount of funding to increase PCI by 5 (Avg. $4.0M/Yr.)

Scenario 3: Amount of funding to maintain PCI of 85 (Avg. $2.7M/Yr.)

Scenario 4: Impact of the current funding amount ($2.0M/Yr.) the current PCI would decline from 85 to 83, a 2-point overall drop.

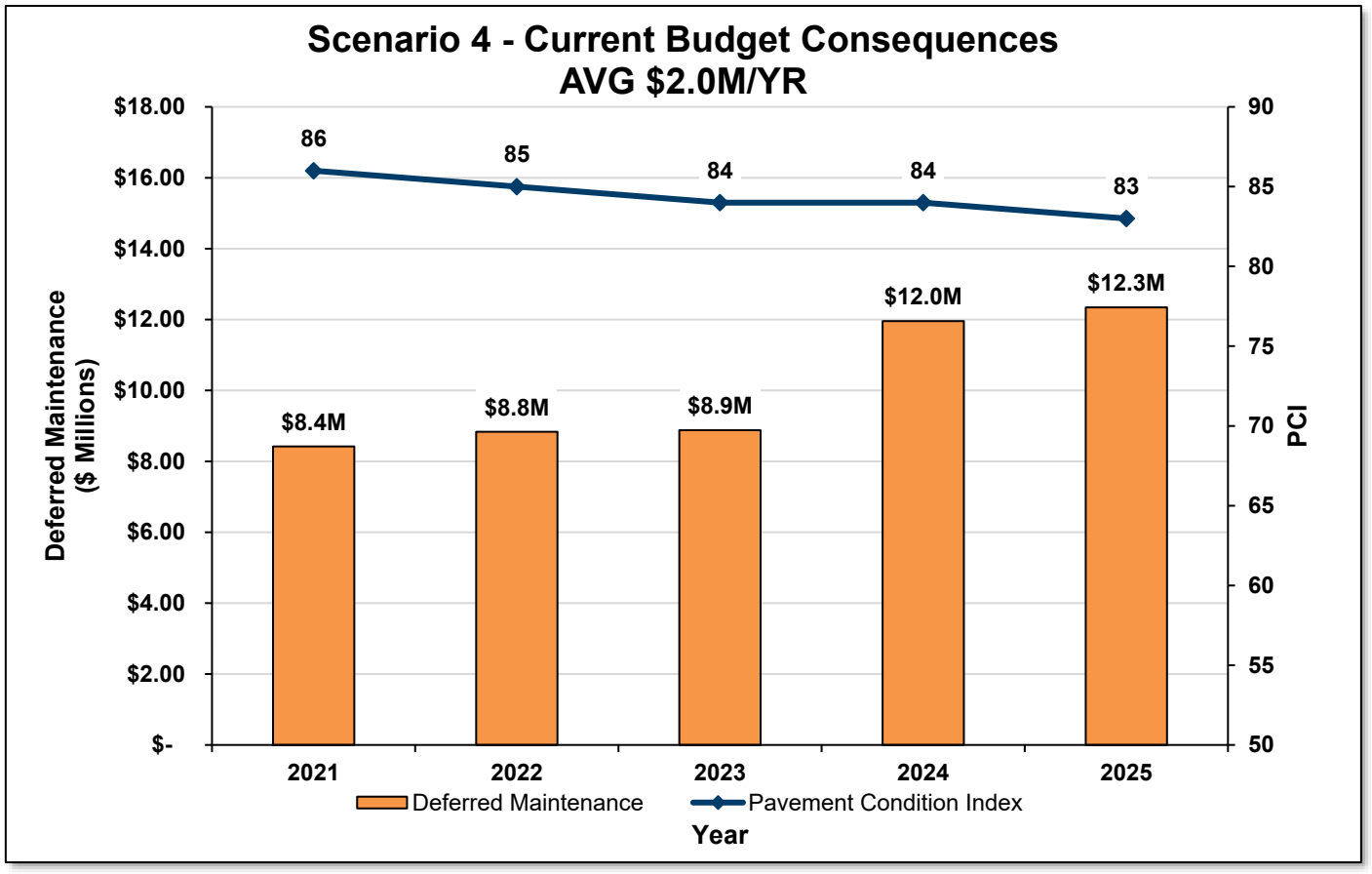
Scenario 5: Represents the impact to the PCI if Zero dollars are spent

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

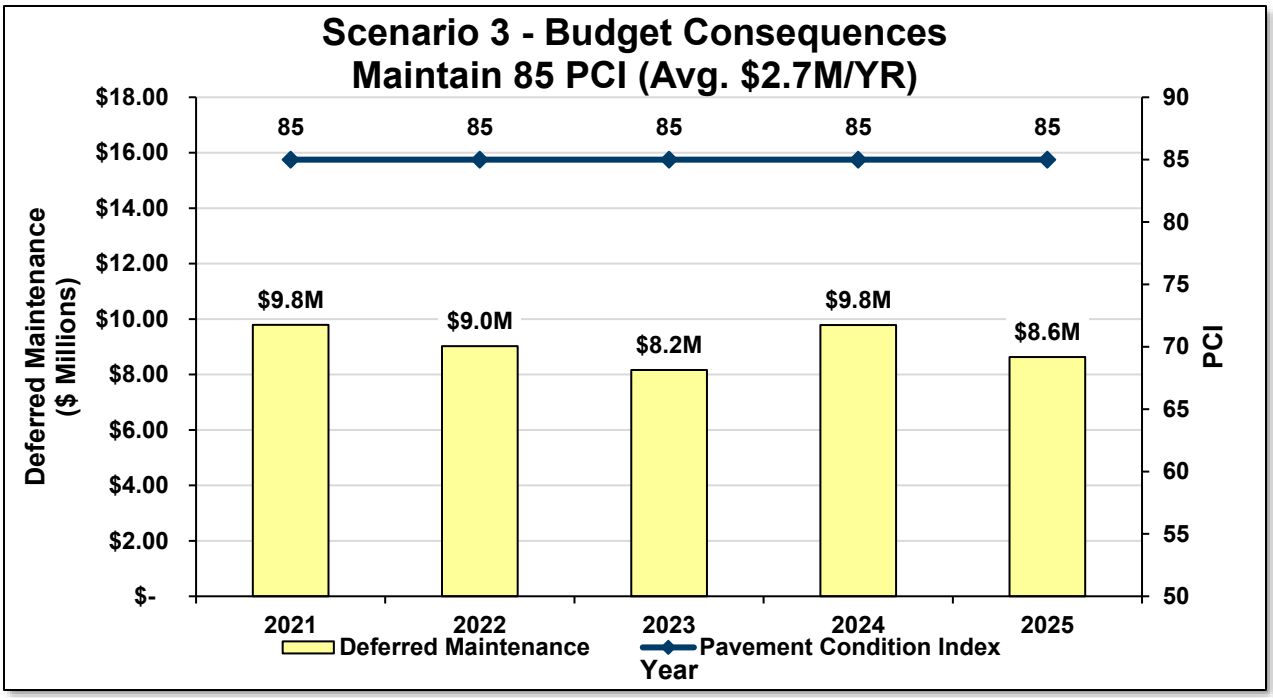
***Budget Consequences***

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

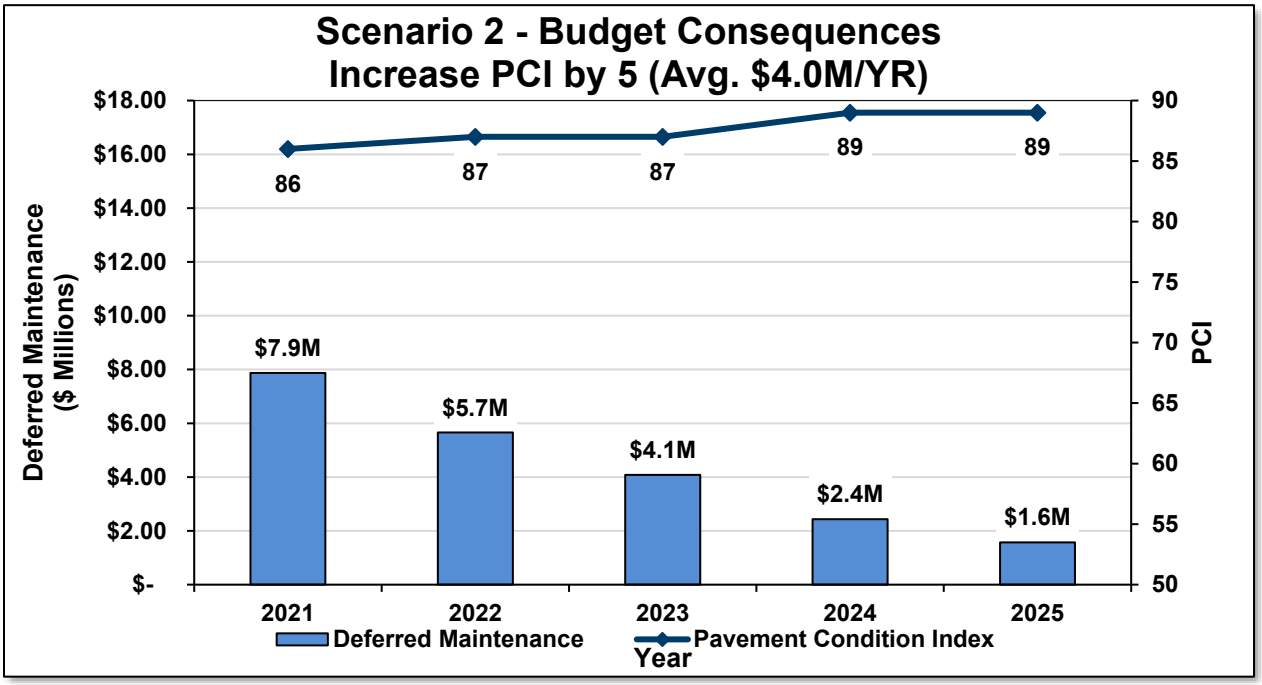
At the current funding level of $2M/Yr., the PCI of the entire system will deteriorate from 85 to 83, a 2 PCI point drop over the next 5 years. In addition, the backlog of deferred maintenance grows from $8.4 million to $12.3 million, an increase of 46%.




To maintain the current PCI of 85, it is projected that an average funding level of $2.7M/YR is necessary. At this funding level the backlog of deferred maintenance declines from $9.8 million to $8.6 million, a decrease of 12%.




Because the City of Orinda has such a high PCI, the system is unable to increase the PCI 5 points from 85 to 90 because of the PCI cap. With that said, we were able to run the scenario and get as high as an 89. It is projected that an average funding level of $4.0M/YR is necessary. At this funding level the backlog of deferred maintenance shrinks from $7.9 million to $1.6 million, a decrease of 80%.



## CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2020 Pavement Management System Update performed by PEI. PEI inspected all road segments in the City of Orinda. The average overall PCI for the City is 85. 88.14% of the City's pavement is in Excellent to Good condition.

To maintain the system at its current overall PCI of 85, the City will need to spend an average of $2.7 million annually over the next 5 years. Maintaining the current funding level of approximately $2.0 Million annually will result in a PCI loss of 2 points in 5 years to a PCI of 83.

A review of the City's street system, by functional classification, shows that the Residential streets have the highest average PCI of 91, the Collector streets have an average PCI of 70, and the Arterial streets have an average PCI of 78. As a general rule, agencies typically try to keep their arterials in the best condition because they carry the bulk of the traffic and loading, followed by collectors, then the residential/ local streets.

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

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

# Section II

# Background

# BACKGROUND

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

## PAVEMENT DESIGN BASICS

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

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

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

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

## PAVEMENT DETERIORATION

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

### Fatigue

The first deterioration process is fatigue from heavy axle loads. As the pavement structure flexes or bends from heavy wheel loads, the asphalt concrete layer's ability to flex is consumed. With enough bending, the asphalt concrete layer begins to break at the bottom. These cracks progress upward until they reach the surface and appear as

alligator cracking. These areas are repaired by removal and replacement of the asphalt concrete in the affected areas. These repairs are commonly called digouts.

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

### Aging

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

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

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

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

## TYPICAL PAVEMENT DEFECTS

StreetSaver® identifies eight different Asphalt Concrete distress types. These are:

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

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

Age cracking begins with longitudinal and transverse cracking and progresses to block shrinkage cracking.

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

## Alligator Cracking (Fatigue)

**Description:**

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

**Severity Levels:**

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

## Block Cracking

**Description:**

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

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

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

## Distortions

**Description:**

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

**Severity Levels:**

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

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

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

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

**Description:**

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

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

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

**Severity Levels:**

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

**M** One of the following conditions exists:
- (1) non-filled crack width is greater than or equal to 10 mm and less than 75 mm (3/8 to 3 in.)
- (2) non-filled crack is less than or equal to 75 mm (3 in.) surrounded by light and random cracking, or
- (3) filled crack is of any width surrounded by light random cracking.

**H** One of the following conditions exists:
(1) any crack filled or non-filled surrounded by medium or high severity random cracking,
(2) non-filled crack greater than 75 mm (3 in.) or
(3) A crack of any width where approximately 100 mm (4 in.) of pavement around the crack is severely broken.

## Patching and Utility Cut Patching

**Description:**

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

**Severity Levels:**

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

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

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

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

## Rutting and Depressions

**Description:**

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

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

**Severity Levels:** (Average Rut or Depression Depth)

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

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

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

## Raveling

**Description:**

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

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

**Severity Levels:**

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

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

## Weathering

**Description:**

Weathering is the wearing away of the asphalt binder and fine aggregate matrix.

Coarse aggregate refers to predominant coarse aggregate size of the asphalt mix. Loss or dislodging of coarse aggregate is covered under Raveling. Surface wear is normally caused by oxidation, inadequate compaction, insufficient asphalt content, excessive natural sand, surface water erosion, and traffic. Weathering occurs faster in areas with high solar radiation.

**Severity Levels:**

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

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

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

## PAVEMENT MAINTENANCE PROCEDURES

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

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

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

Crack Sealing

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

Digouts

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

Slurry Seals

Slurry seals consist of a combination of fine aggregate and emulsified oil. A new type of slurry seal called Rubberized Asphalt Slurry (RAS) is in the development stage. Currently, the cost of RAS is 2 to 3 times as much as a conventional slurry seal, which makes the product economically unattractive. Slurry seals are used when the existing pavement surface is severely raveled.

Cape Seals

Cape seals consist of a chip seal over coated with a slurry seal. A chip seal is an application of small angular rock (chips) approximately 1/4" to 3/8” in a maximum size embedded into a thick application of asphalt emulsion. Most chip seals incorporate polymer modified binders.

Cape seals are used on residential and collector streets to maintain a pavement, which may need an overlay, but there are not sufficient funds available. Chip seals are placed over low to moderate alligator cracks and block shrinkage cracking. Due to the distress covered by the chip seal, small areas of disbanding or failure may occur and will require patching.

Cape sealed surfaces are fairly coarse compared to new paving. Due to this characteristic, they may not be acceptable to some segments of the public.

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

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

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

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

## PAVEMENT REHABILITATION PROCEDURES

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

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

Conventional Overlays

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

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

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

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

Pulverization and Resurfacing

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

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

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

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

RHMA Overlays

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

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

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

AC Removal and Replacement (Mill and Fill)

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

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

Reconstruction

When the pavement has severe cross section deficiencies or requires significant structural strengthening, reconstruction may be the only alternative. Generally, existing pavement materials are recycled and incorporated into the new pavement structure. Structural section material alternatives include treated soils, full depth asphalt concrete, recycled materials and Portland cement concrete.

# Section III

# Pavement Management System Specifics

# PAVEMENT MANAGEMENT SYSTEM SPECIFICS

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

## BACKGROUND (STREETSAVER®)

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

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

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

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

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

Implementation

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

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

## SYSTEM ASSUMPTIONS

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

## PAVEMENT MAINTENANCE AND REHABILITATION (M&R) UNIT COSTS

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

Typical treatments within each generalized treatment range are listed below.

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

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

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

The following costs were used to develop the indicated budget numbers for each street segment PEI reviewed. The costs include miscellaneous work such as transitions, striping, dig outs, etc.

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

The unit costs include a 15% allowance to account for engineering design fees and inspection and a 10% contingency. These prices are in today's dollars (2020) and do not account for inflation.

| TREATMENT | ARTERIAL | COLLECTOR | RESIDENTIAL |
|---|---|---|---|
| Cost/ Sq Yd | | | |
| Crack Seal ($$/LF) | $2.21 | $1.83 | $1.61 |
| Light Maintenance | $7.76 | $7.76 | $7.76 |
| Heavy Maintenance | $24.42 | $21.29 | $17.59 |
| Light Rehab. | $51.97 | $49.66 | $33.00 |
| Heavy Rehab. | $75.00 | $65.00 | $60.00 |
| Reconstruct | $90.00 | $80.00 | $70.00 |

Decision Trees / Treatment Strategies

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

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

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

Five general pavement treatment categories were used to account for the various treatments in the decision tree: reconstruction, heavy overlays, light overlays, heavy maintenance, light maintenance and no action. Specifying a general treatment category allows the user to stay focused on a budget level analysis rather than moving to a project level analysis.

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

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

## ANNUAL PAVEMENT MAINTENANCE / REHABILITATION PROGRAM

The PCI range of 0 to 100 is broken down into five condition categories for budget calculation purposes. StreetSaver® default PCI breakpoints were adjusted during the update of The City of Orinda's Pavement Management System.

The new breakpoints are as follows:

**PCI BREAKPOINTS**

| | Arterials | Collectors | Residential |
|---|---|---|---|
| 100 | I | I | I |
| 90 | LIGHT MAINTENANCE | LIGHT MAINTENANCE | LIGHT MAINTENANCE |
| 70 | II (Non-Load) / III (Load) | II (Non-Load) / III (Load) | II (Non-Load) / III (Load) |
| | HEAVY MAINT. / LIGHT REHAB. | HEAVY MAINT. / LIGHT REHAB. | HEAVY MAINT. / LIGHT REHAB. |
| 50 | IV | IV | IV |
| | HEAVY REHAB. | HEAVY REHAB. | HEAVY REHAB. |
| 25 | V | V | V |
| 0 | RECONSTRUCT | RECONSTRUCT | RECONSTRUCT |

When a pavement section is identified for maintenance or rehabilitation, a user defined network-level cost category for a pavement of that functional class, type and condition is used to determine the needed funds for that section. For sections falling within the preventive maintenance category, or category one (1), a time sequence is used to identify the appropriate treatment and cost.

For those sections falling into a rehabilitation category, or categories two (2), three (3), four (4), or five (5), the PCI is used to determine the repair category for a pavement section.

The repair category is combined with functional classification (as a surrogate for traffic index) and surface type (as a surrogate for structural adequacy) to identify the appropriate treatment and cost. The treatment and cost identified for the section is a network-level budget planning treatment and is generally considered as a cost category for budgeting purposes rather than an actual treatment. Some sections will require more money than

estimated, some will require less. A project-level analysis is used to determine the actual treatment to be used for a given section based on condition, structural capacity and other factors.

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

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

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

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

The larger that area, the longer the pavement provides the desired level of service. That area is divided by annualized costs per unit area. This ratio is weighted for different usage so that arterial streets are selected for repair before collectors in the same condition, which are selected for repair before residential/locals in the same condition. Sections of pavements that provide the best service for the least money are then selected as those that should be repaired first. StreetSaver® provides a ranked listing based on this cost-effectiveness analysis. StreetSaver® also shows the condition with and without treatment, the estimated costs for each section, the calculations used to determine the ranking, and a listing of sections not recommended for treatment.

## VISUAL EVALUATIONS

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

## SYSTEM UPDATES

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

# Section IV
# Reference Reports

# Street List Alphabetical

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| ABBOT COURT | 1 | MORGA VIA | CUL-DE-SAC | 339 | 19 | R | 95 |
| ACACIA DR. | 1 | MANZANITA DR. | CUL-DE-SAC | 1,935 | 22 | R | 94 |
| ALBO CT. | 1 | KENMORE CT. | CUL-DE-SAC | 411 | 25 | R | 93 |
| ALICE LANE | 1C | GOODFELLOW DRIVE | ZANDER DRIVER | 387 | 29 | R | 88 |
| ALICE LANE | 2 | ZANDER DRIVE | 1000' W ZANDER DRIVE | 1,000 | 29 | R | 49 |
| ALICE LANE | 3 | 1000'W/ZANDER DRIVE | DONALD DRIVE | 1,100 | 26 | R | 94 |
| ALTAMOUNT DRIVE | 1C | LA CRESTA ROAD | MORAGA WAY | 1,215 | 21 | R | 93 |
| ALTARINDA CR. (2545AD) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 245 | 25 | R | 85 |
| ALTARINDA RD. | 1 | SANTA MARIA WY | COP N/O SANTA MARIA WAY | 800 | 37 | C | 83 |
| ALTARINDA RD. | 2 | COP N/O SANTA MARIA WAY | ORINDA WOODS DR | 452 | 37 | C | 39 |
| AMBER VALLEY DR. (2555Y) | 1 | DALEWOOD DR. | CUL-DE-SAC | 1,060 | 29 | R | 92 |
| ARBOLADO CT. (2745AP) | 1 | MUTH DR. | CUL-DE-SAC | 360 | 25 | R | 94 |
| ARDILLA RD. (2345E) | 1 | CAMINO PABLO | NORTH LANE | 1,800 | 21 | R | 89 |
| ARDITH COURT | 1 | CORAL DRIVE | CUL-DE-SAC | 279 | 25 | R | 94 |
| ARDITH DRIVE | 2C | CORAL DRIVE | TOTTERDELL COURT | 1,242 | 33 | R | 94 |
| ARDITH DRIVE | 4 | TOTTERDELL COURT | WESTOVER COURT | 1,145 | 33 | R | 94 |
| ARDITH DRIVE | 5 | WESTOVER COURT | IVY DRIVE | 846 | 33 | R | 94 |
| ARDOR DRIVE | 1 | CUL-DE-SAC | LOMA LINDA COURT | 971 | 22 | R | 87 |
| ARDOR DRIVE | 2 | LOMA LINDA COURT | MORAGA WAY | 268 | 26 | R | 89 |
| ARROYO DRIVE | 1 | IVY DRIVE | CITY LIMITS | 432 | 24 | R | 84 |
| ASPINWALL COURT | 1 | EASTWOOD DRIVE | CUL-DE-SAC | 610 | 25 | R | 94 |
| AUSTIN CT. (2745AT) | 1 | MUTH DR. | CUL-DE-SAC | 420 | 25 | R | 94 |
| AVENIDA DE ORINDA | 1 | ORINDA WAY | END | 314 | 39 | R | 94 |
| AVIS COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 166 | 26 | R | 89 |
| BARBARA RD.(2645D) | 1 | SPRING RD. | OAK RD. | 1,200 | 20 | R | 94 |
| BATES BLVD. (2745AW) | 1A | DAVIS RD | MUTH DR (S) | 991 | 32 | R | 94 |
| BATES BLVD. (2745AW) | 2 | MUTH DR (S) | WARFORD TERR | 1,573 | 32 | R | 94 |
| BATES BLVD. (2745AW) | 3 | WARFORD TERR | MUTH DR (N) | 2,179 | 32 | R | 82 |
| BATES BLVD. (2745AW) | 4 | MUTH DR (N) | TAHOS RD | 1,077 | 32 | R | 94 |
| BATES CT. | 1 | TAHOS RD | END | 394 | 29 | R | 95 |
| BEACONSFIELD COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 743 | 25 | R | 94 |
| BEAR CREEK RD. | 1 | CAMINO PABLO | CITY LIMIT | 3,300 | 26 | C | 34 |
| BEL AIR CT. (2847K) | 1 | BEL AIR DR. | CUL-DE-SAC | 145 | 22 | R | 89 |
| BEL AIR DR. (2847 J) | 1 | PARKLANE DR. | CUL-DE-SAC | 1,380 | 25 | R | 89 |
| BERKELEY AVE (2345Y) | 1 | CLAREMONT AVE | END | 752 | 22 | R | 90 |
| BOBOLINK RD. (2354B) | 1 | MANZANITA DR. | LOS ALTOS | 1,990 | 22 | R | 90 |
| BROADVIEW TR. (2745AD) | 1 | OVERHILL RD. | CUL-DE-SAC | 900 | 24 | R | 94 |
| BROOKBANK RD. (2655A) | 1 | MINER RD. | CUL-DE-SAC | 865 | 19 | R | 94 |
| BROOKSIDE RD. (2643) | 1A | ESTATES DR | ORCHARD RD | 465 | 24 | R | 92 |
| BROOKSIDE RD. (2643) | 2 | ORCHARD RD | MORAGA WAY | 515 | 24 | R | 91 |
| BROOKWOOD RD.(2744A) | 1 | SPRING RD. | CAMINO PABLO | 2,100 | 26 | C | 63 |
| BROOKWOOD RD.(2744A) | 2 | CAMINO PABLO | MORAGA WAY | 335 | 47 | A | 79 |
| BRYANT WAY | 1 | CUL-DE-SAC | MORAGA WAY | 276 | 33 | R | 94 |
| BRYANT WAY | 2 | MORAGA WAY | DAVIS ROAD | 480 | 30 | A | 82 |
| CALIFORNIA AVE. (2345J) | 1 | PROPERTY LINE AT #65/61 | Claremont Ave | 250 | 22 | R | 94 |
| CALVIN COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 396 | 30 | R | 94 |
| CALVIN DRIVE | 1C | RHEEM BLVD. | CALVIN COURT | 1,092 | 24 | R | 92 |
| CALVIN DRIVE | 3 | CALVIN COURT | END | 360 | 30 | R | 95 |
| CAMINO DEL DIABLO 2345B | 1 | EL TOYONAL | CHAPPARAL PLACE | 1,790 | 19 | R | 86 |
| CAMINO DON MIGUEL(2354D | 1 | MINER ROAD | CAMINO DON MIGUEL | 4,485 | 20 | R | 94 |
| CAMINO ENCINAS (2645E) | 1 | MORAGA WAY (N) | MORAGA WAY (S) | 2,700 | 26 | R | 94 |
| CAMINO PABLO | 0 | MORAGA WAY | SANTA MARIA WAY | 2,212 | 73 | A | 83 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| CAMINO PABLO | 1A | SANTA MARIA WAY | CAMINO SOBRANTE | 1,979 | 65 | A | 83 |
| CAMINO PABLO | 2 | CAMINO SOBRANTE | ORINDA WAY | 938 | 65 | A | 83 |
| CAMINO PABLO | 3 | ORINDA WAY | MINER RD | 1,058 | 64 | A | 83 |
| CAMINO PABLO | 1A | MINER RD | ARDILLA ROAD/NORTH LN | 1,600 | 43 | A | 93 |
| CAMINO PABLO | 2 | ARDILLA ROAD/NORTH LN | SOL BRAE WY | 2,040 | 39 | A | 93 |
| CAMINO PABLO | 3 | SOL BRAE WY | MONTE VISTA RD | 1,045 | 39 | A | 93 |
| CAMINO PABLO | 1 | MONTE VISTA RD. | BEAR CREEK RD. | 1,600 | 44 | A | 62 |
| CAMINO SOBRANTE (2544C) | 1 | ORINDA WAY | EL RIBERO (SOUTH) | 3,050 | 26 | C | 61 |
| CAMINO SOBRANTE (2544C) | 2A | EL RIBERO (SOUTH) | LA ESPIRAL | 2,460 | 21 | R | 94 |
| CAMINO SOBRANTE (2544C) | 2B | LA ESPIRAL | EL RIBERO (NORTH) | 2,190 | 21 | R | 87 |
| CAMINO SOBRANTE (2544C) | 3A | EL RIBERO (NORTH) | LA NORIA (SOUTH) | 1,450 | 21 | R | 91 |
| CAMINO SOBRANTE (2544C) | 3B | LA NORIA (SOUTH) | LA ESPIRAL | 1,946 | 21 | R | 92 |
| CAMINO SOBRANTE (2544C) | 4A | LA ESPIRAL | MINER ROAD | 2,354 | 21 | R | 94 |
| CAMINO SOBRANTE (2544C) | 5 | CAMINO PABLO | ORINDA WAY | 430 | 38 | A | 75 |
| CANDLE TR. (2555AA) | 1 | DALEWOOD DR. | CHANGE OF PAVEMENT | 205 | 29 | R | 94 |
| CANDLE TR. (2555AA) | 2 | CHANGE OF PAVEMENT | CUL-DE-SAC | 295 | 29 | R | 85 |
| CANDLESTICK RD.(2645H) | 1 | KNICKERBOCKER LANE | CUL-DE-SAC | 780 | 25 | R | 93 |
| CANON DR. (2345D) | 1 | EL TOYONAL | CUL-DE-SAC | 3,650 | 15 | R | 92 |
| CARISBROOK DRIVE | 1C | CORAL DRIVE | CUL-DE-SAC | 1,160 | 25 | R | 93 |
| CARMEN COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 340 | 20 | R | 89 |
| CATHERINE COURT (2745H) | 1 | OVERHILL RD. | CUL-DE-SAC | 540 | 27 | R | 94 |
| CEDAR LANE | 1 | DONALD DRIVE | CUL-DE-SAC | 859 | 27 | R | 93 |
| CHAPPARAL PLACE | 1 | EL TOYONAL RD | CUL-DE-SAC | 350 | 20 | R | 95 |
| CHARLES HILL CR.(2755A) | 1 | CHARLES HILL RD. (S) | CHARLES HILL RD. (N) | 2,800 | 20 | R | 89 |
| CHARLES HILL PL(2545AK) | 1 | END | CHARLES HILL RD. | 487 | 21 | R | 95 |
| CHARLES HILL RD. (2444) | 3 | HONEY HILL ROAD | SOULE RD | 1,980 | 21 | R | 82 |
| CHARLES HILL RD. (2444) | 4 | SOULE RD | DIABLO VIEW DR | 2,035 | 21 | R | 90 |
| CHARLES HILL RD.(2444A) | 1C | EL NIDO RANCH RD. | CHARLES HILL PL | 470 | 38 | C | 84 |
| CHARLES HILL RD.(2444A) | 1D | CHARLES HILL PL | HONEY HILL ROAD | 1,380 | 21 | C | 59 |
| CHELTON COURT | 1 | WHITEHALL DRIVE | CUL-DE-SAC | 420 | 25 | R | 89 |
| CIELO COURT | 1 | IVY DRIVE | CUL-DE-SAC | 214 | 25 | R | 89 |
| CLAREMONT AVE (2345G) | 1 | CAMINO PABLO | HOLLY LANE | 1,930 | 22 | R | 94 |
| COACHWOOD TR. (2555Z) | 1 | DALEWOOD DR. | CUL-DE-SAC | 670 | 29 | R | 94 |
| CORAL DRIVE | 1C | MORAGA WAY | IVY DR | 1,720 | 33 | UL | 90 |
| CORAL DRIVE | 4 | IVY DRIVE | FIESTA CIRCLE | 1,115 | 26 | R | 94 |
| CORTE DEL REY | 1 | IVY DRIVE | CUL-DE-SAC | 327 | 27 | R | 93 |
| CORTE HOLGANZA | 1 | IVY DRIVE | CUL-DE-SAC | 203 | 27 | R | 94 |
| CORTE SOMBRITA | 1 | IVY DRIVE | CUL-DE-SAC | 270 | 27 | R | 79 |
| COURTNEY LANE | 1 | DONALD DRIVE | CUL-DE-SAC | 828 | 20 | R | 95 |
| CRANE CT. ( 2555P) | 1 | VAN TASSEL LANE | CUL-DE-SAC | 315 | 24 | R | 86 |
| CRESCENT DR | 1 | CLAREMONT AVE. | PIEDMONT AVE. | 896 | 19 | R | 89 |
| CREST VIEW DR. | 1A | VALLEY VIEW DRIVE | CRESTVIEW COURT | 1,901 | 22 | R | 85 |
| CREST VIEW DR. | 2 | CREST VIEW COURT | CULVER COURT | 1,394 | 22 | R | 93 |
| CREST VIEW DR. | 3 | CULVER COURT | COP 2,305' W/O CULVER CT | 2,305 | 22 | R | 91 |
| CREST VIEW DR. | 4 | COP 2,305' W/O CULVER CT | CUL DE SAC | 914 | 22 | R | 89 |
| CROSS RIDGE TR.(2545AV) | 1 | KITE HILL RD. | END | 240 | 25 | R | 85 |
| CROSSRIDGE CT. (2545AT) | 1 | KITE HILL RD. | CUL-DE-SAC | 160 | 23 | R | 85 |
| CROSSRIDGE PL. (2545AU) | 1 | KITE HILL RD. | CUL-DE-SAC | 147 | 23 | R | 81 |
| CROWN COURT | 1 | IVY DRIVE | CUL-DE-SAC | 285 | 25 | R | 81 |
| CULVER CT. | 1 | CREST VIEW DR. | CUL-DE-SAC | 691 | 20 | R | 93 |
| DALE COURT | 1 | ALTAMOUNT DRIVE | CUL-DE-SAC | 190 | 20 | R | 94 |
| DALEWOOD DR.(2555W) | 1A | CUL-DE-SAC | LOMBARDY LN | 843 | 33 | R | 94 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| DALEWOOD DR.(2555W) | 2 | LOMBARDY LN | AMBER VALLEY DR | 1,635 | 36 | R | 94 |
| DALEWOOD DR.(2555W) | 3 | AMBER VALLEY DR | SUNDOWN TERR. | 1,047 | 36 | R | 94 |
| DALEWOOD DR.(2555W) | 4 | SUNDOWN TERR. | CUL-DE-SAC (EAST) | 950 | 33 | R | 94 |
| DANZA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 208 | 27 | R | 84 |
| DAPHNE CT. | 1 | CHARLES HILL ROAD | END | 267 | 15 | R | 87 |
| DARNBY COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 471 | 25 | R | 90 |
| DARYL DR. (2745 J) | 1 | GLORIETTA BLVD. | OVERHILL RD. | 1,180 | 26 | R | 94 |
| DAVIS RD. (2745W) | 1C | BRYANT WAY | SOUTHWOOD DR | 1,700 | 22 | R | 94 |
| DE SOTO CT. | 1 | ST. STEVENS DR. | CUL-DE-SAC | 140 | 26 | R | 94 |
| DEBRA CT. (2745 AQ) | 1 | SCENIC DR. | CUL-DE-SAC | 168 | 25 | R | 93 |
| DEL MAR CT. (2445L) | 1 | VISTA DEL MAR | CUL-DE-SAC | 430 | 25 | R | 94 |
| DESCANSO DRIVE | 1C | IVY DRIVE | END | 1,498 | 30 | R | 93 |
| DIABLO VIEW DR. (2655G) | 1 | MINER RD. | CHARLES HILL RD. | 4,310 | 21 | R | 95 |
| DIAS DORADOS | 1 | CAMINO SOBRANTE | LA CINTILLA | 719 | 17 | R | 87 |
| DOLORES WAY | 1C | CUL-DE-SAC | PRIVATE STREET | 1,605 | 22 | R | 89 |
| DON GABRIEL WAY | 1 | VALLEY VIEW DRIVE | LA CRESTA RD | 1,406 | 25 | UL | 89 |
| DON GABRIEL WAY | 2 | LA CRESTA RD | EL CAMINO MORAGA | 661 | 25 | UL | 77 |
| DONALD DRIVE | 1C | CUL-DE-SAC | HALL DRIVE | 2,587 | 29 | R | 93 |
| DONALD DRIVE | 4 | HALL DRIVE | ALICE LANE | 645 | 25 | R | 90 |
| DONALD DRIVE | 5 | ALICE LANE | PRIVATE STREET | 1,140 | 29 | R | 93 |
| DONNA MARIA WAY | 1 | DOLORES WAY | RITA WAY | 1,075 | 23 | R | 92 |
| DONNA MARIA WAY | 2 | RITA WAY | EL CAMINO MORAGA | 585 | 23 | R | 89 |
| DONNA MARIA WAY | 3 | LAVENIDA | END @ 131 DONNA MARIA | 325 | 24 | R | 93 |
| DOS ENCINAS | 1 | EL CAMINO MORAGA | CUL-DE-SAC | 1,202 | 27 | R | 93 |
| DOUGLAS CT. (2847 H) | 1 | ROBERT RD. | CUL-DE-SAC | 208 | 20 | R | 94 |
| DOVER COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 436 | 25 | R | 92 |
| DUNCAN COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 107 | 64 | R | 93 |
| E. ALTARINDA DR(2545AC) | 1 | ORINDAWOODS DR. | EL NIDO RANCH RD. | 1,190 | 30 | C | 85 |
| E. ALTARINDA DR(2545AC) | 2 | ORINDAWOODS DR. | CUL-DE-SAC | 1,090 | 29 | R | 94 |
| EASTON COURT | 1 | HALL DRIVE | CUL-DE-SAC | 1,010 | 25 | R | 85 |
| EASTWOOD DRIVE | 1 | MORAGA WAY | CARISBROOK DRIVE | 565 | 33 | R | 87 |
| EASTWOOD DRIVE | 2 | CARISBROOK DRIVE | CORAL DRIVE | 1,031 | 33 | R | 94 |
| EDGEWOOD RD. | 1 | LOST VALLEY DR. | END | 601 | 23 | R | 93 |
| EL CAMINO MORAGA | 1 | DONNA MARIA WAY | DON GABRIEL WAY | 693 | 26 | R | 80 |
| EL CAMINO MORAGA | 2 | DON GABRIEL WAY | MORAGA WAY | 737 | 26 | UL | 93 |
| EL CORTE | 1 | MORAGA WAY | CUL-DE-SAC | 135 | 25 | R | 93 |
| EL GAVILAN (2545R) | 1 | LA ESPIRAL | END | 2,700 | 18 | R | 89 |
| EL NIDO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 194 | 20 | R | 90 |
| EL NIDO RANCH RD (2854) | 1 | ST. STEVENS DR. | CITY LIMITS | 1,935 | 37 | A | 93 |
| EL SERENO RD. (2545V) | 1 | LA ESPIRAL | CUL-DE-SAC | 900 | 15 | R | 94 |
| EL SUENO (2545U) | 1 | CAMINO SOBRANTE | CUL-DE-SAC | 525 | 15 | R | 72 |
| EL TOYONAL (2254) | 10 | 3000FT W/O VISTA DEL ORINDA | END AT BARRICADE | 1,112 | 18 | R | 95 |
| EL TOYONAL (2254) | 1A | CAMINO PABLO | 460' W/O CAMINO PABLO | 460 | 39 | C | 28 |
| EL TOYONAL (2254) | 1B | 460' W/O CAMINO PABLO | LOMA VISTA (EAST) | 1,321 | 24 | C | 21 |
| EL TOYONAL (2254) | 2 | LOMA VISTA (EAST) | BONITA LN | 1,106 | 18 | R | 34 |
| EL TOYONAL (2254) | 3 | BONITA LN | LA ENCINAL | 1,676 | 18 | R | 69 |
| EL TOYONAL (2254) | 4 | LA ENCINAL | LOMA VISTA (WEST) | 1,220 | 18 | R | 35 |
| EL TOYONAL (2254) | 5 | LOMA VISTA (WEST) | WIDTH CHANGE | 1,121 | 20 | C | 39 |
| EL TOYONAL (2254) | 6 | WIDTH CHANGE | CAMINO DEL CIELO | 514 | 18 | C | 60 |
| EL TOYONAL (2254) | 7 | CAMINO DEL CIELO | VISTA DEL ORINDA | 2,800 | 18 | C | 71 |
| EL TOYONAL (2254) | 8 | VISTA DEL ORINDA | 1500FT W/O VISTA DEL ORINDA | 1,500 | 18 | R | 86 |
| EL TOYONAL (2254) | 9 | 1500FT W/O VISTA DEL ORINDA | 3000FT W/O VISTA DEL ORINDA | 1,500 | 18 | R | 95 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| EL VERANO (2545P) | 1 | LAS VEGAS | CUL-DE-SAC | 620 | 18 | R | 95 |
| ELLEN CT. (2545AB) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 516 | 25 | R | 94 |
| ESTABUENO | 1 | LAVENIDA | CUL-DE-SAC | 387 | 24 | R | 89 |
| ESTABUENO | 2 | LAVENIDA | MORAGA WAY | 1,029 | 24 | R | 89 |
| ESTATES DR. (2745 F) | 1 | ORCHARD ROAD | BROOKSIDE ROAD | 1,600 | 21 | R | 83 |
| ESTATES DR. (2745 F) | 2 | BROOKSIDE ROAD | SCENIC DRIVE | 2,803 | 27 | R | 94 |
| EVANS PLACE | 1 | KEITH DRIVE | CUL-DE-SAC | 322 | 24 | R | 93 |
| EVERGREEN DR. (2745AY) | 1 | TARABROOK DR. | CUL-DE-SAC | 1,650 | 29 | R | 94 |
| FAIRWAY DR. | 1 | HACIENDA CIR. | END | 103 | 18 | R | 31 |
| FALLEN LEAF TR. (2555AC | 1 | DALEWOOD DR. | CUL-DE-SAC | 845 | 29 | R | 91 |
| FIESTA CIRCLE | 1C | IVY DRIVE (N) | IVY DRIVE (S) | 2,344 | 33 | R | 88 |
| FLEETWOOD COURT | 1C | HALL DRIVE | CUL-DE-SAC | 723 | 25 | R | 94 |
| FRANCISCO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 660 | 20 | R | 88 |
| GLORIETTA BLVD (2731 B) | 1A | MORAGA WAY | SHADOW CREEK LN | 1,585 | 30 | A | 93 |
| GLORIETTA BLVD (2731 B) | 2 | SHADOW CREEK LN | RHEEM BLVD | 1,475 | 30 | A | 93 |
| GLORIETTA BLVD (2731 B) | 3 | RHEEM BLVD. | MARTHA RD. | 1,314 | 32 | A | 88 |
| GLORIETTA BLVD (2731 B) | 4 | MARTHA RD. | OVERHILL RD. | 1,151 | 31 | A | 87 |
| GLORIETTA BLVD (2731 B) | 5 | OVERHILL RD | CITY LIMITS | 2,275 | 32 | A | 74 |
| GLORIETTA COURT | 1 | GLORIETTA BLVD | CUL-DE-SAC | 742 | 22 | R | 89 |
| GOODFELLOW DRIVE | 1 | ALICE LN | CITY LIMITS | 709 | 29 | R | 89 |
| GREAT OAK CR. (2745 AB) | 1 | ORCHARD RD. | CUL-DE-SAC | 155 | 22 | R | 89 |
| GREENWOOD COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 1,315 | 20 | R | 86 |
| GREYSTONE TR. (2545AP) | 1 | ORINDAWOODS DR. | GREYSTONE TR | 360 | 25 | R | 89 |
| GREYSTONE TR. (2545AP) | 2 | EAST END | WEST END | 410 | 29 | R | 86 |
| HACIENDA CIRCLE | 1 | ACACIA DR (N) | HACIENDA CIRCLE | 1,200 | 22 | R | 94 |
| HACIENDA CIRCLE | 2 | ACACIA DR (S) | END | 425 | 23 | R | 94 |
| HALL DR. | 1 | DONALD DR. | END | 164 | 24 | R | 79 |
| HALL DRIVE | 1A | MORAGA WAY | FLEETWOOD CT | 1,257 | 25 | C | 96 |
| HALL DRIVE | 2 | FLEETWOOD CT | DONALD DR | 1,707 | 27 | C | 93 |
| HALL DRIVE | 6C | Rhemm Blvd. | 200'+/- S/EASTON COURT END | 1,400 | 25 | R | 82 |
| HAPPY VALLEY RD.(2851) | 1 | CITY LIMIT (SOUTH) | CITY LIMIT (NORTH) | 2,200 | 23 | C | 36 |
| HARRAN CR. (2545AE) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 267 | 26 | R | 71 |
| HARTFORD RD. (2755D) | 1 | CHARLES HILL CIRCLE | END | 400 | 15 | R | 95 |
| HAWKRIDGE TR.(2545AL) | 1 | ORINDAWOODS DR. | HAWKRIDGE TR | 210 | 25 | R | 94 |
| HAWKRIDGE TR.(2545AL) | 2 | EAST END | WEST END | 320 | 29 | R | 94 |
| HEATHER LN. | 1 | WEST END | EAST END | 775 | 26 | R | 90 |
| HEATHER LN. | 2 | Scenic Drive | Private Street | 520 | 25 | R | 90 |
| HIDDEN VALLEY | 1 | ST STEPHENS DRIVE | SR 24 ON RAMP | 950 | 32 | C | 68 |
| HIDDEN VALLEY | 2 | PAVEMENT CHANGE | CITY LIMIT | 800 | 32 | R | 94 |
| HIGHLAND CT, (2745 AE) | 1 | OVERHILL RD. | CUL-DE-SAC | 420 | 19 | R | 94 |
| HILLCREST DR. (2745K) | 1 | MARTHA RD. | OVERHILL ROAD | 1,610 | 23 | UL | 89 |
| HILLCREST DR. (2745K) | 2 | OVERHILL ROAD | END | 1,820 | 23 | R | 94 |
| HONEY HILL RD. | 1 | CHARLES HILL RD. | MINER RD. | 2,048 | 22 | C | 63 |
| ICHABOD LN. (2555S) | 1 | SLEEPY HOLLOW LANE | BERRY BROOK HOLLOW (PVT) | 1,155 | 21 | R | 93 |
| IDYLL COURT | 1 | MORAGA VIA | CUL-DE-SAC | 230 | 31 | R | 94 |
| IRONBARK CR. (2545AQ) | 1 | ORINDAWOODS DR. (W) | ORINDAWOODS DR. (E) | 1,988 | 28 | R | 94 |
| IRONBARK CT. (2545AR) | 1 | IRONBARK CR. | CUL-DE-SAC | 466 | 29 | R | 94 |
| IRONBARK PL.(2545AS) | 1 | IRONBARK CR. | CUL-DE-SAC | 365 | 29 | R | 94 |
| IRVING CT. (2555D) | 1 | IRVING LANE | CUL-DE-SAC | 208 | 21 | R | 94 |
| IRVING LANE | 1 | LOMBARDY LANE | VAN RIPPER LANE | 1,296 | 21 | R | 94 |
| IRWIN WAY | 1 | ORINDA WAY | END | 379 | 22 | R | 93 |
| IVY DRIVE | 1C | MORAGA WAY | RISA COURT | 2,716 | 35 | C | 81 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| IVY DRIVE | 4 | RISA COURT | DANZA COURT | 916 | 35 | C | 87 |
| IVY DRIVE | 5 | DANZA COURT | PUEBLO COURT | 1,081 | 35 | C | 87 |
| IVY DRIVE | 6C | PUEBLO COURT | MORAGA WAY | 1,870 | 33 | C | 86 |
| IVY DRIVE | 8C | MORAGA WAY | END | 1,042 | 32 | R | 86 |
| KATRINA CT. (2555Q) | 1 | VAN TASSEL LANE | CUL-DE-SAC | 275 | 21 | R | 94 |
| KEITH DRIVE | 1 | WEST END | EVANS PL | 460 | 24 | R | 95 |
| KEITH DRIVE | 2 | EVANS PL | DONALD DRIVE | 537 | 24 | R | 90 |
| KELLIE ANN CT. (2745BA) | 1 | MEADOW VIEW RD. | CUL-DE-SAC | 320 | 29 | R | 85 |
| KENMORE CT. | 1 | LOST VALLEY DR. | CUL-DE-SAC | 492 | 25 | R | 93 |
| KITE HILL RD. (2545AN) | 1 | ORINDAWOODS DR. | LA CUESTA | 1,765 | 25 | R | 92 |
| KITTIWAKE RD. (2445G) | 1 | MANZANITA DR. | CUL-DE-SAC | 335 | 20 | R | 95 |
| KNICKERBOCKER LN(2645G) | 1 | SPRING RD. | STEIN WAY | 1,300 | 30 | R | 90 |
| LA CAMPANA (2545K) | 1 | LA ESPIRAL (E) | LA ESPIRAL (W) | 2,600 | 18 | R | 94 |
| LA CINTILLA | 1 | DIAS DORADOS | CUL-DE-SAC | 860 | 17 | R | 94 |
| LA CRESTA ROAD | 1C | DON GABRIEL WAY | EL NIDO COURT | 1,701 | 21 | R | 96 |
| LA CRESTA ROAD | 3C | EL NIDO COURT | WOODLAND RIOAD | 1,576 | 21 | R | 93 |
| LA CUESTA (2545E) | 1 | CAMINO SOBRANTE | END | 3,080 | 15 | R | 88 |
| LA ESPIRAL (2544D) | 1A | CAMINO SOBRANTE SOUTH | 2,400' COP | 2,400 | 20 | R | 37 |
| LA ESPIRAL (2544D) | 1B | 2,400' COP | LAS VEGAS  ROAD | 2,100 | 20 | R | 94 |
| LA ESPIRAL (2544D) | 2 | LAS VEGAS ROAD | VIA HERMOSA | 2,881 | 20 | R | 93 |
| LA ESPIRAL (2544D) | 3 | VIA HERMOSA | CAMINO SOBRANTE NORTH | 1,094 | 20 | R | 94 |
| LA NORIA (2545F) | 1 | CAMINO SOBRANTE (S) | CAMINO SOBRANTE (N) | 1,530 | 15 | R | 94 |
| LA SENDA (2545W) | 1 | LA NORIA | CUL-DE-SAC | 330 | 16 | R | 87 |
| LA SOMBRA COURT | 1 | ARDOR DRIVE | CUL-DE-SAC | 505 | 25 | R | 94 |
| LA VUELTA | 1 | LA ESPIRAL (S) | LA ESPIRAL (N) | 1,610 | 16 | R | 92 |
| LAS PIEDRAS (2244B) | 1 | VISTA DEL ORINDA | LOMAS CANTADAS | 885 | 22 | C | 50 |
| LAS VEGAS (2544E) | 1 | LA ESPIRAL | MIRA FLORES | 1,189 | 19 | R | 95 |
| LAS VEGAS (2544E) | 2 | MIRA FLORES | VIA LAS CRUCES | 1,000 | 19 | R | 95 |
| LAS VEGAS (2544E) | 3 | VIA LAS CRUCES | ST. STEPHENS DRIVE | 320 | 31 | C | 93 |
| LAS VEGAS (2544E) | 4 | ST. STEPHENS DRIVE | LA ESPIRAL ROAD | 1,050 | 19 | R | 95 |
| LAVENIDA | 1 | MORAGA WAY | B.C. @ 90 DEGREE | 932 | 24 | R | 89 |
| LAVINA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 675 | 24 | R | 91 |
| LIND COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 781 | 26 | R | 89 |
| LINDA VISTA (2545C) | 1 | MIRA LOMA | END | 1,330 | 17 | R | 90 |
| LOMA LINDA COURT | 1 | ARDOR DRIVE | END | 580 | 24 | R | 93 |
| LOMA VISTA DR. (2345C) | 1A | EL TOYONAL (WEST) | EL DORADO LN | 1,360 | 19 | C | 80 |
| LOMA VISTA DR. (2345C) | 2 | EL DORADO LN | EL TOYONAL (EAST) | 1,586 | 18 | C | 97 |
| LOMAS CANTADAS | 1A | CITY LIMITS | TRES MESAS | 2,028 | 22 | C | 35 |
| LOMAS CANTADAS | 2 | TRES MESAS | LAS PIEDRAS | 1,367 | 22 | C | 41 |
| LOMBARDY LN. (2554) | 1A | MINER ROAD | TARRY LANE | 1,136 | 25 | C | 93 |
| LOMBARDY LN. (2554) | 2 | TARRY LANE | VAN RIPPER (S) | 1,367 | 26 | C | 67 |
| LOMBARDY LN. (2554) | 3 | VAN RIPPER (S) | VAN RIPPER (N) | 1,369 | 26 | C | 59 |
| LOMBARDY LN. (2554) | 4 | VAN RIPPER (N) | DALEWOOD DR | 1,238 | 25 | C | 43 |
| LONGVIEW TERRACE | 1 | ORCHARD ROAD | CUL-DE-SAC | 331 | 20 | R | 89 |
| LOS ALTOS (2354C) | 1 | CAMINO DON MIGUEL | BOBOLINK RD. | 385 | 22 | R | 87 |
| LOS AMIGOS (2345L) | 1 | CAMINO PABLO | CUL-DE-SAC | 484 | 22 | R | 91 |
| LOST VALLEY DRIVE | 10C | EDGEWOOD RD | CUL-DE-SAC | 932 | 24 | R | 92 |
| LOST VALLEY DRIVE | 5 | PGE SUBSTATION | 700' W OF PGE SUBSTATION | 700 | 24 | R | 87 |
| LOST VALLEY DRIVE | 6 | 700' W OF PGE SUBSTATION | PL  BET. 17/19 LOST VALLEY DR | 1,020 | 24 | R | 85 |
| LOST VALLEY DRIVE | 7C | PL BET. 17/19 LOST VALLEY DR | EDGEWOOD RD | 1,577 | 24 | R | 87 |
| MANZANITA DR. (2354A) | 2 | CREEK BRIDGE | END (PRIVATE ST.) | 3,360 | 20 | R | 88 |
| MANZANITA DR. (2445F) | 1 | CAMINO PABLO | CREEK BRIDGE | 580 | 24 | R | 92 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| MARSTON RD. (2345N) | 1 | MONTE VISTA RD. | CUL-DE-SAC | 1,025 | 16 | R | 94 |
| MARTHA RD.(2745H) | 1 | GLORIETTA BLVD. | HILLCREST RD. | 500 | 29 | UL | 89 |
| MARTHA RD.(2745H) | 2 | HILLCREST RD. | CUL DE SAC | 1,645 | 33 | R | 93 |
| MEADOW CT. (2745 D) | 1 | MEADOW LN. | CUL-DE-SAC | 365 | 21 | R | 94 |
| MEADOW LN. (2745 N) | 1 | GLORIETTA BLVD. | MEADOW VIEW RD. | 1,380 | 25 | R | 94 |
| MEADOW PARK CT. (2835Z) | 1 | GLORIETTA BLVD. | END | 1,200 | 22 | R | 85 |
| MEADOW VIEW RD. (2745Q) | 1 | CUL DE SAC EAST OF GLORIETTA BLVD | GLORIETTA BLVD | 1,575 | 22 | R | 95 |
| MEADOW VIEW RD. (2745Q) | 2 | GLORIETTA BLVD | CUL DE SAC WEST OF GLORIETTA BLVD | 1,800 | 22 | R | 87 |
| MEADOWLANDS COURT | 1 | MORAGA WAY | CUL-DE-SAC | 128 | 24 | R | 89 |
| MINER RD. (2444C) | 1A | CAMINO PABLO | BIEN VENIDA | 1,480 | 27 | A | 93 |
| MINER RD. (2444C) | 1B | BIEN VENIDA | CAMINO DON MIGUEL | 1,895 | 27 | A | 93 |
| MINER RD. (2444C) | 1C | CAMINO DON MIGUEL | LOMBARDY LN | 1,950 | 26 | A | 93 |
| MINER RD. (2444C) | 2A | LOMBARDY LN | TIGERTAIL CT | 2,345 | 23 | C | 32 |
| MINER RD. (2444C) | 2B | TIGERTAIL CT | SYCAMORE RD | 2,075 | 23 | C | 28 |
| MINER RD. (2444C) | 2C | SYCAMORE RD | PAVT CHANGE | 920 | 23 | C | 93 |
| MINER RD. (2444C) | 3A | PAVT CHANGE | GARDINER CT. | 1,630 | 21 | C | 97 |
| MINER RD. (2444C) | 3B | GARDINER CT. | HONEY HILL RD. | 700 | 23 | C | 72 |
| MINER RD. (2444C) | 4A | HONEY HILL RD. | LONGWORTH | 1,050 | 22 | R | 83 |
| MINER RD. (2444C) | 4B | LONGWORTH | DIABLO VIEW DR | 1,430 | 20 | R | 83 |
| MIRA FLORES | 1 | LAS VEGAS | EL GAVILAN | 227 | 18 | R | 92 |
| MIRA LOMA (2545G) | 1 | CAMINO SOBRANTE | LINDA VISTA | 1,010 | 19 | R | 90 |
| MONTE VISTA RD (2345M) | 1 | CAMINO PABLO | PRIVATE STREET | 2,700 | 20 | R | 93 |
| MORAGA CT. (2745 AA) | 1 | MORAGA WAY | CUL-DE-SAC | 180 | 24 | R | 95 |
| MORAGA VIA | 1 | VIRGINIA DRIVE | WOODCREST DRIVE (PVT) | 601 | 20 | R | 87 |
| MORAGA VIA | 2 | WOODCREST DRIVE | RUSTIC WAY | 695 | 22 | R | 91 |
| MORAGA VIA | 3 | RUSTIC WAY | RHEEM BLVD | 834 | 19 | R | 90 |
| MORAGA VIA | 4 | GLORIETTA BLVD. | VIRGINIA DRIVE | 911 | 21 | R | 90 |
| MORAGA WAY | 1AAC | BRYANT WAY | CAMINO PABLO | 870 | 63 | A | 85 |
| MORAGA WAY | 1C | CAMINO PABLO | OVERHILL RD | 510 | 50 | A | 73 |
| MORAGA WAY | 2 | OVERHILL RD | CAMINO ENCINAS (N) | 1,385 | 40 | A | 92 |
| MORAGA WAY | 3 | CAMINO ENCINAS | LLOYD LN | 1,445 | 38 | A | 82 |
| MORAGA WAY | 4 | LLOYD LN | BROOKSIDE RD | 1,518 | 38 | A | 87 |
| MORAGA WAY | 5 | BROOKSIDE RD | GLORIETTA BLVD | 2,058 | 38 | A | 84 |
| MORAGA WAY | 1 | GLORIETTA BLVD | ORCHARD RD | 1,849 | 44 | A | 71 |
| MORAGA WAY | 2 | ORCHARD RD | VALLEY VIEW DR | 1,667 | 42 | A | 82 |
| MORAGA WAY | 3 | VALLEY VIEW DR | WOODLAND RD | 1,082 | 44 | A | 88 |
| MORAGA WAY | 4 | WOODLAND RD | IVY DR (WEST) | 1,092 | 42 | A | 74 |
| MORAGA WAY | 5 | IVY DR (WEST) | SOUTHWAITE CT | 1,013 | 42 | A | 76 |
| MORAGA WAY | 6 | SOUTHWAITE CT | CAMINO MORAGA | 1,425 | 42 | A | 75 |
| MORAGA WAY | 1A | CAMINO MORAGA | CORAL DR | 1,824 | 37 | A | 66 |
| MORAGA WAY | 2 | CORAL DR | IVY DR (EAST) | 1,776 | 38 | A | 71 |
| MUTH DR. (2745AM) | 1A | BATES BLVD (W) | WARFORD TERR | 2,367 | 26 | R | 94 |
| MUTH DR. (2745AM) | 2 | WARFORD TERR | WANDA LN | 1,852 | 26 | R | 94 |
| MUTH DR. (2745AM) | 3 | WANDA LN | BATES BLVD (E) | 1,126 | 26 | R | 94 |
| NONIE RD. | 1 | TARA RD | END | 185 | 15 | R | 83 |
| NORMANDY LN.(2555M) | 1 | SLEEPY HOLLOW LN. | RIDGE LN. | 1,290 | 20 | R | 91 |
| NORTH LANE | 1 | CAMINO PABLO | ARDILLA ROAD | 830 | 21 | R | 86 |
| NORTHWOOD CT. (2745X) | 1 | NORTHWOOD DR. | CUL-DE-SAC | 235 | 22 | R | 80 |
| NORTHWOOD DR. (2744D) | 1 | MORAGA WAY | DAVIS RD. | 860 | 24 | R | 95 |
| OAK DRIVE | 1 | MORAGA WAY | 1000' W/MORAGA WAY | 1,000 | 20 | R | 83 |
| OAK DRIVE | 2 | 1000' W/MORAGA WAY | CUL-DE-SAC | 1,421 | 18 | R | 94 |
| OAK FLAT RD. (2755C) | 1 | CHARLES HILL RD. | CUL-DE-SAC | 390 | 15 | R | 15 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| OAK LANE (2655C) | 1 | MINER RD. | END | 230 | 17 | R | 89 |
| OAKRIDGE COURT (2745AU) | 1 | TAHOS RD. | CUL-DE-SAC | 480 | 22 | R | 93 |
| OAKWOOD RD. | 1 | ORCHARD RD. | CUL-DE-SAC | 1,600 | 22 | R | 85 |
| OLD CAMINO PABLO | 1 | END - WEST OF CLAREMONT | END - EAST OF CLAREMONT | 394 | 18 | R | 87 |
| OLD CAMINO PABLO | 2 | NORTH LANE | ARDILLA ROAD | 1,139 | 20 | R | 89 |
| ORCHARD CT. (2745 Z) | 1 | MORAGA WAY | CUL-DE-SAC | 165 | 27 | R | 88 |
| ORCHARD RD. (2945 D) | 1A | MORAGA WAY | BROOKSIDE ROAD | 2,609 | 23 | R | 87 |
| ORCHARD RD. (2945 D) | 2C | BROOKSIDE ROAD | GLORIETTA BLVD | 2,071 | 23 | R | 94 |
| ORCHARD ROAD | 1C | GLORIETTA BLVD | CORTE BOMBERO | 1,906 | 21 | R | 90 |
| ORCHARD ROAD | 3 | CORTE BOMBERO | MORAGA WAY | 382 | 21 | R | 88 |
| ORINDA WAY | 1 | END | SANTA MARIA WAY | 195 | 55 | R | 46 |
| ORINDA WAY | 2 | SANTA MARIA WAY | 540 FT N/O SANTA MARIA WAY | 540 | 50 | A | 42 |
| ORINDA WAY | 3 | 540 FT N/O SANTA MARIA WAY | IRWIN WAY | 1,150 | 45 | A | 56 |
| ORINDA WAY | 4 | IRWIN WAY | CAMINO PABLO | 1,104 | 44 | A | 41 |
| ORINDAWOODS DR.(2545AM) | 1A | ALTARINDA RD | KITE HILL RD | 1,760 | 25 | C | 93 |
| ORINDAWOODS DR.(2545AM) | 2 | KITE HILL RD | GREYSTONE TERR. | 1,470 | 25 | C | 93 |
| ORINDAWOODS DR.(2545AM) | 3 | GREYSTONE TERR. | E. ALTARINDA | 1,019 | 25 | C | 93 |
| ORIOLE RD. (2445E) | 1 | BOBOLINK RD. | CUL-DE-SAC | 200 | 21 | R | 93 |
| OVERHILL COURT | 1 | OVERHILL RD. | CUL-DE-SAC | 240 | 20 | R | 93 |
| OVERHILL RD. (2744G) | 1A | MORAGA WAY | WESTWOOD CT | 1,186 | 25 | C | 88 |
| OVERHILL RD. (2744G) | 2 | WESTWOOD CT | HIGHLAND COURT | 1,775 | 24 | C | 85 |
| OVERHILL RD. (2744G) | 3 | HIGHLAND COURT | BROADVIEW TERR | 1,242 | 23 | C | 88 |
| OVERHILL RD. (2744G) | 4 | BROADVIEW TERR | TARA RD | 1,066 | 22 | C | 86 |
| OVERHILL RD. (2744G) | 5 | TARA RD | 241 OVERHILL RD | 1,003 | 25 | C | 78 |
| OVERHILL RD. (2744G) | 6 | 241 OVERHILL RD | GLORIETTA BLVD | 1,175 | 25 | C | 78 |
| OWL HILL CT. (2745 AH) | 1 | OWL HILL RD. | CUL-DE-SAC | 180 | 22 | R | 94 |
| OWL HILL RD. (2745 AF) | 1 | OAK WOOD RD. | ESTATES DR. | 1,655 | 22 | R | 93 |
| PARKLANE DR. (2847 C) | 1 | GLORIETTA BLVD. (W) | GLORIETTA BLVD. (E) | 1,800 | 25 | R | 89 |
| PARKWAY CT. (2847 B) | 1 | GLORIETTA BLVD. | END | 960 | 22 | R | 95 |
| PICO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 285 | 20 | R | 94 |
| PIEDMONT AVENUE | 1 | CRESCENT DR. | CLAREMONT AVE. | 365 | 18 | R | 89 |
| PUEBLO COURT | 1 | IVY DRIVE | CUL-DE-SAC | 247 | 24 | R | 89 |
| RAE COURT | 1 | FIESTA CIRCLE | CUL-DE-SAC | 115 | 26 | R | 93 |
| RAE DRIVE | 1 | FIESTA CIRCLE | CUL-DE-SAC | 292 | 34 | R | 93 |
| RAMONA DRIVE | 1 | IVY DRIVE | ARROYO DRIVE | 1,063 | 23 | R | 86 |
| RANCH RD. (2655D) | 1 | MINER RD. | END | 700 | 18 | R | 94 |
| REDCOACH LN. (2555X) | 1 | DALEWOOD DR. | CUL-DE-SAC | 390 | 29 | R | 93 |
| RHEEM BLVD | 1 | CITY LIMITS | ZANDER DRIVE | 834 | 39 | A | 56 |
| RHEEM BLVD | 2 | ZANDER DRIVE | 1066' W/ZANDER DRIVE | 1,066 | 29 | A | 52 |
| RHEEM BLVD | 3 | 1066' W/ZANDER DRIVE | CAROLYN COURT | 1,048 | 31 | A | 49 |
| RHEEM BLVD | 4C | CAROLYN COURT | MORAGA VIA | 1,771 | 31 | A | 57 |
| RHEEM BLVD | 6 | MORAGA VIA | GLORIETA BLVD | 1,338 | 26 | A | 63 |
| RICHARD COURT | 1 | VALLEY VIEW DRIVE | CUL-DE-SAC | 278 | 18 | R | 75 |
| RIDGE GATE ROAD | 1 | VILLAGE GATE ROAD | CUL-DE-SAC | 580 | 25 | R | 85 |
| RIDGE LN. (2555N) | 1 | EAST END | WEST END | 740 | 18 | R | 91 |
| RISA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 670 | 27 | R | 84 |
| RITA WAY | 1 | DONNA MARIA WAY | DOLORES WAY | 585 | 23 | R | 93 |
| ROBERT RD. (2847 G) | 1 | GLORIETTA BLVD. | CITY LIMITS | 1,230 | 21 | R | 94 |
| RUSTIC WAY | 1 | MORAGA VIA | CUL-DE-SAC | 563 | 16 | R | 87 |
| RYDAL COURT | 1 | EASTWOOD DRIVE | CUL-DE-SAC | 143 | 25 | R | 93 |
| SAGER COURT | 1 | DONNA MARIA WAY | CUL-DE-SAC | 357 | 25 | R | 77 |
| SALLY ANN RD. (2847 A) | 1 | GLORIETTA BLVD. | PARKWAY CT. | 900 | 22 | R | 93 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| SANTA LUCIA (2445H) | 1 | CAMINO DON MIGUEL | CUL-DE-SAC | 435 | 20 | R | 88 |
| SANTA MARIA WY. | 2 | CAMINO PABLO | ORINDA WAY | 190 | 50 | A | 38 |
| SANTA MARIA WY. (2544B) | 1 | ORINDA WAY | ALTARINDA RD | 426 | 50 | C | 81 |
| SANTA MARIA WY. (2544B) | 3 | ALTARINDA ROAD | SANTA MARIA WAY (PRIVATE) | 327 | 38 | R | 89 |
| SCENIC CT. (2745 O) | 1 | SCENIC DR. | CUL-DE-SAC | 240 | 21 | R | 89 |
| SCENIC DR. (2745 C) | 1A | OVERHILL ROAD | NORTHERLY PROP LINE 68 SCENIC | 2,995 | 26 | R | 94 |
| SCENIC DR. (2745 C) | 2 | NORTHERLY PROP LINE 68 SCENIC | ORCHARD ROAD | 1,685 | 26 | R | 94 |
| SILVEROAK TR(2555AE) | 1 | SUNDOWN TR. | CUL-DE-SAC | 657 | 29 | R | 94 |
| SILVERWOOD CT.(2745AX) | 1 | TAHOS RD. | CUL-DE-SAC | 300 | 29 | R | 94 |
| SILVERWOOD RD. | 1 | TAHOS RD | CITY LIMIT | 242 | 29 | R | 89 |
| SINGINGWOOD LN.(2555AB) | 1 | AMBER VALLEY DR. | CUL-DE-SAC | 635 | 29 | R | 93 |
| SLEEPY HOLLOW LN (2555K) | 1A | LOMBARDY LANE | SOUTHERLY EDGE NORMANDY LANE | 2,750 | 22 | UL | 89 |
| SLEEPY HOLLOW LN (2555K) | 2 | SOUTHERLY EDGE NORMANDY LANE | TARRY LANE | 1,693 | 22 | UL | 94 |
| SNOW COURT | 1 | LOST VALLEY DR | CUL-DE-SAC | 600 | 30 | R | 92 |
| SNOWBERRY LN.(2555R) | 1 | TARRY LN | CUL-DE-SAC | 670 | 20 | R | 87 |
| SOUTHWAITE COURT | 1 | MORAGA WAY | CUL-DE-SAC | 822 | 33 | R | 89 |
| SOUTHWOOD CT. (2745T) | 1 | SOUTHWOOD DR. | CUL-DE-SAC | 360 | 23 | R | 94 |
| SOUTHWOOD DR.(2745AZ) | 1A | NORTHWOOD DR | TARA RD | 1,600 | 20 | C | 93 |
| SOUTHWOOD DR.(2745AZ) | 2 | TARA RD | COP 1,150' | 1,150 | 22 | R | 94 |
| SOUTHWOOD DR.(2745AZ) | 3 | Bates Blvd. | End | 180 | 35 | R | 90 |
| SPRING RD.(2645B) | 1 | BROOKWOOD RD. | WEST END | 1,670 | 23 | R | 95 |
| ST. JAMES CT. (2555E) | 1 | VAN RIPPER LANE | CUL-DE-SAC | 790 | 19 | R | 94 |
| ST. STEPHENS DR. | 1 | HIDDEN VALLEY RD | EL NIDO RANCH RD | 716 | 40 | A | 23 |
| ST. STEPHENS DR. | 2 | EL NIDO RANCH RD | LA ESPIRAL | 2,315 | 33 | C | 91 |
| STANTON AVE. (2345H) | 1 | STANTON CT. | CLAREMONT | 560 | 30 | R | 89 |
| STANTON AVE. (2345H) | 1A | CLAREMONT | CUL-DE-SAC | 422 | 25 | R | 89 |
| STANTON CT. | 2 | STANTON AVE. | CUL-DE-SAC | 535 | 25 | R | 87 |
| STEIN WAY | 1 | MORAGA WAY | OAK RD. | 1,210 | 30 | R | 82 |
| STEIN WAY | 2 | OAK RD. | KNICKERBOCKER LN. | 1,530 | 30 | R | 94 |
| STRAWBERRY HOLLOW | 1 | CHARLES HILL ROAD | END | 248 | 17 | R | 90 |
| SUNDOWN TR. (2555AD) | 1 | DALEWOOD DR. (PRIVATE ST.) | SILVER OAK | 1,035 | 33 | R | 93 |
| SUNDOWN TR. (2555AD) | 2 | SILVER OAK | HAPPY VALLEY RD | 815 | 38 | R | 92 |
| SUNNYSIDE CT. (2555U) | 1 | SUNNYSIDE LANE | CUL-DE-SAC | 360 | 26 | R | 93 |
| SUNNYSIDE LN. (2555T) | 1 | VAN TASSEL LANE | END | 1,780 | 23 | R | 94 |
| TAHOS RD. (2745AS) | 1 | WANDA LANE | NORTHERLY PROP LINE 445 TAHOS | 1,789 | 29 | R | 88 |
| TAHOS RD. (2745AS) | 2 | NORTHERLY PROP LINE 445 TAHOS | NORTHERLY PROP LINE 565 TAHOS | 1,698 | 29 | R | 92 |
| TAHOS RD. (2745AS) | 3 | CHANGE OF PAVEMENT | CUL DE SAC | 1,613 | 29 | R | 94 |
| TAPPAN CT. (2555J) | 1 | TAPPAN LN. | CUL-DE-SAC | 568 | 24 | R | 87 |
| TAPPAN LN. (2555G) | 1 | TARRY LN. | PVT. SECT. TAPPAN LN. | 3,450 | 23 | R | 86 |
| TARA RD. (2744F) | 1A | SOUTHWOOD DR | TARABROOK DR | 940 | 25 | C | 82 |
| TARA RD. (2744F) | 2 | TARABROOK DR | NONIE RD | 1,409 | 25 | C | 79 |
| TARA RD. (2744F) | 3 | NONIE RD | OVERHILL RD | 937 | 23 | C | 85 |
| TARABROOK DR. (2745AZ) | 1 | TARA RD. | CUL-DE-SAC | 1,360 | 26 | R | 94 |
| TARRY LN. (2555H) | 1A | LOMBARDY LN | SLEEPY HOLLOW LN. | 500 | 21 | UL | 76 |
| TARRY LN. (2555H) | 1B | SLEEPY HOLLOW LN. | COP N/O 52 TARRY LN | 2,133 | 21 | R | 94 |
| TARRY LN. (2555H) | 2 | COP N/O 52 TARRY LN | VAN TASSEL LN. | 1,562 | 23 | R | 95 |
| TOTTERDELL COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 538 | 25 | R | 94 |
| UNDERHILL RD.(2645C) | 1 | SPRING RD. | CAMINO ENCINAS | 1,600 | 18 | R | 94 |
| VALENCIA ROAD | 1C | DON GABRIEL WAY | ALTAMOUNT DRIVE | 1,730 | 21 | R | 94 |
| VALLEY CT. (2745 BC) | 1 | VALLEY DR. | CUL-DE-SAC | 240 | 29 | R | 95 |
| VALLEY DR. (2835 B) | 1 | SCENIC DR. | HEATHER LN. | 2,500 | 23 | R | 87 |
| VALLEY VIEW DRIVE | 1C | MORAGA WAY | 840' W/WOODLAND ROAD | 2,150 | 28 | C | 81 |

**City of Orinda**
**Desktop Reference - Alphabetical**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| VALLEY VIEW DRIVE | 4 | 840' W/WOODLAND ROAD | PGE SUBSTATION | 1,020 | 28 | C | 85 |
| VALLEY VIEW RD. | 1 | MINER RD. | CUL-DE-SAC | 1,685 | 24 | R | 92 |
| VAN RIPPER LN. (2555B) | 1 | LOMBARDY LANE | VAN TASSEL LANE | 3,840 | 19 | R | 93 |
| VAN TASSEL LN. (2555F) | 1A | LOMBARDY LANE | VAN RIPPER | 1,635 | 24 | R | 94 |
| VAN TASSEL LN. (2555F) | 2 | VAN RIPPER | SUNNYSIDE | 1,271 | 20 | R | 94 |
| VAN TASSEL LN. (2555F) | 3 | SUNNYSIDE | TARRY LANE | 874 | 20 | R | 94 |
| VASHELL WAY | 1 | Moraga Way | Davis Road | 380 | 18 | R | 94 |
| VIA CALLADOS (2555V) | 1 | SUNNYSIDE LANE | CUL-DE-SAC | 340 | 26 | R | 94 |
| VIA FARALLON (2545D) | 1 | MIRA LOMA | LA CUESTA | 1,220 | 16 | R | 93 |
| VIA FLOREADO 2545Q | 2 | VIA FLOREADO STA. 2890 | LAS VEGAS | 1,070 | 17 | R | 95 |
| VIA FLOREADO 2545Q) | 1 | ST. STEPHENS DR. | VIA FLOREADO STA. 2890 | 2,890 | 25 | R | 95 |
| VIA HERMOSA (2545J) | 1 | LA ESPIRAL | LOOP END | 2,000 | 18 | R | 93 |
| VIA LAS CRUCES | 1 | HONEY HILL RD. | LAS VEGAS RD. | 730 | 29 | C | 93 |
| VIANNE CT. (2745Y) | 1 | HILLCREST DR. | CUL-DE-SAC | 300 | 22 | R | 94 |
| VILLAGE GATE ROAD | 1 | ORINDA WOODS DR. | VILLAGE GATE/WATCHWOOD RD. | 1,960 | 25 | R | 79 |
| VIRGINIA DRIVE | 1 | GLORIETTA BLVD | MORAGA VIA | 766 | 24 | R | 93 |
| VISTA DEL MAR(2445K) | 1 | CAMINO DON MIGUEL | DEL MAR COURT | 815 | 25 | R | 87 |
| VISTA DEL MAR(2445K) | 2 | DEL MAR COURT | PRIVATE ROAD | 725 | 25 | R | 91 |
| VISTA DEL ORINDA | 1 | EL TOYONAL | LAS PIEDRAS | 380 | 22 | C | 78 |
| WANDA LANE (2745AR) | 1 | HIDDEN VALLEY RD. | MUTH DR. | 1,020 | 25 | R | 89 |
| WANFLETE CT | 1 | CORAL DRIVE | CUL-DE-SAC | 397 | 25 | R | 93 |
| WARFORD TR. (2745AN) | 1 | MUTH DR. | BATES BLVD | 999 | 33 | R | 93 |
| WARFORD TR. (2745AN) | 2 | BATES BLVD | CUL-DE-SAC | 870 | 20 | R | 92 |
| WASHINGTON LN. (2555L) | 1 | SLEEPY HOLLOW LANE | END | 533 | 21 | UL | 90 |
| WATCHWOOD CT. | 1 | WATCHWOOD RD. | END OF WATCHWOOD CT. | 270 | 21 | R | 69 |
| WESTOVER COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 385 | 25 | R | 93 |
| WHITEHALL DRIVE | 1 | MORAGA WAY | 735' E/O MORAGA WAY | 735 | 33 | R | 93 |
| WHITEHALL DRIVE | 2 | 735' E/O MORAGA WAY | ARDITH DRIVE | 651 | 33 | R | 94 |
| WHITEOAK DR. | 1 | CITY LIMIT | CUL-DE-SAC | 1,080 | 26 | R | 92 |
| WILDER RD. | 1 | ORINDA FIELDS LANE | HWY 24 EB ON-RAMP | 526 | 27 | C | 84 |
| WILDER RD. | 2 | HWY 24 EB ON-RAMP | BRIDGE DECKING (S) | 357 | 40 | C | 21 |
| WILDER RD. | 3 | BRIDGE DECKING (S) | BRIDGE DECKING (N) | 300 | 28 | C | 89 |
| WILDER RD. | 4 | BRIDGE DECKING (N) | 190' N. AT FENCE CORNER | 190 | 37 | C | 26 |
| WOODLAND ROAD | 1 | MORAGA WAY | VALLEY VIEW DRIVE | 1,000 | 21 | R | 88 |
| ZANDER DRIVE | 1 | RHEEM BLVD. | ZANDER COURT | 979 | 29 | R | 94 |
| ZANDER DRIVE | 2 | ZANDER COURT | ALICE LANE | 1,339 | 29 | R | 93 |

# Street List PCI High to Low

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| LOMA VISTA DR. (2345C) | 2 | EL DORADO LN | EL TOYONAL (EAST) | 1,586 | 18 | C | 97 |
| MINER RD. (2444C) | 3A | PAVT CHANGE | GARDINER CT. | 1,630 | 21 | C | 97 |
| HALL DRIVE | 1A | MORAGA WAY | FLEETWOOD CT | 1,257 | 25 | C | 96 |
| LA CRESTA ROAD | 1C | DON GABRIEL WAY | EL NIDO COURT | 1,701 | 21 | R | 96 |
| ABBOT COURT | 1 | MORGA VIA | CUL-DE-SAC | 339 | 19 | R | 95 |
| BATES CT. | 1 | TAHOS RD | END | 394 | 29 | R | 95 |
| CALVIN DRIVE | 3 | CALVIN COURT | END | 360 | 30 | R | 95 |
| CHAPPARAL PLACE | 1 | EL TOYONAL RD | CUL-DE-SAC | 350 | 20 | R | 95 |
| CHARLES HILL PL(2545AK) | 1 | END | CHARLES HILL RD. | 487 | 21 | R | 95 |
| COURTNEY LANE | 1 | DONALD DRIVE | CUL-DE-SAC | 828 | 20 | R | 95 |
| DIABLO VIEW DR. (2655G) | 1 | MINER RD. | CHARLES HILL RD. | 4,310 | 21 | R | 95 |
| EL TOYONAL (2254) | 9 | 1500FT W/O VISTA DEL ORINDA | 3000FT W/O VISTA DEL ORINDA | 1,500 | 18 | R | 95 |
| EL TOYONAL (2254) | 10 | 3000FT W/O VISTA DEL ORINDA | END AT BARRICADE | 1,112 | 18 | R | 95 |
| EL VERANO (2545P) | 1 | LAS VEGAS | CUL-DE-SAC | 620 | 18 | R | 95 |
| HARTFORD RD. (2755D) | 1 | CHARLES HILL CIRCLE | END | 400 | 15 | R | 95 |
| KEITH DRIVE | 1 | WEST END | EVANS PL | 460 | 24 | R | 95 |
| KITTIWAKE RD. (2445G) | 1 | MANZANITA DR. | CUL-DE-SAC | 335 | 20 | R | 95 |
| LAS VEGAS (2544E) | 1 | LA ESPIRAL | MIRA FLORES | 1,189 | 19 | R | 95 |
| LAS VEGAS (2544E) | 2 | MIRA FLORES | VIA LAS CRUCES | 1,000 | 19 | R | 95 |
| LAS VEGAS (2544E) | 4 | ST. STEPHENS DRIVE | LA ESPIRAL ROAD | 1,050 | 19 | R | 95 |
| MEADOW VIEW RD. (2745Q) | 1 | CUL DE SAC EAST OF GLORIETTA BLVD | GLORIETTA BLVD | 1,575 | 22 | R | 95 |
| MORAGA CT. (2745 AA) | 1 | MORAGA WAY | CUL-DE-SAC | 180 | 24 | R | 95 |
| NORTHWOOD DR. (2744D) | 1 | MORAGA WAY | DAVIS RD. | 860 | 24 | R | 95 |
| PARKWAY CT. (2847 B) | 1 | GLORIETTA BLVD. | END | 960 | 22 | R | 95 |
| SPRING RD.(2645B) | 1 | BROOKWOOD RD. | WEST END | 1,670 | 23 | R | 95 |
| TARRY LN. (2555H) | 2 | COP N/O 52 TARRY LN | VAN TASSEL LN. | 1,562 | 23 | R | 95 |
| VALLEY CT. (2745 BC) | 1 | VALLEY DR. | CUL-DE-SAC | 240 | 29 | R | 95 |
| VIA FLOREADO 2545Q | 2 | VIA FLOREADO STA. 2890 | LAS VEGAS | 1,070 | 17 | R | 95 |
| VIA FLOREADO 2545Q) | 1 | ST. STEPHENS DR. | VIA FLOREADO STA. 2890 | 2,890 | 25 | R | 95 |
| ACACIA DR. | 1 | MANZANITA DR. | CUL-DE-SAC | 1,935 | 22 | R | 94 |
| ALICE LANE | 3 | 1000'W/ZANDER DRIVE | DONALD DRIVE | 1,100 | 26 | R | 94 |
| ARBOLADO CT. (2745AP) | 1 | MUTH DR. | CUL-DE-SAC | 360 | 25 | R | 94 |
| ARDITH COURT | 1 | CORAL DRIVE | CUL-DE-SAC | 279 | 25 | R | 94 |
| ARDITH DRIVE | 4 | TOTTERDELL COURT | WESTOVER COURT | 1,145 | 33 | R | 94 |
| ARDITH DRIVE | 5 | WESTOVER COURT | IVY DRIVE | 846 | 33 | R | 94 |
| ARDITH DRIVE | 2C | CORAL DRIVE | TOTTERDELL COURT | 1,242 | 33 | R | 94 |
| ASPINWALL COURT | 1 | EASTWOOD DRIVE | CUL-DE-SAC | 610 | 25 | R | 94 |
| AUSTIN CT. (2745AT) | 1 | MUTH DR. | CUL-DE-SAC | 420 | 25 | R | 94 |
| AVENIDA DE ORINDA | 1 | ORINDA WAY | END | 314 | 39 | R | 94 |
| BARBARA RD.(2645D) | 1 | SPRING RD. | OAK RD. | 1,200 | 20 | R | 94 |
| BATES BLVD. (2745AW) | 2 | MUTH DR (S) | WARFORD TERR | 1,573 | 32 | R | 94 |
| BATES BLVD. (2745AW) | 4 | MUTH DR (N) | TAHOS RD | 1,077 | 32 | R | 94 |
| BATES BLVD. (2745AW) | 1A | DAVIS RD | MUTH DR (S) | 991 | 32 | R | 94 |
| BEACONSFIELD COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 743 | 25 | R | 94 |
| BROADVIEW TR. (2745AD) | 1 | OVERHILL RD. | CUL-DE-SAC | 900 | 24 | R | 94 |
| BROOKBANK RD. (2655A) | 1 | MINER RD. | CUL-DE-SAC | 865 | 19 | R | 94 |
| BRYANT WAY | 1 | CUL-DE-SAC | MORAGA WAY | 276 | 33 | R | 94 |
| CALIFORNIA AVE. (2345J) | 1 | PROPERTY LINE AT #65/61 | Claremont Ave | 250 | 22 | R | 94 |
| CALVIN COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 396 | 30 | R | 94 |
| CAMINO DON MIGUEL(2354D | 1 | MINER ROAD | CAMINO DON MIGUEL | 4,485 | 20 | R | 94 |
| CAMINO ENCINAS (2645E) | 1 | MORAGA WAY (N) | MORAGA WAY (S) | 2,700 | 26 | R | 94 |
| CAMINO SOBRANTE (2544C) | 2A | EL RIBERO (SOUTH) | LA ESPIRAL | 2,460 | 21 | R | 94 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| CAMINO SOBRANTE (2544C) | 4A | LA ESPIRAL | MINER ROAD | 2,354 | 21 | R | 94 |
| CANDLE TR. (2555AA) | 1 | DALEWOOD DR. | CHANGE OF PAVEMENT | 205 | 29 | R | 94 |
| CATHERINE COURT (2745H) | 1 | OVERHILL RD. | CUL-DE-SAC | 540 | 27 | R | 94 |
| CLAREMONT AVE (2345G) | 1 | CAMINO PABLO | HOLLY LANE | 1,930 | 22 | R | 94 |
| COACHWOOD TR. (2555Z) | 1 | DALEWOOD DR. | CUL-DE-SAC | 670 | 29 | R | 94 |
| CORAL DRIVE | 4 | IVY DRIVE | FIESTA CIRCLE | 1,115 | 26 | R | 94 |
| CORTE HOLGANZA | 1 | IVY DRIVE | CUL-DE-SAC | 203 | 27 | R | 94 |
| DALE COURT | 1 | ALTAMOUNT DRIVE | CUL-DE-SAC | 190 | 20 | R | 94 |
| DALEWOOD DR.(2555W) | 2 | LOMBARDY LN | AMBER VALLEY DR | 1,635 | 36 | R | 94 |
| DALEWOOD DR.(2555W) | 3 | AMBER VALLEY DR | SUNDOWN TERR. | 1,047 | 36 | R | 94 |
| DALEWOOD DR.(2555W) | 4 | SUNDOWN TERR. | CUL-DE-SAC (EAST) | 950 | 33 | R | 94 |
| DALEWOOD DR.(2555W) | 1A | CUL-DE-SAC | LOMBARDY LN | 843 | 33 | R | 94 |
| DARYL DR. (2745 J) | 1 | GLORIETTA BLVD. | OVERHILL RD. | 1,180 | 26 | R | 94 |
| DAVIS RD. (2745W) | 1C | BRYANT WAY | SOUTHWOOD DR | 1,700 | 22 | R | 94 |
| DE SOTO CT. | 1 | ST. STEVENS DR. | CUL-DE-SAC | 140 | 26 | R | 94 |
| DEL MAR CT. (2445L) | 1 | VISTA DEL MAR | CUL-DE-SAC | 430 | 25 | R | 94 |
| DOUGLAS CT. (2847 H) | 1 | ROBERT RD. | CUL-DE-SAC | 208 | 20 | R | 94 |
| E. ALTARINDA DR(2545AC) | 2 | ORINDAWOODS DR. | CUL-DE-SAC | 1,090 | 29 | R | 94 |
| EASTWOOD DRIVE | 2 | CARISBROOK DRIVE | CORAL DRIVE | 1,031 | 33 | R | 94 |
| EL SERENO RD. (2545V) | 1 | LA ESPIRAL | CUL-DE-SAC | 900 | 15 | R | 94 |
| ELLEN CT. (2545AB) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 516 | 25 | R | 94 |
| ESTATES DR. (2745 F) | 2 | BROOKSIDE ROAD | SCENIC DRIVE | 2,803 | 27 | R | 94 |
| EVERGREEN DR. (2745AY) | 1 | TARABROOK DR. | CUL-DE-SAC | 1,650 | 29 | R | 94 |
| FLEETWOOD COURT | 1C | HALL DRIVE | CUL-DE-SAC | 723 | 25 | R | 94 |
| HACIENDA CIRCLE | 1 | ACACIA DR (N) | HACIENDA CIRCLE | 1,200 | 22 | R | 94 |
| HACIENDA CIRCLE | 2 | ACACIA DR (S) | END | 425 | 23 | R | 94 |
| HAWKRIDGE TR.(2545AL) | 1 | ORINDAWOODS DR. | HAWKRIDGE TR | 210 | 25 | R | 94 |
| HAWKRIDGE TR.(2545AL) | 2 | EAST END | WEST END | 320 | 29 | R | 94 |
| HIDDEN VALLEY | 2 | PAVEMENT CHANGE | CITY LIMIT | 800 | 32 | R | 94 |
| HIGHLAND CT, (2745 AE) | 1 | OVERHILL RD. | CUL-DE-SAC | 420 | 19 | R | 94 |
| HILLCREST DR. (2745K) | 2 | OVERHILL ROAD | END | 1,820 | 23 | R | 94 |
| IDYLL COURT | 1 | MORAGA VIA | CUL-DE-SAC | 230 | 31 | R | 94 |
| IRONBARK CR. (2545AQ) | 1 | ORINDAWOODS DR. (W) | ORINDAWOODS DR. (E) | 1,988 | 28 | R | 94 |
| IRONBARK CT. (2545AR) | 1 | IRONBARK CR. | CUL-DE-SAC | 466 | 29 | R | 94 |
| IRONBARK PL.(2545AS) | 1 | IRONBARK CR. | CUL-DE-SAC | 365 | 29 | R | 94 |
| IRVING CT. (2555D) | 1 | IRVING LANE | CUL-DE-SAC | 208 | 21 | R | 94 |
| IRVING LANE | 1 | LOMBARDY LANE | VAN RIPPER LANE | 1,296 | 21 | R | 94 |
| KATRINA CT. (2555Q) | 1 | VAN TASSEL LANE | CUL-DE-SAC | 275 | 21 | R | 94 |
| LA CAMPANA (2545K) | 1 | LA ESPIRAL (E) | LA ESPIRAL (W) | 2,600 | 18 | R | 94 |
| LA CINTILLA | 1 | DIAS DORADOS | CUL-DE-SAC | 860 | 17 | R | 94 |
| LA ESPIRAL (2544D) | 3 | VIA HERMOSA | CAMINO SOBRANTE NORTH | 1,094 | 20 | R | 94 |
| LA ESPIRAL (2544D) | 1B | 2,400' COP | LAS VEGAS  ROAD | 2,100 | 20 | R | 94 |
| LA NORIA (2545F) | 1 | CAMINO SOBRANTE (S) | CAMINO SOBRANTE (N) | 1,530 | 15 | R | 94 |
| LA SOMBRA COURT | 1 | ARDOR DRIVE | CUL-DE-SAC | 505 | 25 | R | 94 |
| MARSTON RD. (2345N) | 1 | MONTE VISTA RD. | CUL-DE-SAC | 1,025 | 16 | R | 94 |
| MEADOW CT. (2745 D) | 1 | MEADOW LN. | CUL-DE-SAC | 365 | 21 | R | 94 |
| MEADOW LN. (2745 N) | 1 | GLORIETTA BLVD. | MEADOW VIEW RD. | 1,380 | 25 | R | 94 |
| MUTH DR. (2745AM) | 2 | WARFORD TERR | WANDA LN | 1,852 | 26 | R | 94 |
| MUTH DR. (2745AM) | 3 | WANDA LN | BATES BLVD (E) | 1,126 | 26 | R | 94 |
| MUTH DR. (2745AM) | 1A | BATES BLVD (W) | WARFORD TERR | 2,367 | 26 | R | 94 |
| OAK DRIVE | 2 | 1000' W/MORAGA WAY | CUL-DE-SAC | 1,421 | 18 | R | 94 |
| ORCHARD RD. (2945 D) | 2C | BROOKSIDE ROAD | GLORIETTA BLVD | 2,071 | 23 | R | 94 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| OWL HILL CT. (2745 AH) | 1 | OWL HILL RD. | CUL-DE-SAC | 180 | 22 | R | 94 |
| PICO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 285 | 20 | R | 94 |
| RANCH RD. (2655D) | 1 | MINER RD. | END | 700 | 18 | R | 94 |
| ROBERT RD. (2847 G) | 1 | GLORIETTA BLVD. | CITY LIMITS | 1,230 | 21 | R | 94 |
| SCENIC DR. (2745 C) | 2 | NORTHERLY PROP LINE 68 SCENIC | ORCHARD ROAD | 1,685 | 26 | R | 94 |
| SCENIC DR. (2745 C) | 1A | OVERHILL ROAD | NORTHERLY PROP LINE 68 SCENIC | 2,995 | 26 | R | 94 |
| SILVEROAK TR(2555AE) | 1 | SUNDOWN TR. | CUL-DE-SAC | 657 | 29 | R | 94 |
| SILVERWOOD CT.(2745AX) | 1 | TAHOS RD. | CUL-DE-SAC | 300 | 29 | R | 94 |
| SLEEPY HOLLOW LN (2555K) | 2 | SOUTHERLY EDGE NORMANDY LANE | TARRY LANE | 1,693 | 22 | UL | 94 |
| SOUTHWOOD CT. (2745T) | 1 | SOUTHWOOD DR. | CUL-DE-SAC | 360 | 23 | R | 94 |
| SOUTHWOOD DR.(2745AZ) | 2 | TARA RD | COP 1,150' | 1,150 | 22 | R | 94 |
| ST. JAMES CT. (2555E) | 1 | VAN RIPPER LANE | CUL-DE-SAC | 790 | 19 | R | 94 |
| STEIN WAY | 2 | OAK RD. | KNICKERBOCKER LN. | 1,530 | 30 | R | 94 |
| SUNNYSIDE LN. (2555T) | 1 | VAN TASSEL LANE | END | 1,780 | 23 | R | 94 |
| TAHOS RD. (2745AS) | 3 | CHANGE OF PAVEMENT | CUL DE SAC | 1,613 | 29 | R | 94 |
| TARABROOK DR. (2745AZ) | 1 | TARA RD. | CUL-DE-SAC | 1,360 | 26 | R | 94 |
| TARRY LN. (2555H) | 1B | SLEEPY HOLLOW LN. | COP N/O 52 TARRY LN | 2,133 | 21 | R | 94 |
| TOTTERDELL COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 538 | 25 | R | 94 |
| UNDERHILL RD.(2645C) | 1 | SPRING RD. | CAMINO ENCINAS | 1,600 | 18 | R | 94 |
| VALENCIA ROAD | 1C | DON GABRIEL WAY | ALTAMOUNT DRIVE | 1,730 | 21 | R | 94 |
| VAN TASSEL LN. (2555F) | 2 | VAN RIPPER | SUNNYSIDE | 1,271 | 20 | R | 94 |
| VAN TASSEL LN. (2555F) | 3 | SUNNYSIDE | TARRY LANE | 874 | 20 | R | 94 |
| VAN TASSEL LN. (2555F) | 1A | LOMBARDY LANE | VAN RIPPER | 1,635 | 24 | R | 94 |
| VASHELL WAY | 1 | Moraga Way | Davis Road | 380 | 18 | R | 94 |
| VIA CALLADOS (2555V) | 1 | SUNNYSIDE LANE | CUL-DE-SAC | 340 | 26 | R | 94 |
| VIANNE CT. (2745Y) | 1 | HILLCREST DR. | CUL-DE-SAC | 300 | 22 | R | 94 |
| WHITEHALL DRIVE | 2 | 735' E/O MORAGA WAY | ARDITH DRIVE | 651 | 33 | R | 94 |
| ZANDER DRIVE | 1 | RHEEM BLVD. | ZANDER COURT | 979 | 29 | R | 94 |
| ALBO CT. | 1 | KENMORE CT. | CUL-DE-SAC | 411 | 25 | R | 93 |
| ALTAMOUNT DRIVE | 1C | LA CRESTA ROAD | MORAGA WAY | 1,215 | 21 | R | 93 |
| CAMINO PABLO | 2 | ARDILLA ROAD/NORTH LN | SOL BRAE WY | 2,040 | 39 | A | 93 |
| CAMINO PABLO | 3 | SOL BRAE WY | MONTE VISTA RD | 1,045 | 39 | A | 93 |
| CAMINO PABLO | 1A | MINER RD | ARDILLA ROAD/NORTH LN | 1,600 | 43 | A | 93 |
| CANDLESTICK RD.(2645H) | 1 | KNICKERBOCKER LANE | CUL-DE-SAC | 780 | 25 | R | 93 |
| CARISBROOK DRIVE | 1C | CORAL DRIVE | CUL-DE-SAC | 1,160 | 25 | R | 93 |
| CEDAR LANE | 1 | DONALD DRIVE | CUL-DE-SAC | 859 | 27 | R | 93 |
| CORTE DEL REY | 1 | IVY DRIVE | CUL-DE-SAC | 327 | 27 | R | 93 |
| CREST VIEW DR. | 2 | CREST VIEW COURT | CULVER COURT | 1,394 | 22 | R | 93 |
| CULVER CT. | 1 | CREST VIEW DR. | CUL-DE-SAC | 691 | 20 | R | 93 |
| DEBRA CT. (2745 AQ) | 1 | SCENIC DR. | CUL-DE-SAC | 168 | 25 | R | 93 |
| DESCANSO DRIVE | 1C | IVY DRIVE | END | 1,498 | 30 | R | 93 |
| DONALD DRIVE | 5 | ALICE LANE | PRIVATE STREET | 1,140 | 29 | R | 93 |
| DONALD DRIVE | 1C | CUL-DE-SAC | HALL DRIVE | 2,587 | 29 | R | 93 |
| DONNA MARIA WAY | 3 | LAVENIDA | END @ 131 DONNA MARIA | 325 | 24 | R | 93 |
| DOS ENCINAS | 1 | EL CAMINO MORAGA | CUL-DE-SAC | 1,202 | 27 | R | 93 |
| DUNCAN COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 107 | 64 | R | 93 |
| EDGEWOOD RD. | 1 | LOST VALLEY DR. | END | 601 | 23 | R | 93 |
| EL CAMINO MORAGA | 2 | DON GABRIEL WAY | MORAGA WAY | 737 | 26 | UL | 93 |
| EL CORTE | 1 | MORAGA WAY | CUL-DE-SAC | 135 | 25 | R | 93 |
| EL NIDO RANCH RD (2854) | 1 | ST. STEVENS DR. | CITY LIMITS | 1,935 | 37 | A | 93 |
| EVANS PLACE | 1 | KEITH DRIVE | CUL-DE-SAC | 322 | 24 | R | 93 |
| GLORIETTA BLVD (2731 B) | 2 | SHADOW CREEK LN | RHEEM BLVD | 1,475 | 30 | A | 93 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| GLORIETTA BLVD (2731 B) | 1A | MORAGA WAY | SHADOW CREEK LN | 1,585 | 30 | A | 93 |
| HALL DRIVE | 2 | FLEETWOOD CT | DONALD DR | 1,707 | 27 | C | 93 |
| ICHABOD LN. (2555S) | 1 | SLEEPY HOLLOW LANE | BERRY BROOK HOLLOW (PVT) | 1,155 | 21 | R | 93 |
| IRWIN WAY | 1 | ORINDA WAY | END | 379 | 22 | R | 93 |
| KENMORE CT. | 1 | LOST VALLEY DR. | CUL-DE-SAC | 492 | 25 | R | 93 |
| LA CRESTA ROAD | 3C | EL NIDO COURT | WOODLAND RIOAD | 1,576 | 21 | R | 93 |
| LA ESPIRAL (2544D) | 2 | LAS VEGAS ROAD | VIA HERMOSA | 2,881 | 20 | R | 93 |
| LAS VEGAS (2544E) | 3 | VIA LAS CRUCES | ST. STEPHENS DRIVE | 320 | 31 | C | 93 |
| LOMA LINDA COURT | 1 | ARDOR DRIVE | END | 580 | 24 | R | 93 |
| LOMBARDY LN. (2554) | 1A | MINER ROAD | TARRY LANE | 1,136 | 25 | C | 93 |
| MARTHA RD.(2745H) | 2 | HILLCREST RD. | CUL DE SAC | 1,645 | 33 | R | 93 |
| MINER RD. (2444C) | 1A | CAMINO PABLO | BIEN VENIDA | 1,480 | 27 | A | 93 |
| MINER RD. (2444C) | 1B | BIEN VENIDA | CAMINO DON MIGUEL | 1,895 | 27 | A | 93 |
| MINER RD. (2444C) | 1C | CAMINO DON MIGUEL | LOMBARDY LN | 1,950 | 26 | A | 93 |
| MINER RD. (2444C) | 2C | SYCAMORE RD | PAVT CHANGE | 920 | 23 | C | 93 |
| MONTE VISTA RD (2345M) | 1 | CAMINO PABLO | PRIVATE STREET | 2,700 | 20 | R | 93 |
| OAKRIDGE COURT (2745AU) | 1 | TAHOS RD. | CUL-DE-SAC | 480 | 22 | R | 93 |
| ORINDAWOODS DR.(2545AM) | 2 | KITE HILL RD | GREYSTONE TERR. | 1,470 | 25 | C | 93 |
| ORINDAWOODS DR.(2545AM) | 3 | GREYSTONE TERR. | E. ALTARINDA | 1,019 | 25 | C | 93 |
| ORINDAWOODS DR.(2545AM) | 1A | ALTARINDA RD | KITE HILL RD | 1,760 | 25 | C | 93 |
| ORIOLE RD. (2445E) | 1 | BOBOLINK RD. | CUL-DE-SAC | 200 | 21 | R | 93 |
| OVERHILL COURT | 1 | OVERHILL RD. | CUL-DE-SAC | 240 | 20 | R | 93 |
| OWL HILL RD. (2745 AF) | 1 | OAK WOOD RD. | ESTATES DR. | 1,655 | 22 | R | 93 |
| RAE COURT | 1 | FIESTA CIRCLE | CUL-DE-SAC | 115 | 26 | R | 93 |
| RAE DRIVE | 1 | FIESTA CIRCLE | CUL-DE-SAC | 292 | 34 | R | 93 |
| REDCOACH LN. (2555X) | 1 | DALEWOOD DR. | CUL-DE-SAC | 390 | 29 | R | 93 |
| RITA WAY | 1 | DONNA MARIA WAY | DOLORES WAY | 585 | 23 | R | 93 |
| RYDAL COURT | 1 | EASTWOOD DRIVE | CUL-DE-SAC | 143 | 25 | R | 93 |
| SALLY ANN RD. (2847 A) | 1 | GLORIETTA BLVD. | PARKWAY CT. | 900 | 22 | R | 93 |
| SINGINGWOOD LN.(2555AB) | 1 | AMBER VALLEY DR. | CUL-DE-SAC | 635 | 29 | R | 93 |
| SOUTHWOOD DR.(2745AZ) | 1A | NORTHWOOD DR | TARA RD | 1,600 | 20 | C | 93 |
| SUNDOWN TR. (2555AD) | 1 | DALEWOOD DR. (PRIVATE ST.) | SILVER OAK | 1,035 | 33 | R | 93 |
| SUNNYSIDE CT. (2555U) | 1 | SUNNYSIDE LANE | CUL-DE-SAC | 360 | 26 | R | 93 |
| VAN RIPPER LN. (2555B) | 1 | LOMBARDY LANE | VAN TASSEL LANE | 3,840 | 19 | R | 93 |
| VIA FARALLON (2545D) | 1 | MIRA LOMA | LA CUESTA | 1,220 | 16 | R | 93 |
| VIA HERMOSA (2545J) | 1 | LA ESPIRAL | LOOP END | 2,000 | 18 | R | 93 |
| VIA LAS CRUCES | 1 | HONEY HILL RD. | LAS VEGAS RD. | 730 | 29 | C | 93 |
| VIRGINIA DRIVE | 1 | GLORIETTA BLVD | MORAGA VIA | 766 | 24 | R | 93 |
| WANFLETE CT | 1 | CORAL DRIVE | CUL-DE-SAC | 397 | 25 | R | 93 |
| WARFORD TR. (2745AN) | 1 | MUTH DR. | BATES BLVD | 999 | 33 | R | 93 |
| WESTOVER COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 385 | 25 | R | 93 |
| WHITEHALL DRIVE | 1 | MORAGA WAY | 735' E/O MORAGA WAY | 735 | 33 | R | 93 |
| ZANDER DRIVE | 2 | ZANDER COURT | ALICE LANE | 1,339 | 29 | R | 93 |
| AMBER VALLEY DR. (2555Y) | 1 | DALEWOOD DR. | CUL-DE-SAC | 1,060 | 29 | R | 92 |
| BROOKSIDE RD. (2643) | 1A | ESTATES DR | ORCHARD RD | 465 | 24 | R | 92 |
| CALVIN DRIVE | 1C | RHEEM BLVD. | CALVIN COURT | 1,092 | 24 | R | 92 |
| CAMINO SOBRANTE (2544C) | 3B | LA NORIA (SOUTH) | LA ESPIRAL | 1,946 | 21 | R | 92 |
| CANON DR. (2345D) | 1 | EL TOYONAL | CUL-DE-SAC | 3,650 | 15 | R | 92 |
| DONNA MARIA WAY | 1 | DOLORES WAY | RITA WAY | 1,075 | 23 | R | 92 |
| DOVER COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 436 | 25 | R | 92 |
| KITE HILL RD. (2545AN) | 1 | ORINDAWOODS DR. | LA CUESTA | 1,765 | 25 | R | 92 |
| LA VUELTA | 1 | LA ESPIRAL (S) | LA ESPIRAL (N) | 1,610 | 16 | R | 92 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| LOST VALLEY DRIVE | 10C | EDGEWOOD RD | CUL-DE-SAC | 932 | 24 | R | 92 |
| MANZANITA DR. (2445F) | 1 | CAMINO PABLO | CREEK BRIDGE | 580 | 24 | R | 92 |
| MIRA FLORES | 1 | LAS VEGAS | EL GAVILAN | 227 | 18 | R | 92 |
| MORAGA WAY | 2 | OVERHILL RD | CAMINO ENCINAS (N) | 1,385 | 40 | A | 92 |
| SNOW COURT | 1 | LOST VALLEY DR | CUL-DE-SAC | 600 | 30 | R | 92 |
| SUNDOWN TR. (2555AD) | 2 | SILVER OAK | HAPPY VALLEY RD | 815 | 38 | R | 92 |
| TAHOS RD. (2745AS) | 2 | NORTHERLY PROP LINE 445 TAHOS | NORTHERLY PROP LINE 565 TAHOS | 1,698 | 29 | R | 92 |
| VALLEY VIEW RD. | 1 | MINER RD. | CUL-DE-SAC | 1,685 | 24 | R | 92 |
| WARFORD TR. (2745AN) | 2 | BATES BLVD | CUL-DE-SAC | 870 | 20 | R | 92 |
| WHITEOAK DR. | 1 | CITY LIMIT | CUL-DE-SAC | 1,080 | 26 | R | 92 |
| BROOKSIDE RD. (2643) | 2 | ORCHARD RD | MORAGA WAY | 515 | 24 | R | 91 |
| CAMINO SOBRANTE (2544C) | 3A | EL RIBERO (NORTH) | LA NORIA (SOUTH) | 1,450 | 21 | R | 91 |
| CREST VIEW DR. | 3 | CULVER COURT | COP 2,305' W/O CULVER CT | 2,305 | 22 | R | 91 |
| FALLEN LEAF TR. (2555AC | 1 | DALEWOOD DR. | CUL-DE-SAC | 845 | 29 | R | 91 |
| LAVINA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 675 | 24 | R | 91 |
| LOS AMIGOS (2345L) | 1 | CAMINO PABLO | CUL-DE-SAC | 484 | 22 | R | 91 |
| MORAGA VIA | 2 | WOODCREST DRIVE | RUSTIC WAY | 695 | 22 | R | 91 |
| NORMANDY LN.(2555M) | 1 | SLEEPY HOLLOW LN. | RIDGE LN. | 1,290 | 20 | R | 91 |
| RIDGE LN. (2555N) | 1 | EAST END | WEST END | 740 | 18 | R | 91 |
| ST. STEPHENS DR. | 2 | EL NIDO RANCH RD | LA ESPIRAL | 2,315 | 33 | C | 91 |
| VISTA DEL MAR(2445K) | 2 | DEL MAR COURT | PRIVATE ROAD | 725 | 25 | R | 91 |
| BERKELEY AVE (2345Y) | 1 | CLAREMONT AVE | END | 752 | 22 | R | 90 |
| BOBOLINK RD. (2354B) | 1 | MANZANITA DR. | LOS ALTOS | 1,990 | 22 | R | 90 |
| CHARLES HILL RD. (2444) | 4 | SOULE RD | DIABLO VIEW DR | 2,035 | 21 | R | 90 |
| CORAL DRIVE | 1C | MORAGA WAY | IVY DR | 1,720 | 33 | UL | 90 |
| DARNBY COURT | 1 | ARDITH DRIVE | CUL-DE-SAC | 471 | 25 | R | 90 |
| DONALD DRIVE | 4 | HALL DRIVE | ALICE LANE | 645 | 25 | R | 90 |
| EL NIDO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 194 | 20 | R | 90 |
| HEATHER LN. | 1 | WEST END | EAST END | 775 | 26 | R | 90 |
| HEATHER LN. | 2 | Scenic Drive | Private Street | 520 | 25 | R | 90 |
| KEITH DRIVE | 2 | EVANS PL | DONALD DRIVE | 537 | 24 | R | 90 |
| KNICKERBOCKER LN(2645G) | 1 | SPRING RD. | STEIN WAY | 1,300 | 30 | R | 90 |
| LINDA VISTA (2545C) | 1 | MIRA LOMA | END | 1,330 | 17 | R | 90 |
| MIRA LOMA (2545G) | 1 | CAMINO SOBRANTE | LINDA VISTA | 1,010 | 19 | R | 90 |
| MORAGA VIA | 3 | RUSTIC WAY | RHEEM BLVD | 834 | 19 | R | 90 |
| MORAGA VIA | 4 | GLORIETTA BLVD. | VIRGINIA DRIVE | 911 | 21 | R | 90 |
| ORCHARD ROAD | 1C | GLORIETTA BLVD | CORTE BOMBERO | 1,906 | 21 | R | 90 |
| SOUTHWOOD DR.(2745AZ) | 3 | Bates Blvd. | End | 180 | 35 | R | 90 |
| STRAWBERRY HOLLOW | 1 | CHARLES HILL ROAD | END | 248 | 17 | R | 90 |
| WASHINGTON LN. (2555L) | 1 | SLEEPY HOLLOW LANE | END | 533 | 21 | UL | 90 |
| ARDILLA RD. (2345E) | 1 | CAMINO PABLO | NORTH LANE | 1,800 | 21 | R | 89 |
| ARDOR DRIVE | 2 | LOMA LINDA COURT | MORAGA WAY | 268 | 26 | R | 89 |
| AVIS COURT | 1 | DONALD DRIVE | CUL-DE-SAC | 166 | 26 | R | 89 |
| BEL AIR CT. (2847K) | 1 | BEL AIR DR. | CUL-DE-SAC | 145 | 22 | R | 89 |
| BEL AIR DR. (2847 J) | 1 | PARKLANE DR. | CUL-DE-SAC | 1,380 | 25 | R | 89 |
| CARMEN COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 340 | 20 | R | 89 |
| CHARLES HILL CR.(2755A) | 1 | CHARLES HILL RD. (S) | CHARLES HILL RD. (N) | 2,800 | 20 | R | 89 |
| CHELTON COURT | 1 | WHITEHALL DRIVE | CUL-DE-SAC | 420 | 25 | R | 89 |
| CIELO COURT | 1 | IVY DRIVE | CUL-DE-SAC | 214 | 25 | R | 89 |
| CRESCENT DR | 1 | CLAREMONT AVE. | PIEDMONT AVE. | 896 | 19 | R | 89 |
| CREST VIEW DR. | 4 | COP 2,305' W/O CULVER CT | CUL DE SAC | 914 | 22 | R | 89 |
| DOLORES WAY | 1C | CUL-DE-SAC | PRIVATE STREET | 1,605 | 22 | R | 89 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| DON GABRIEL WAY | 1 | VALLEY VIEW DRIVE | LA CRESTA RD | 1,406 | 25 | UL | 89 |
| DONNA MARIA WAY | 2 | RITA WAY | EL CAMINO MORAGA | 585 | 23 | R | 89 |
| EL GAVILAN (2545R) | 1 | LA ESPIRAL | END | 2,700 | 18 | R | 89 |
| ESTABUENO | 1 | LAVENIDA | CUL-DE-SAC | 387 | 24 | R | 89 |
| ESTABUENO | 2 | LAVENIDA | MORAGA WAY | 1,029 | 24 | R | 89 |
| GLORIETTA COURT | 1 | GLORIETTA BLVD | CUL-DE-SAC | 742 | 22 | R | 89 |
| GOODFELLOW DRIVE | 1 | ALICE LN | CITY LIMITS | 709 | 29 | R | 89 |
| GREAT OAK CR. (2745 AB) | 1 | ORCHARD RD. | CUL-DE-SAC | 155 | 22 | R | 89 |
| GREYSTONE TR. (2545AP) | 1 | ORINDAWOODS DR. | GREYSTONE TR | 360 | 25 | R | 89 |
| HILLCREST DR. (2745K) | 1 | MARTHA RD. | OVERHILL ROAD | 1,610 | 23 | UL | 89 |
| LAVENIDA | 1 | MORAGA WAY | B.C. @ 90 DEGREE | 932 | 24 | R | 89 |
| LIND COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 781 | 26 | R | 89 |
| LONGVIEW TERRACE | 1 | ORCHARD ROAD | CUL-DE-SAC | 331 | 20 | R | 89 |
| MARTHA RD.(2745H) | 1 | GLORIETTA BLVD. | HILLCREST RD. | 500 | 29 | UL | 89 |
| MEADOWLANDS COURT | 1 | MORAGA WAY | CUL-DE-SAC | 128 | 24 | R | 89 |
| OAK LANE (2655C) | 1 | MINER RD. | END | 230 | 17 | R | 89 |
| OLD CAMINO PABLO | 2 | NORTH LANE | ARDILLA ROAD | 1,139 | 20 | R | 89 |
| PARKLANE DR. (2847 C) | 1 | GLORIETTA BLVD. (W) | GLORIETTA BLVD. (E) | 1,800 | 25 | R | 89 |
| PIEDMONT AVENUE | 1 | CRESCENT DR. | CLAREMONT AVE. | 365 | 18 | R | 89 |
| PUEBLO COURT | 1 | IVY DRIVE | CUL-DE-SAC | 247 | 24 | R | 89 |
| SANTA MARIA WY. (2544B) | 3 | ALTARINDA ROAD | SANTA MARIA WAY (PRIVATE) | 327 | 38 | R | 89 |
| SCENIC CT. (2745 O) | 1 | SCENIC DR. | CUL-DE-SAC | 240 | 21 | R | 89 |
| SILVERWOOD RD. | 1 | TAHOS RD | CITY LIMIT | 242 | 29 | R | 89 |
| SLEEPY HOLLOW LN (2555K) | 1A | LOMBARDY LANE | SOUTHERLY EDGE NORMANDY LANE | 2,750 | 22 | UL | 89 |
| SOUTHWAITE COURT | 1 | MORAGA WAY | CUL-DE-SAC | 822 | 33 | R | 89 |
| STANTON AVE. (2345H) | 1 | STANTON CT. | CLAREMONT | 560 | 30 | R | 89 |
| STANTON AVE. (2345H) | 1A | CLAREMONT | CUL-DE-SAC | 422 | 25 | R | 89 |
| WANDA LANE (2745AR) | 1 | HIDDEN VALLEY RD. | MUTH DR. | 1,020 | 25 | R | 89 |
| WILDER RD. | 3 | BRIDGE DECKING (S) | BRIDGE DECKING (N) | 300 | 28 | C | 89 |
| ALICE LANE | 1C | GOODFELLOW DRIVE | ZANDER DRIVER | 387 | 29 | R | 88 |
| FIESTA CIRCLE | 1C | IVY DRIVE (N) | IVY DRIVE (S) | 2,344 | 33 | R | 88 |
| FRANCISCO COURT | 1 | LA CRESTA ROAD | CUL-DE-SAC | 660 | 20 | R | 88 |
| GLORIETTA BLVD (2731 B) | 3 | RHEEM BLVD. | MARTHA RD. | 1,314 | 32 | A | 88 |
| LA CUESTA (2545E) | 1 | CAMINO SOBRANTE | END | 3,080 | 15 | R | 88 |
| MANZANITA DR. (2354A) | 2 | CREEK BRIDGE | END (PRIVATE ST.) | 3,360 | 20 | R | 88 |
| MORAGA WAY | 3 | VALLEY VIEW DR | WOODLAND RD | 1,082 | 44 | A | 88 |
| ORCHARD CT. (2745 Z) | 1 | MORAGA WAY | CUL-DE-SAC | 165 | 27 | R | 88 |
| ORCHARD ROAD | 3 | CORTE BOMBERO | MORAGA WAY | 382 | 21 | R | 88 |
| OVERHILL RD. (2744G) | 3 | HIGHLAND COURT | BROADVIEW TERR | 1,242 | 23 | C | 88 |
| OVERHILL RD. (2744G) | 1A | MORAGA WAY | WESTWOOD CT | 1,186 | 25 | C | 88 |
| SANTA LUCIA (2445H) | 1 | CAMINO DON MIGUEL | CUL-DE-SAC | 435 | 20 | R | 88 |
| TAHOS RD. (2745AS) | 1 | WANDA LANE | NORTHERLY PROP LINE 445 TAHOS | 1,789 | 29 | R | 88 |
| WOODLAND ROAD | 1 | MORAGA WAY | VALLEY VIEW DRIVE | 1,000 | 21 | R | 88 |
| ARDOR DRIVE | 1 | CUL-DE-SAC | LOMA LINDA COURT | 971 | 22 | R | 87 |
| CAMINO SOBRANTE (2544C) | 2B | LA ESPIRAL | EL RIBERO (NORTH) | 2,190 | 21 | R | 87 |
| DAPHNE CT. | 1 | CHARLES HILL ROAD | END | 267 | 15 | R | 87 |
| DIAS DORADOS | 1 | CAMINO SOBRANTE | LA CINTILLA | 719 | 17 | R | 87 |
| EASTWOOD DRIVE | 1 | MORAGA WAY | CARISBROOK DRIVE | 565 | 33 | R | 87 |
| GLORIETTA BLVD (2731 B) | 4 | MARTHA RD. | OVERHILL RD. | 1,151 | 31 | A | 87 |
| IVY DRIVE | 4 | RISA COURT | DANZA COURT | 916 | 35 | C | 87 |
| IVY DRIVE | 5 | DANZA COURT | PUEBLO COURT | 1,081 | 35 | C | 87 |
| LA SENDA (2545W) | 1 | LA NORIA | CUL-DE-SAC | 330 | 16 | R | 87 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| LOS ALTOS (2354C) | 1 | CAMINO DON MIGUEL | BOBOLINK RD. | 385 | 22 | R | 87 |
| LOST VALLEY DRIVE | 5 | PGE SUBSTATION | 700' W OF PGE SUBSTATION | 700 | 24 | R | 87 |
| LOST VALLEY DRIVE | 7C | PL BET. 17/19 LOST VALLEY DR | EDGEWOOD RD | 1,577 | 24 | R | 87 |
| MEADOW VIEW RD. (2745Q) | 2 | GLORIETTA BLVD | CUL DE SAC WEST OF GLORIETTA BLVD | 1,800 | 22 | R | 87 |
| MORAGA VIA | 1 | VIRGINIA DRIVE | WOODCREST DRIVE (PVT) | 601 | 20 | R | 87 |
| MORAGA WAY | 4 | LLOYD LN | BROOKSIDE RD | 1,518 | 38 | A | 87 |
| OLD CAMINO PABLO | 1 | END - WEST OF CLAREMONT | END - EAST OF CLAREMONT | 394 | 18 | R | 87 |
| ORCHARD RD. (2945 D) | 1A | MORAGA WAY | BROOKSIDE ROAD | 2,609 | 23 | R | 87 |
| RUSTIC WAY | 1 | MORAGA VIA | CUL-DE-SAC | 563 | 16 | R | 87 |
| SNOWBERRY LN.(2555R) | 1 | TARRY LN | CUL-DE-SAC | 670 | 20 | R | 87 |
| STANTON CT. | 2 | STANTON AVE. | CUL-DE-SAC | 535 | 25 | R | 87 |
| TAPPAN CT. (2555J) | 1 | TAPPAN LN. | CUL-DE-SAC | 568 | 24 | R | 87 |
| VALLEY DR. (2835 B) | 1 | SCENIC DR. | HEATHER LN. | 2,500 | 23 | R | 87 |
| VISTA DEL MAR(2445K) | 1 | CAMINO DON MIGUEL | DEL MAR COURT | 815 | 25 | R | 87 |
| CAMINO DEL DIABLO 2345B | 1 | EL TOYONAL | CHAPPARAL PLACE | 1,790 | 19 | R | 86 |
| CRANE CT. ( 2555P) | 1 | VAN TASSEL LANE | CUL-DE-SAC | 315 | 24 | R | 86 |
| EL TOYONAL (2254) | 8 | VISTA DEL ORINDA | 1500FT W/O VISTA DEL ORINDA | 1,500 | 18 | R | 86 |
| GREENWOOD COURT | 1 | CALVIN DRIVE | CUL-DE-SAC | 1,315 | 20 | R | 86 |
| GREYSTONE TR. (2545AP) | 2 | EAST END | WEST END | 410 | 29 | R | 86 |
| IVY DRIVE | 6C | PUEBLO COURT | MORAGA WAY | 1,870 | 33 | C | 86 |
| IVY DRIVE | 8C | MORAGA WAY | END | 1,042 | 32 | R | 86 |
| NORTH LANE | 1 | CAMINO PABLO | ARDILLA ROAD | 830 | 21 | R | 86 |
| OVERHILL RD. (2744G) | 4 | BROADVIEW TERR | TARA RD | 1,066 | 22 | C | 86 |
| RAMONA DRIVE | 1 | IVY DRIVE | ARROYO DRIVE | 1,063 | 23 | R | 86 |
| TAPPAN LN. (2555G) | 1 | TARRY LN. | PVT. SECT. TAPPAN LN. | 3,450 | 23 | R | 86 |
| ALTARINDA CR. (2545AD) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 245 | 25 | R | 85 |
| CANDLE TR. (2555AA) | 2 | CHANGE OF PAVEMENT | CUL-DE-SAC | 295 | 29 | R | 85 |
| CREST VIEW DR. | 1A | VALLEY VIEW DRIVE | CRESTVIEW COURT | 1,901 | 22 | R | 85 |
| CROSS RIDGE TR.(2545AV) | 1 | KITE HILL RD. | END | 240 | 25 | R | 85 |
| CROSSRIDGE CT. (2545AT) | 1 | KITE HILL RD. | CUL-DE-SAC | 160 | 23 | R | 85 |
| E. ALTARINDA DR(2545AC) | 1 | ORINDAWOODS DR. | EL NIDO RANCH RD. | 1,190 | 30 | C | 85 |
| EASTON COURT | 1 | HALL DRIVE | CUL-DE-SAC | 1,010 | 25 | R | 85 |
| KELLIE ANN CT. (2745BA) | 1 | MEADOW VIEW RD. | CUL-DE-SAC | 320 | 29 | R | 85 |
| LOST VALLEY DRIVE | 6 | 700' W OF PGE SUBSTATION | PL  BET. 17/19 LOST VALLEY DR | 1,020 | 24 | R | 85 |
| MEADOW PARK CT. (2835Z) | 1 | GLORIETTA BLVD. | END | 1,200 | 22 | R | 85 |
| MORAGA WAY | 1AAC | BRYANT WAY | CAMINO PABLO | 870 | 63 | A | 85 |
| OAKWOOD RD. | 1 | ORCHARD RD. | CUL-DE-SAC | 1,600 | 22 | R | 85 |
| OVERHILL RD. (2744G) | 2 | WESTWOOD CT | HIGHLAND COURT | 1,775 | 24 | C | 85 |
| RIDGE GATE ROAD | 1 | VILLAGE GATE ROAD | CUL-DE-SAC | 580 | 25 | R | 85 |
| TARA RD. (2744F) | 3 | NONIE RD | OVERHILL RD | 937 | 23 | C | 85 |
| VALLEY VIEW DRIVE | 4 | 840' W/WOODLAND ROAD | PGE SUBSTATION | 1,020 | 28 | C | 85 |
| ARROYO DRIVE | 1 | IVY DRIVE | CITY LIMITS | 432 | 24 | R | 84 |
| CHARLES HILL RD.(2444A) | 1C | EL NIDO RANCH RD. | CHARLES HILL PL | 470 | 38 | C | 84 |
| DANZA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 208 | 27 | R | 84 |
| MORAGA WAY | 5 | BROOKSIDE RD | GLORIETTA BLVD | 2,058 | 38 | A | 84 |
| RISA COURT | 1 | IVY DRIVE | CUL-DE-SAC | 670 | 27 | R | 84 |
| WILDER RD. | 1 | ORINDA FIELDS LANE | HWY 24 EB ON-RAMP | 526 | 27 | C | 84 |
| ALTARINDA RD. | 1 | SANTA MARIA WY | COP N/O SANTA MARIA WAY | 800 | 37 | C | 83 |
| CAMINO PABLO | 0 | MORAGA WAY | SANTA MARIA WAY | 2,212 | 73 | A | 83 |
| CAMINO PABLO | 2 | CAMINO SOBRANTE | ORINDA WAY | 938 | 65 | A | 83 |
| CAMINO PABLO | 3 | ORINDA WAY | MINER RD | 1,058 | 64 | A | 83 |
| CAMINO PABLO | 1A | SANTA MARIA WAY | CAMINO SOBRANTE | 1,979 | 65 | A | 83 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| ESTATES DR. (2745 F) | 1 | ORCHARD ROAD | BROOKSIDE ROAD | 1,600 | 21 | R | 83 |
| MINER RD. (2444C) | 4A | HONEY HILL RD. | LONGWORTH | 1,050 | 22 | R | 83 |
| MINER RD. (2444C) | 4B | LONGWORTH | DIABLO VIEW DR | 1,430 | 20 | R | 83 |
| NONIE RD. | 1 | TARA RD | END | 185 | 15 | R | 83 |
| OAK DRIVE | 1 | MORAGA WAY | 1000' W/MORAGA WAY | 1,000 | 20 | R | 83 |
| BATES BLVD. (2745AW) | 3 | WARFORD TERR | MUTH DR (N) | 2,179 | 32 | R | 82 |
| BRYANT WAY | 2 | MORAGA WAY | DAVIS ROAD | 480 | 30 | A | 82 |
| CHARLES HILL RD. (2444) | 3 | HONEY HILL ROAD | SOULE RD | 1,980 | 21 | R | 82 |
| HALL DRIVE | 6C | Rhemm Blvd. | 200'+/- S/EASTON COURT END | 1,400 | 25 | R | 82 |
| MORAGA WAY | 2 | ORCHARD RD | VALLEY VIEW DR | 1,667 | 42 | A | 82 |
| MORAGA WAY | 3 | CAMINO ENCINAS | LLOYD LN | 1,445 | 38 | A | 82 |
| STEIN WAY | 1 | MORAGA WAY | OAK RD. | 1,210 | 30 | R | 82 |
| TARA RD. (2744F) | 1A | SOUTHWOOD DR | TARABROOK DR | 940 | 25 | C | 82 |
| CROSSRIDGE PL. (2545AU) | 1 | KITE HILL RD. | CUL-DE-SAC | 147 | 23 | R | 81 |
| CROWN  COURT | 1 | IVY DRIVE | CUL-DE-SAC | 285 | 25 | R | 81 |
| IVY DRIVE | 1C | MORAGA WAY | RISA COURT | 2,716 | 35 | C | 81 |
| SANTA MARIA WY. (2544B) | 1 | ORINDA WAY | ALTARINDA RD | 426 | 50 | C | 81 |
| VALLEY VIEW DRIVE | 1C | MORAGA WAY | 840' W/WOODLAND ROAD | 2,150 | 28 | C | 81 |
| EL CAMINO MORAGA | 1 | DONNA MARIA WAY | DON GABRIEL WAY | 693 | 26 | R | 80 |
| LOMA VISTA DR. (2345C) | 1A | EL TOYONAL (WEST) | EL DORADO LN | 1,360 | 19 | C | 80 |
| NORTHWOOD CT. (2745X) | 1 | NORTHWOOD DR. | CUL-DE-SAC | 235 | 22 | R | 80 |
| BROOKWOOD RD.(2744A) | 2 | CAMINO PABLO | MORAGA WAY | 335 | 47 | A | 79 |
| CORTE SOMBRITA | 1 | IVY DRIVE | CUL-DE-SAC | 270 | 27 | R | 79 |
| HALL DR. | 1 | DONALD DR. | END | 164 | 24 | R | 79 |
| TARA RD. (2744F) | 2 | TARABROOK DR | NONIE RD | 1,409 | 25 | C | 79 |
| VILLAGE GATE ROAD | 1 | ORINDA WOODS DR. | VILLAGE GATE/WATCHWOOD RD. | 1,960 | 25 | R | 79 |
| OVERHILL RD. (2744G) | 5 | TARA RD | 241 OVERHILL RD | 1,003 | 25 | C | 78 |
| OVERHILL RD. (2744G) | 6 | 241 OVERHILL RD | GLORIETTA BLVD | 1,175 | 25 | C | 78 |
| VISTA DEL ORINDA | 1 | EL TOYONAL | LAS PIEDRAS | 380 | 22 | C | 78 |
| DON GABRIEL WAY | 2 | LA CRESTA RD | EL CAMINO MORAGA | 661 | 25 | UL | 77 |
| SAGER COURT | 1 | DONNA MARIA WAY | CUL-DE-SAC | 357 | 25 | R | 77 |
| MORAGA WAY | 5 | IVY DR (WEST) | SOUTHWAITE CT | 1,013 | 42 | A | 76 |
| TARRY LN. (2555H) | 1A | LOMBARDY LN | SLEEPY HOLLOW LN. | 500 | 21 | UL | 76 |
| CAMINO SOBRANTE (2544C) | 5 | CAMINO PABLO | ORINDA WAY | 430 | 38 | A | 75 |
| MORAGA WAY | 6 | SOUTHWAITE CT | CAMINO MORAGA | 1,425 | 42 | A | 75 |
| RICHARD COURT | 1 | VALLEY VIEW DRIVE | CUL-DE-SAC | 278 | 18 | R | 75 |
| GLORIETTA BLVD (2731 B) | 5 | OVERHILL RD | CITY LIMITS | 2,275 | 32 | A | 74 |
| MORAGA WAY | 4 | WOODLAND RD | IVY DR (WEST) | 1,092 | 42 | A | 74 |
| MORAGA WAY | 1C | CAMINO PABLO | OVERHILL RD | 510 | 50 | A | 73 |
| EL SUENO (2545U) | 1 | CAMINO SOBRANTE | CUL-DE-SAC | 525 | 15 | R | 72 |
| MINER RD. (2444C) | 3B | GARDINER CT. | HONEY HILL RD. | 700 | 23 | C | 72 |
| EL TOYONAL (2254) | 7 | CAMINO DEL CIELO | VISTA DEL ORINDA | 2,800 | 18 | C | 71 |
| HARRAN CR. (2545AE) | 1 | E. ALTARINDA DR. | CUL-DE-SAC | 267 | 26 | R | 71 |
| MORAGA WAY | 1 | GLORIETTA BLVD | ORCHARD RD | 1,849 | 44 | A | 71 |
| MORAGA WAY | 2 | CORAL DR | IVY DR (EAST) | 1,776 | 38 | A | 71 |
| EL TOYONAL (2254) | 3 | BONITA LN | LA ENCINAL | 1,676 | 18 | R | 69 |
| WATCHWOOD CT. | 1 | WATCHWOOD RD. | END OF WATCHWOOD CT. | 270 | 21 | R | 69 |
| HIDDEN VALLEY | 1 | ST STEPHENS DRIVE | SR 24 ON RAMP | 950 | 32 | C | 68 |
| LOMBARDY LN. (2554) | 2 | TARRY LANE | VAN RIPPER (S) | 1,367 | 26 | C | 67 |
| MORAGA WAY | 1A | CAMINO MORAGA | CORAL DR | 1,824 | 37 | A | 66 |
| BROOKWOOD RD.(2744A) | 1 | SPRING RD. | CAMINO PABLO | 2,100 | 26 | C | 63 |
| HONEY HILL RD. | 1 | CHARLES HILL RD. | MINER RD. | 2,048 | 22 | C | 63 |

**City of Orinda**
**Desktop Reference - PCI High to Low**

| Street Name | Section ID | From | To | Length | Width | Functional Class | Current PCI |
|---|---|---|---|---|---|---|---|
| RHEEM BLVD | 6 | MORAGA VIA | GLORIETA BLVD | 1,338 | 26 | A | 63 |
| CAMINO PABLO | 1 | MONTE VISTA RD. | BEAR CREEK RD. | 1,600 | 44 | A | 62 |
| CAMINO SOBRANTE (2544C) | 1 | ORINDA WAY | EL RIBERO (SOUTH) | 3,050 | 26 | C | 61 |
| EL TOYONAL (2254) | 6 | WIDTH CHANGE | CAMINO DEL CIELO | 514 | 18 | C | 60 |
| CHARLES HILL RD.(2444A) | 1D | CHARLES HILL PL | HONEY HILL ROAD | 1,380 | 21 | C | 59 |
| LOMBARDY LN. (2554) | 3 | VAN RIPPER (S) | VAN RIPPER (N) | 1,369 | 26 | C | 59 |
| RHEEM BLVD | 4C | CAROLYN COURT | MORAGA VIA | 1,771 | 31 | A | 57 |
| ORINDA WAY | 3 | 540 FT N/O SANTA MARIA WAY | IRWIN WAY | 1,150 | 45 | A | 56 |
| RHEEM BLVD | 1 | CITY LIMITS | ZANDER DRIVE | 834 | 39 | A | 56 |
| RHEEM BLVD | 2 | ZANDER DRIVE | 1066' W/ZANDER DRIVE | 1,066 | 29 | A | 52 |
| LAS PIEDRAS (2244B) | 1 | VISTA DEL ORINDA | LOMAS CANTADAS | 885 | 22 | C | 50 |
| ALICE LANE | 2 | ZANDER DRIVE | 1000' W ZANDER DRIVE | 1,000 | 29 | R | 49 |
| RHEEM BLVD | 3 | 1066' W/ZANDER DRIVE | CAROLYN COURT | 1,048 | 31 | A | 49 |
| ORINDA WAY | 1 | END | SANTA MARIA WAY | 195 | 55 | R | 46 |
| LOMBARDY LN. (2554) | 4 | VAN RIPPER (N) | DALEWOOD DR | 1,238 | 25 | C | 43 |
| ORINDA WAY | 2 | SANTA MARIA WAY | 540 FT N/O SANTA MARIA WAY | 540 | 50 | A | 42 |
| LOMAS CANTADAS | 2 | TRES MESAS | LAS PIEDRAS | 1,367 | 22 | C | 41 |
| ORINDA WAY | 4 | IRWIN WAY | CAMINO PABLO | 1,104 | 44 | A | 41 |
| ALTARINDA RD. | 2 | COP N/O SANTA MARIA WAY | ORINDA WOODS DR | 452 | 37 | C | 39 |
| EL TOYONAL (2254) | 5 | LOMA VISTA (WEST) | WIDTH CHANGE | 1,121 | 20 | C | 39 |
| SANTA MARIA WY. | 2 | CAMINO PABLO | ORINDA WAY | 190 | 50 | A | 38 |
| LA ESPIRAL (2544D) | 1A | CAMINO SOBRANTE SOUTH | 2,400' COP | 2,400 | 20 | R | 37 |
| HAPPY VALLEY RD.(2851) | 1 | CITY LIMIT (SOUTH) | CITY LIMIT (NORTH) | 2,200 | 23 | C | 36 |
| EL TOYONAL (2254) | 4 | LA ENCINAL | LOMA VISTA (WEST) | 1,220 | 18 | R | 35 |
| LOMAS CANTADAS | 1A | CITY LIMITS | TRES MESAS | 2,028 | 22 | C | 35 |
| BEAR CREEK RD. | 1 | CAMINO PABLO | CITY LIMIT | 3,300 | 26 | C | 34 |
| EL TOYONAL (2254) | 2 | LOMA VISTA (EAST) | BONITA LN | 1,106 | 18 | R | 34 |
| MINER RD. (2444C) | 2A | LOMBARDY LN | TIGERTAIL CT | 2,345 | 23 | C | 32 |
| FAIRWAY DR. | 1 | HACIENDA CIR. | END | 103 | 18 | R | 31 |
| EL TOYONAL (2254) | 1A | CAMINO PABLO | 460' W/O CAMINO PABLO | 460 | 39 | C | 28 |
| MINER RD. (2444C) | 2B | TIGERTAIL CT | SYCAMORE RD | 2,075 | 23 | C | 28 |
| WILDER RD. | 4 | BRIDGE DECKING (N) | 190' N. AT FENCE CORNER | 190 | 37 | C | 26 |
| ST. STEPHENS DR. | 1 | HIDDEN VALLEY RD | EL NIDO RANCH RD | 716 | 40 | A | 23 |
| EL TOYONAL (2254) | 1B | 460' W/O CAMINO PABLO | LOMA VISTA (EAST) | 1,321 | 24 | C | 21 |
| WILDER RD. | 2 | HWY 24 EB ON-RAMP | BRIDGE DECKING (S) | 357 | 40 | C | 21 |
| OAK FLAT RD. (2755C) | 1 | CHARLES HILL RD. | CUL-DE-SAC | 390 | 15 | R | 15 |

# City of Orinda
## 2020 PMP Update (PTAP Round 21)

### Data Quality Management Report

For the 2020 Pavement Management Program update for the City of Orinda, Pavement Engineering Inc. (PEI) rated about 92 centerline miles of Arterial, Collector, and Residential roadways. Those 92 centerline miles are broken down into 452 different management segments of varying lengths and widths. PEI completed their initial rating assessment in June 2020.

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

Furthermore, an analysis was performed on the initial ratings to see how each segment's PCI has changed since the last rating was performed. Any segment found to have deteriorated more than 3 PCI points per year, or a total of 6 or 12 PCI points (since the City of Orinda's PCIs were last updated in 2016 for Residentials and 2018 for Arterials and Collectors) or have increased more than 1 PCI point without a documented M&R treatment, was then reviewed by The Project Manager.

Of the 452 segments reviewed, a total of 31.0%, or 140 segments, were outside of the allowable range. These segments were then reviewed by The Project Manager. We found that of the 31.0% (140 segments), 87.1% (122 segments) were deemed to be accurate in the amount they had deteriorated. 7.9% (11 segments) were found to be rated harsher than deemed necessary, and 5.0% (7 segments) were rated too leniently. Those segments' PCIs were re-rated and now reflect the proper deterioration amount and coinciding PCI.

# Section V
# GIS Toolbox

# GIS TOOLBOX

This section is intended to introduce the new feature in StreetSaver®. The GIS portion of the program is specifically designed for those agencies that do not have "in-house" GIS departments.

## GIS TOOLBOX

The GIS toolbox is a new feature available within StreetSaver®. This is one of the most powerful tools available in StreetSaver®. The ability to link the existing road segments to a base map and produce maps displaying the Current Condition, Age of Pavement, Needs Treatments, Scenario Treatments, Last Treatment and Last Year Inspected are now available with just a few key strokes. No longer does an agency need to access "outside resources" or "wait" for graphical representations of their road system.

Maps that reflect the current condition of an agency's road system are a valuable asset when meeting with City Councils and the general public. A map of future maintenance treatments can be used to inform the residents when future work is scheduled on their road.

A basic "shapefile" is already loaded into the StreetSaver® system. From this shapefile it is just a matter of "linking" or "assigning" the beginning location and ending location of each management section found in the database.

There are a few cautions that the City of Orinda should be aware of in regard to the GIS mapping. GIS is a "node" to "node" application. It uses intersections or nodes as its way to pinpoint a specific location. This means that each of the City's management sections needs to begin and end at a point that can be defined or found by the GIS link. Using house numbers or change in pavements will need to be defined as "feet" from the nearest "node". This will produce a more precise map. Next the Street Names will need to match and that will mean a more precise accounting of "street tags". The difference between calling a tag a "drive" or an "avenue" can hinder the linking process.

## TERMINOLOGY

Once the GIS Toolbox is opened there will be two master items that can be accessed.

First there is the "GIS Reporting". This screen is used to "mine" StreetSaver® data for display in GIS format. Queries can be performed using the standard StreetSaver® filter screen, using pre-defined criteria defined by the system, or by selecting an area of the map. If Section data is returned those shapes can be exported to GIS shapefiles or printed out in a map format.

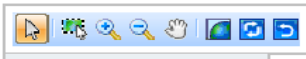
Then there is the “Section Link” screen which will match segments in the basemap based on street name, type (street tag) and/or direction. Each Section can be linked to a segment or segments in the basemap.

Explanations of the toolbars and the buttons available on the GIS Reporting screen are outlined below:

### Navigation Toolbar

| | |
|---|---|
| **Select Sections from Map (Area Filter)** | Click and Drag the mouse over an area on the map to search and retrieve sections within that area.<br><br>**Note:** This works in conjunction with an applied Filter |
| **Clear Area Filter** | Clears the current selected area filter |
| **Filter** | Loads the Filter screen and retrieves sections based on the filter defined<br><br>**Note:** This works in conjunction with an applied Area Filter |
| **Clear Filter** | Restores the shape to it’s state before any Add or Edits had occurred |
| **Export Shapefiles** | For each shape type currently showing on the map, a shapefile is created and stuffed in a ZIP file for download. This file will contain 3 files for every shape type. Those 3 files make up the Shapefile that can be used in other GIS applications |
| **Print Map** | Launches a Print Preview screen of the current Map and will resize based on the type of printer you choose |

### Reporting Toolbar



| | |
|---|---|
| **Select** | Shows a tooltip of information regarding the section the mouse if pointing to an object. |
| **Track Zoom In** | Click and drag the mouse over an area of the map you want to Zoom in on. |
| **Zoom In** | Each click will Zoom the map in by 20%. |
| **Zoom Out** | Each click will Zoom the map OUT by 20%. |
| **Pan** | Click and drag the map around to navigate a specified direction. |
| **Full Extent** | Zooms out to the full border of your state. |
| **Toggle Extent** | Will toggle between the current Map extent and previous Map extent. |
| **Previous Extent** | Will cycle through each previous Map extent. |

### BASE MAP IMPLEMENTATION

Pavement Engineering Inc. reviewed the base map included with StreetSaver® and the automatic linking process. The review found most of the segments were linked correctly. Any of the segments that were not previously linked were fixed so they were linked.

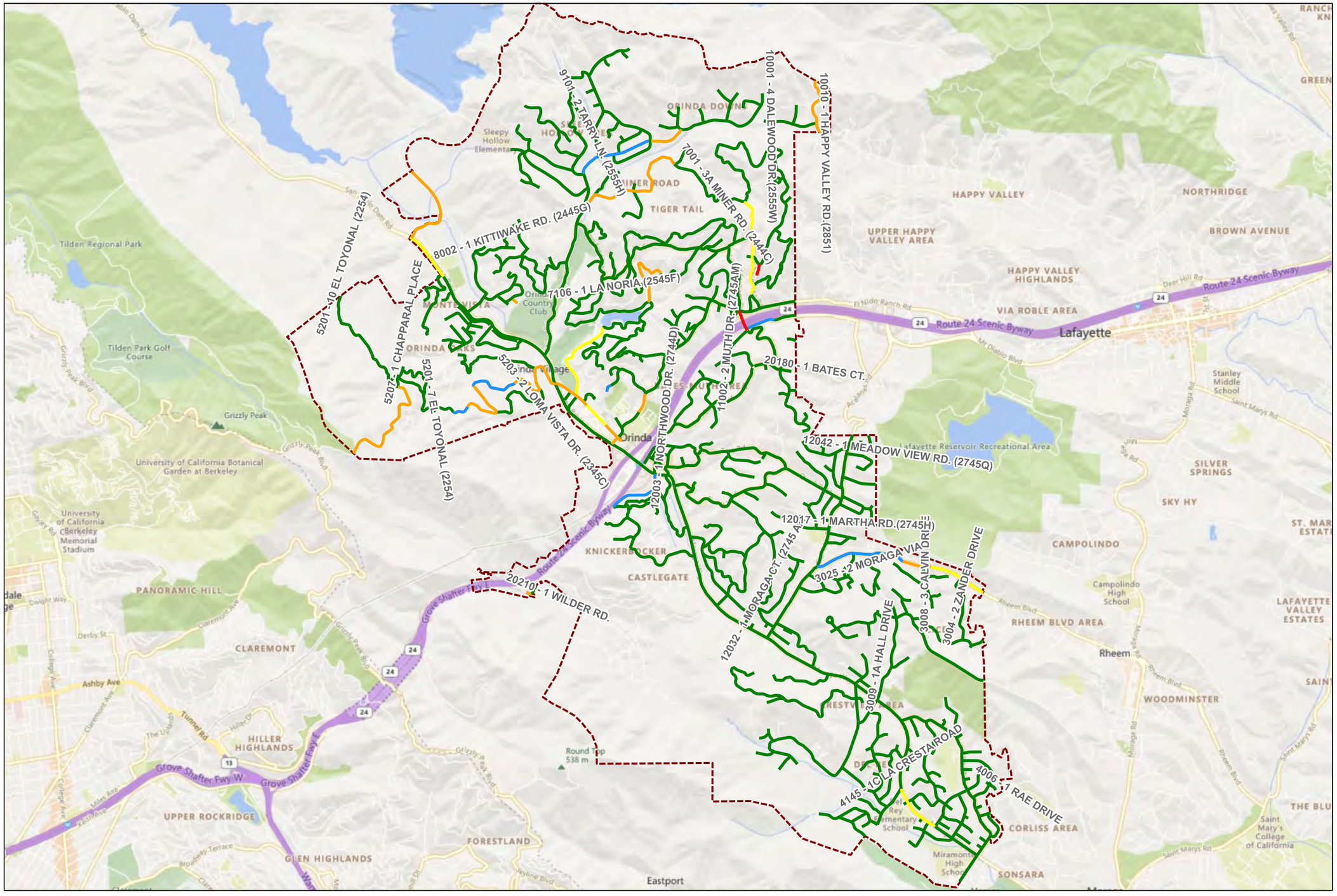
CITY OF ORINDA

# Current PCI Condition

**Printed: 12/2/2020**

**Feature Legend**

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



# Appendix A
# Summarized System Information

# Network Summary Statistics

Printed: 10/15/2020

| | Total Sections | Total Center Miles | Total Lane Miles | Total Area (sq. ft.) | PCI |
|---|---|---|---|---|---|
| Arterial | 44 | 10.99 | 25.71 | 2,340,347 | 78 |
| Collector | 60 | 14.96 | 29.93 | 2,024,287 | 70 |
| Residential/Local | 338 | 63.59 | 127.25 | 7,859,152 | 91 |
| Urban Local (7) | 10 | 2.29 | 4.59 | 298,566 | 90 |
| Total | 452 | 91.83 | 187.48 | 12,522,352 | |
| | | | | Overall Network PCI as of 9/26/2020: | 85 |

# Network Replacement Cost

Printed: 11/16/2020

| Functional Class | Surface Type | Lane Miles | Unit Cost/ Square Foot | Pavement Area/ Square Feet | Cost To Replace (in thousands) |
|---|---|---|---|---|---|
| Arterial | AC | 2.0 | $10.00 | 200,254 | $2,003 |
| | AC/AC | 23.7 | $10.00 | 2,140,093 | $21,401 |
| Collector | AC | 12.6 | $8.89 | 829,819 | $7,376 |
| | AC/AC | 17.3 | $8.89 | 1,186,068 | $10,543 |
| | PCC | 0.1 | $21.12 | 8,400 | $177 |
| Residential/Local | AC | 75.2 | $7.78 | 4,596,335 | $35,749 |
| | AC/AC | 52.1 | $7.78 | 3,262,817 | $25,377 |
| Urban Local (7) | AC | 1.3 | $7.78 | 81,337 | $633 |
| | AC/AC | 3.3 | $7.78 | 217,229 | $1,690 |
| | Grand Total: | 187.5 | | 12,522,352 | $104,948 |

CITY OF ORINDA

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Arterial | AC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.21 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $51.97 | | | 2 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $24.42 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $51.97 | | | |
| | | IV - Poor | | HEAVY REHAB | $75.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $90.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $2.21 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $51.97 | | | 99 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $6.16 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $51.97 | | | |
| | | IV - Poor | | HEAVY REHAB | $75.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $90.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 3 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 2 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Arterial | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 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 | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 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 | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Collector | AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.83 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $49.66 | | | 99 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $21.29 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $49.66 | | | |
| | | IV - Poor | | HEAVY REHAB | $65.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $80.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.83 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $49.66 | | | 99 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $21.29 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $49.66 | | | |
| | | IV - Poor | | HEAVY REHAB | $65.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $80.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 4 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 7 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 3 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Collector | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 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 | | SLAB REPLACEMENTS | $20.00 | | | |
| | | V - Very Poor | | RECONST | $190.11 | | | |
| | 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 | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Residential/Local | AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.61 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $33.00 | | | 99 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $17.59 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $33.00 | | | |
| | | IV - Poor | | HEAVY REHAB | $60.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $70.00 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | $1.61 | 3 | | |
| | | | Surface Treatment | LIGHT MAINTENANCE | $7.76 | | 5 | |
| | | | Restoration Treatment | LIGHT REHAB | $33.00 | | | 99 |
| | | II - Good, Non-Load Related | | HEAVY MAINTENANCE | $17.59 | | 5 | |
| | | III - Good, Load Related | | LIGHT REHAB | $33.00 | | | |
| | | IV - Poor | | HEAVY REHAB | $60.00 | | | |
| | | V - Very Poor | | FULL DEPTH RECLAMATION | $70.00 | | | |
| | AC/PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 4 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 8 | |
| | | | Restoration Treatment | DO NOTHING | $0.00 | | | 8 |
| | | II - Good, Non-Load Related | | DO NOTHING | $0.00 | | | |
| | | III - Good, Load Related | | DO NOTHING | $0.00 | | | |
| | | IV - Poor | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|---|---|---|---|---|---|---|---|---|
| Residential/Local | PCC | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 8 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 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 | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |
| | ST | I - Very Good | Crack Treatment | DO NOTHING | $0.00 | 99 | | |
| | | | Surface Treatment | DO NOTHING | $0.00 | | 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 | | DO NOTHING | $0.00 | | | |
| | | V - Very Poor | | DO NOTHING | $0.00 | | | |

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

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

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Decision Tree

Printed: 12/02/2020

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

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

# Appendix B
# Budget Scenarios

# Needs Analysis
# &
# Zero Budget
## ($19.2 Million over 5 Years)

- Projected PCI/Cost Summary

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# Needs - Projected PCI/Cost Summary

Inflation Rate = 3.00 %

Printed: 12/01/2020

| Year | PCI Treated | PCI Untreated | PM Cost | Rehab Cost | Cost |
|---|---|---|---|---|---|
| 2021 | 91 | 85 | $1,946,747 | $8,572,239 | $10,518,986 |
| 2022 | 90 | 83 | $929,025 | $1,125,798 | $2,054,823 |
| 2023 | 89 | 81 | $1,499,995 | $49,151 | $1,549,146 |
| 2024 | 90 | 79 | $3,614,119 | $12,110 | $3,626,229 |
| 2025 | 89 | 77 | $1,380,138 | $56,082 | $1,436,220 |

| % PM | PM Total Cost | Rehab Total Cost | Total Cost |
|---|---|---|---|
| 48.84% | $9,370,024 | $9,815,380 | $19,185,404 |

# Maintain PCI

## ($13.6 Million over 5 Years)

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

Scenario: MAINTAIN 85

Objective: Minimum Network Average PCI Target: Overall 85

Annual budget needs to meet target objectives

| Year | Arterial | Collector | Res/Loc | Other | Preventative Maintenance | Total |
|---|---|---|---|---|---|---|
| 2021 | $515,433 | $158,803 | $52,921 | $0 | $727,157 | $727,157 |
| 2022 | $1,094,247 | $513,635 | $1,718,635 | $0 | $2,142,243 | $3,326,517 |
| 2023 | $995,022 | $310,161 | $1,698,022 | $0 | $1,544,242 | $3,003,205 |
| 2024 | $2,842 | $57,486 | $3,237,971 | $0 | $3,298,299 | $3,298,299 |
| 2025 | $1,595,720 | $1,046,771 | $625,696 | $0 | $1,701,848 | $3,268,187 |

Average Yearly Total: $2,724,673
Grand Total: $13,623,365

Pavement Network prior to treatments in lane miles.

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 78 | 14.8% | 1.2% | 21 |
| Collector | 70 | 9.8% | 3.8% | 16 |
| Residential | 90 | 63.8% | 1.1% | 36 |

Pavement Network after schedulable treatments applied in lane miles.

2021

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 80 | 14.8% | 1.2% | 22 |
| Collector | 71 | 9.8% | 3.8% | 17 |
| Residential | 90 | 63.8% | 1.1% | 36 |

2022

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 81 | 14.8% | 1.4% | 22 |
| Collector | 70 | 9.3% | 3.8% | 17 |
| Residential | 90 | 64.1% | 0.8% | 37 |

Pavement Network after schedulable treatments applied in lane miles.

## 2023

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 81 | 15.2% | 0.9% | 23 |
| Collector | 69 | 9.6% | 3.6% | 17 |
| Residential | 90 | 64.4% | 0.7% | 36 |

## 2024

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 79 | 15.2% | 2.0% | 22 |
| Collector | 67 | 9.6% | 4.3% | 16 |
| Residential | 91 | 64.4% | 0.7% | 37 |

## 2025

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 82 | 16.5% | 1.3% | 24 |
| Collector | 68 | 10.4% | 4.1% | 17 |
| Residential | 91 | 64.4% | 0.7% | 37 |

Scenario: MAINTAIN 85

Objective: Minimum Network Average PCI Target: Overall 85

## Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment |
|---|---|---|
| 2021 | 85 | 85 |
| 2022 | 83 | 85 |
| 2023 | 81 | 85 |
| 2024 | 79 | 85 |
| 2025 | 77 | 85 |

## Percent Network Area by Functional Classification and Condition Class

### Condition in base year 2021, prior to applying treatments.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 14.8% | 9.8% | 63.8% | 0.0% | 88.4% |
| II / III | 2.7% | 2.5% | 0.3% | 0.0% | 5.6% |
| IV | 0.9% | 3.4% | 1.0% | 0.0% | 5.4% |
| V | 0.2% | 0.4% | 0.0% | 0.0% | 0.6% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2021 after schedulable treatments applied.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 14.8% | 9.8% | 63.8% | 0.0% | 88.4% |
| II / III | 2.7% | 2.5% | 0.3% | 0.0% | 5.6% |
| IV | 0.9% | 3.4% | 1.0% | 0.0% | 5.4% |
| V | 0.2% | 0.4% | 0.0% | 0.0% | 0.6% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2025 after schedulable treatments applied.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 16.5% | 10.4% | 64.4% | 0.0% | 91.2% |
| II / III | 0.8% | 1.7% | 0.0% | 0.0% | 2.6% |
| IV | 1.0% | 0.8% | 0.4% | 0.0% | 2.2% |
| V | 0.3% | 3.3% | 0.3% | 0.0% | 4.0% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

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# Target-Driven Scenarios - Cost Summary

Interest: 0% Inflation: 3% Printed: 12/01/2020

Scenario: MAINTAIN 85

Objective: Minimum Network Average PCI Target: Overall 85

| Year | | Rehabilitation | Preventive Maintenance | | Total Cost | Deferred |
|---|---|---|---|---|---|---|
| 2021 | II | $0 | Non-Project | $727,157 | $727,157 | $9,791,790 |
| | III | $0 | | | | |
| | IV | $0 | Project | $0 | | |
| | V | $0 | | | | |
| | Total | $0 | | | | |
| | Project | $0 | | | | |
| 2022 | II | $0 | Non-Project | $2,142,243 | $3,326,517 | $9,020,142 |
| | III | $911,495 | | | | |
| | IV | $272,779 | Project | $0 | | |
| | V | $0 | | | | |
| | Total | $1,184,274 | | | | |
| | Project | $0 | | | | |
| 2023 | II | $81,070 | Non-Project | $1,544,242 | $3,003,205 | $8,164,843 |
| | III | $538,320 | | | | |
| | IV | $709,708 | Project | $0 | | |
| | V | $129,865 | | | | |
| | Total | $1,458,963 | | | | |
| | Project | $0 | | | | |
| 2024 | II | $0 | Non-Project | $3,298,299 | $3,298,299 | $9,785,212 |
| | III | $0 | | | | |
| | IV | $0 | Project | $0 | | |
| | V | $0 | | | | |
| | Total | $0 | | | | |
| | Project | $0 | | | | |
| 2025 | II | $56,082 | Non-Project | $1,701,848 | $3,268,187 | $8,627,453 |
| | III | $0 | | | | |
| | IV | $1,510,257 | Project | $0 | | |
| | V | $0 | | | | |
| | Total | $1,566,339 | | | | |
| | Project | $0 | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. |
|---|---|---|
| Arterial | $2,724,288 | $1,478,976 |
| Collector | $1,029,534 | $1,057,322 |
| Residential/Local | $455,754 | $6,877,491 |
| Total: | $4,209,576 | $9,413,789 |

Grand Total: $13,623,365

# Current Funding

## ($9.9 Million over 5 Years)

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

# Scenarios - Network Condition Summary

Interest: 0% Inflation: 3% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2021 | $2,100,000 | 10% | 2023 | $2,100,000 | 10% | 2025 | $1,800,000 | 10% |
| 2022 | $2,100,000 | 10% | 2024 | $1,800,000 | 10% | | | |

## Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|---|---|---|---|---|
| 2021 | 85 | 86 | 9.14 | 18.34 |
| 2022 | 83 | 86 | 15.49 | 34.16 |
| 2023 | 81 | 86 | 12.62 | 25.79 |
| 2024 | 79 | 85 | 5.35 | 10.69 |
| 2025 | 77 | 84 | 6.68 | 13.52 |

## Percent Network Area by Functional Class and Condition Category

### Condition in base year 2021, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 14.8% | 9.8% | 63.8% | 0.0% | 88.4% |
| II / III | 2.7% | 2.5% | 0.3% | 0.0% | 5.6% |
| IV | 0.9% | 3.4% | 1.0% | 0.0% | 5.4% |
| V | 0.2% | 0.4% | 0.0% | 0.0% | 0.6% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2021 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 15.8% | 12.2% | 63.8% | 0.0% | 91.8% |
| II / III | 2.3% | 1.5% | 0.3% | 0.0% | 4.1% |
| IV | 0.6% | 2.2% | 1.0% | 0.0% | 3.9% |
| V | 0.0% | 0.3% | 0.0% | 0.0% | 0.3% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2025 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 15.7% | 14.5% | 64.8% | 0.0% | 95.0% |
| II / III | 2.1% | 1.5% | 0.0% | 0.0% | 3.6% |
| IV | 0.9% | 0.1% | 0.4% | 0.0% | 1.4% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

# Scenarios - Cost Summary

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

| Year | PM | Budget | | Rehabilitation | | Preventative Maintenance | Surplus PM | Deferred | | Stop Gap |
|---|---|---|---|---|---|---|---|---|---|---|
| 2021 | 10% | $2,100,000 | II | $0 | Non-Project | $34,638 | $0 | $4,827,601 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $0 | Project | $380,103 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $0 | | | | | | |
| | | | Project | $1,683,465 | | | | | | |
| 2022 | 10% | $2,100,000 | II | $0 | Non-Project | $6,687 | $0 | $6,599,859 | Funded | $0 |
| | | | III | $26,218 | | | | | Unmet | $0 |
| | | | IV | $0 | Project | $659,954 | | | | |
| | | | V | $0 | | | | | | |
| | | | Total | $26,218 | | | | | | |
| | | | Project | $1,405,634 | | | | | | |
| 2023 | 10% | $2,100,000 | II | $207,555 | Non-Project | $455,253 | $0 | $6,345,765 | Funded | $0 |
| | | | III | $623,277 | | | | | Unmet | $0 |
| | | | IV | $280,963 | Project | $0 | | | | |
| | | | V | $531,725 | | | | | | |
| | | | Total | $1,643,520 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2024 | 10% | $1,800,000 | II | $12,110 | Non-Project | $501,918 | $0 | $8,586,525 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $544,256 | Project | $0 | | | | |
| | | | V | $741,647 | | | | | | |
| | | | Total | $1,298,013 | | | | | | |
| | | | Project | $0 | | | | | | |
| 2025 | 10% | $1,800,000 | II | $56,082 | Non-Project | $897,786 | $0 | $8,531,521 | Funded | $0 |
| | | | III | $0 | | | | | Unmet | $0 |
| | | | IV | $0 | Project | $0 | | | | |
| | | | V | $843,977 | | | | | | |
| | | | Total | $900,059 | | | | | | |
| | | | Project | $0 | | | | | | |

## Summary

| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
|---|---|---|---|---|
| Arterial | $1,523,089 | $1,144,949 | $0 | $0 |
| Collector | $4,591,261 | $595,753 | $0 | $0 |
| Residential/Local | $842,559 | $1,195,637 | $0 | $0 |

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap |
|---|---|---|---|---|---|---|---|
| Grand Total: | | | $6,956,909 | $2,936,339 | $0 | $0 | |

CITY OF ORINDA

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|---|---|---|---|---|---|---|---|---|
| 2021 | $2,100,000 | 10% | 2023 | $2,100,000 | 10% | 2025 | $1,800,000 | 10% |
| 2022 | $2,100,000 | 10% | 2024 | $1,800,000 | 10% | | | |

## Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **WILDER RD. | HWY 24 EB ON-RAMP | BRIDGE DECKING (S) | 20210 | 2 | 357 | 40 | 14,280 | C | AC | ArtCol | 19 | 20 | 100 | $114,256 | 10,421 | FULL DEPTH RECLAMATION |
| **WILDER RD. | BRIDGE DECKING (N) | 190' N. AT FENCE CORNER | 20210 | 4 | 190 | 37 | 7,030 | C | AC | ArtCol | 25 | 25 | 100 | $56,248 | 10,418 | FULL DEPTH RECLAMATION |
| | | | | | | | | | | | | Treatment Total | | $170,504 | | |
| **LAS PIEDRAS (2244B) | VISTA DEL ORINDA | LOMAS CANTADAS | 5205 | 1 | 885 | 22 | 19,470 | C | AC/AC | ArtCol | 49 | 49 | 100 | $129,281 | 12,739 | HEAVY REHAB |
| **LOMBARDY LN. (2554) | VAN RIPPER (N) | DALEWOOD DR | 9201 | 4 | 1,238 | 25 | 30,950 | C | AC/AC | ArtCol | 42 | 42 | 100 | $205,508 | 13,396 | HEAVY REHAB |
| **LOMAS CANTADAS | CITY LIMITS | TRES MESAS | A17001 | 1A | 2,028 | 22 | 44,616 | C | AC | ArtCol | 34 | 34 | 100 | $296,251 | 13,858 | HEAVY REHAB |
| **LOMAS CANTADAS | TRES MESAS | LAS PIEDRAS | A17001 | 2 | 1,367 | 22 | 30,074 | C | AC | ArtCol | 40 | 40 | 100 | $199,692 | 13,655 | HEAVY REHAB |
| | | | | | | | | | | | | Treatment Total | | $830,732 | | |
| **HIDDEN VALLEY | ST STEPHENS DRIVE | SR 24 ON RAMP | 20030 | 1 | 950 | 32 | 30,400 | C | AC/AC | ArtCol | 67 | 67 | 77 | $32,022 | 19,608 | HEAVY MAINTENANCE |
| **RHEEM BLVD | CITY LIMITS | ZANDER DRIVE | 3023 | 1 | 834 | 39 | 32,526 | A | AC/AC | ArtCol | 55 | 55 | 67 | $34,261 | 23,690 | HEAVY MAINTENANCE |
| **RHEEM BLVD | CAROLYN COURT | MORAGA VIA | 3023 | 4C | 1,771 | 31 | 54,901 | A | AC/AC | ArtCol | 56 | 56 | 68 | $57,830 | 24,380 | HEAVY MAINTENANCE |
| **SANTA MARIA WY. | CAMINO PABLO | ORINDA WAY | 6015 | 2 | 190 | 50 | 9,500 | A | AC | ArtCol | 37 | 37 | 56 | $10,007 | 17,962 | HEAVY MAINTENANCE |
| **MORAGA WAY | CAMINO MORAGA | CORAL DR | A12003 | 1A | 1,824 | 37 | 67,488 | A | AC/AC | ArtCol | 65 | 65 | 75 | $71,088 | 26,468 | HEAVY MAINTENANCE |
| | | | | | | | | | | | | Treatment Total | | $205,208 | | |
| **RHEEM BLVD | ZANDER DRIVE | 1066' W/ZANDER DRIVE | 3023 | 2 | 1,066 | 29 | 30,914 | A | AC/AC | ArtCol | 51 | 51 | 100 | $149,040 | 23,977 | LIGHT REHAB |
| **RHEEM BLVD | 1066' W/ZANDER DRIVE | CAROLYN COURT | 3023 | 3 | 1,048 | 31 | 32,488 | A | AC/AC | ArtCol | 48 | 48 | 100 | $156,629 | 24,625 | LIGHT REHAB |
| **LOMBARDY LN. (2554) | TARRY LANE | VAN RIPPER (S) | 9201 | 2 | 1,367 | 26 | 35,542 | C | AC/AC | ArtCol | 66 | 66 | 100 | $171,352 | 13,278 | LIGHT REHAB |
| | | | | | | | | | | | | Treatment Total | | $477,021 | | |
| **BROOKWOOD RD. (2744A) | CAMINO PABLO | MORAGA WAY | 14002 | 2 | 335 | 47 | 15,745 | A | AC/AC | ArtCol | 78 | 78 | 86 | $9,465 | 45,297 | LIGHT MAINTENANCE |
| **BRYANT WAY | MORAGA WAY | DAVIS ROAD | 20120 | 2 | 480 | 30 | 14,400 | A | AC/AC | ArtCol | 82 | 82 | 89 | $8,656 | 82,645 | LIGHT MAINTENANCE |
| **WILDER RD. | ORINDA FIELDS LANE | HWY 24 EB ON-RAMP | 20210 | 1 | 526 | 27 | 14,202 | C | AC | ArtCol | 84 | 84 | 90 | $8,537 | 38,991 | LIGHT MAINTENANCE |
| **ALTARINDA RD. | COP N/O SANTA MARIA WAY | ORINDA WOODS DR | 20300 | 2 | 452 | 37 | 16,724 | C | AC | ArtCol | 38 | 38 | 57 | $10,053 | 17,045 | LIGHT MAINTENANCE |
| DONNA MARIA WAY | RITA WAY | EL CAMINO MORAGA | 4144 | 2 | 585 | 23 | 13,455 | R | AC/AC | Local | 89 | 89 | 94 | $11,602 | 21,877 | LIGHT MAINTENANCE |

## Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOMA VISTA DR. (2345C) | EL TOYONAL (WEST) | EL DORADO LN | 5203 | 1A | 1,360 | 19 | 25,840 | C | AC/AC | ArtCol | 80 | 80 | 87 | $22,280 | 37,930 | LIGHT MAINTENANCE |
| **VISTA DEL ORINDA | EL TOYONAL | LAS PIEDRAS | 5206 | 1 | 380 | 22 | 8,360 | C | AC | ArtCol | 77 | 77 | 85 | $5,026 | 28,640 | LIGHT MAINTENANCE |
| **SANTA MARIA WY. (2544B) | ORINDA WAY | ALTARINDA RD | 6015 | 1 | 426 | 50 | 21,300 | C | AC/AC | ArtCol | 81 | 81 | 88 | $12,804 | 39,895 | LIGHT MAINTENANCE |
| **ST. STEPHENS DR. | HIDDEN VALLEY RD | EL NIDO RANCH RD | 6101 | 1 | 716 | 40 | 28,640 | A | AC | ArtCol | 22 | 22 | 51 | $17,216 | 19,410 | LIGHT MAINTENANCE |
| **ST. STEPHENS DR. | EL NIDO RANCH RD | LAS VEGAS ROAD | 6101 | 2 | 2,315 | 33 | 76,395 | C | AC/AC | ArtCol | 90 | 91 | 95 | $45,922 | 18,019 | LIGHT MAINTENANCE |
| **CHARLES HILL RD. (2444A) | EL NIDO RANCH RD. | CHARLES HILL PL | 6201 | 1C | 470 | 38 | 17,860 | C | AC/AC | ArtCol | 83 | 83 | 90 | $10,736 | 56,821 | LIGHT MAINTENANCE |
| **CHARLES HILL RD. (2444A) | CHARLES HILL PL | HONEY HILL ROAD | 6201 | 1D | 1,380 | 21 | 28,980 | C | AC/AC | | 58 | 58 | 69 | $17,421 | 29,112 | LIGHT MAINTENANCE |
| **CHARLES HILL RD. (2444) | SOULE RD | DIABLO VIEW DR | 6201 | 4 | 2,035 | 21 | 42,735 | R | AC | Local | 90 | 90 | 95 | $25,689 | 32,449 | LIGHT MAINTENANCE |
| **CAMINO SOBRANTE (2544C) | ORINDA WAY | EL RIBERO (SOUTH) | 7101 | 1 | 3,050 | 26 | 79,300 | C | AC | ArtCol | 60 | 60 | 71 | $47,669 | 23,057 | LIGHT MAINTENANCE |
| **CAMINO SOBRANTE (2544C) | CAMINO PABLO | ORINDA WAY | 7101 | 5 | 430 | 38 | 16,340 | A | AC/AC | ArtCol | 75 | 75 | 83 | $9,823 | 58,090 | LIGHT MAINTENANCE |
| **LOMBARDY LN. (2554) | VAN RIPPER (S) | VAN RIPPER (N) | 9201 | 3 | 1,369 | 26 | 35,594 | C | AC/AC | ArtCol | 58 | 58 | 69 | $21,396 | 34,005 | LIGHT MAINTENANCE |
| **MORAGA WAY | WOODLAND RD | IVY DR (WEST) | A12002 | 4 | 1,092 | 42 | 45,864 | A | AC/AC | ArtCol | 74 | 74 | 82 | $27,570 | 62,320 | LIGHT MAINTENANCE |
| **MORAGA WAY | IVY DR (WEST) | SOUTHWAITE CT | A12002 | 5 | 1,013 | 42 | 42,546 | A | AC/AC | ArtCol | 76 | 76 | 84 | $25,575 | 67,610 | LIGHT MAINTENANCE |
| **MORAGA WAY | SOUTHWAITE CT | CAMINO MORAGA | A12002 | 6 | 1,425 | 42 | 59,850 | A | AC/AC | ArtCol | 75 | 75 | 83 | $35,977 | 64,798 | LIGHT MAINTENANCE |
| **MORAGA WAY | CORAL DR | IVY DR (EAST) | A12003 | 2 | 1,776 | 38 | 67,488 | A | AC/AC | ArtCol | 71 | 71 | 80 | $40,568 | 55,396 | LIGHT MAINTENANCE |
| | | | | | | | | | | | Treatment Total | | | $413,985 | | |
| TAHOS RD. (2745AS) | WANDA LANE | NORTHERLY PROP LINE 445 TAHOS | 11007 | 1 | 1,789 | 29 | 51,881 | R | AC | Local | 88 | 88 | 88 | $142 | 1,610,849 | SEAL CRACKS |
| ORCHARD RD. (2945 D) | MORAGA WAY | BROOKSIDE ROAD | 12029 | 1A | 2,609 | 23 | 60,007 | R | AC | Local | 86 | 87 | 88 | $181 | 1,371,391 | SEAL CRACKS |
| ORCHARD ROAD | GLORIETTA BLVD | CORTE BOMBERO | 3028 | 1C | 1,906 | 21 | 40,026 | R | AC | Local | 89 | 89 | 90 | $91 | 1,945,199 | SEAL CRACKS |
| DON GABRIEL WAY | VALLEY VIEW DRIVE | LA CRESTA RD | 4135 | 1 | 1,406 | 25 | 35,150 | UL | AC | Local | 89 | 89 | 89 | $87 | 1,728,149 | SEAL CRACKS |
| EL TOYONAL (2254) | VISTA DEL ORINDA | 1500FT W/O VISTA DEL ORINDA | 5201 | 8 | 1,500 | 18 | 27,000 | R | AC | Local | 85 | 85 | 86 | $93 | 1,071,936 | SEAL CRACKS |
| ARDILLA RD. (2345E) | CAMINO PABLO | NORTH LANE | 5301 | 1 | 1,800 | 21 | 37,800 | R | AC | Local | 88 | 88 | 89 | $96 | 1,593,524 | SEAL CRACKS |
| TARRY LN. (2555H) | LOMBARDY LN | SLEEPY HOLLOW LN. | 9101 | 1A | 500 | 21 | 10,500 | UL | AC | Local | 76 | 76 | 78 | $66 | 1,002,315 | SEAL CRACKS |
| | | | | | | | | | | | Treatment Total | | | $756 | | |

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

Year 2021 Area Total 1,374,161 Year 2021 Total $2,098,206

## Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **HAPPY VALLEY RD. (2851) | CITY LIMIT (SOUTH) | CITY LIMIT (NORTH) | 10010 | 1 | 2,200 | 23 | 50,600 | C | AC/AC | ArtCol | 35 | 31 | 100 | $373,455 | 12,494 | HEAVY REHAB |
| **BEAR CREEK RD. | CAMINO PABLO | CITY LIMIT | A19001 | 1 | 3,300 | 26 | 85,800 | C | AC | ArtCol | 33 | 28 | 100 | $633,249 | 12,530 | HEAVY REHAB |
| | | | | | | | | | | | | Treatment Total | | $1,006,704 | | |
| **OVERHILL RD. (2744G) | TARA RD | 241 OVERHILL RD | 12010 | 5 | 1,003 | 25 | 25,075 | C | AC | ArtCol | 77 | 75 | 100 | $125,550 | 12,533 | LIGHT REHAB |
| **BROOKWOOD RD. (2744A) | SPRING RD. | CAMINO PABLO | 14002 | 1 | 2,100 | 26 | 54,600 | C | AC/AC | ArtCol | 62 | 60 | 100 | $273,380 | 14,910 | LIGHT REHAB |
| HARRAN CR. (2545AE) | E. ALTARINDA DR. | CUL-DE-SAC | 6011 | 1 | 267 | 26 | 6,942 | R | AC | Local | 71 | 69 | 100 | $26,218 | 15,884 | LIGHT REHAB |
| | | | | | | | | | | | | Treatment Total | | $425,148 | | |
| **TARA RD. (2744F) | SOUTHWOOD DR | TARABROOK DR | 12006 | 1A | 940 | 25 | 23,500 | C | AC/AC | ArtCol | 82 | 81 | 88 | $16,110 | 48,426 | LIGHT MAINTENANCE |
| **TARA RD. (2744F) | TARABROOK DR | NONIE RD | 12006 | 2 | 1,409 | 25 | 35,225 | C | AC/AC | ArtCol | 79 | 77 | 85 | $24,148 | 42,550 | LIGHT MAINTENANCE |
| **TARA RD. (2744F) | NONIE RD | OVERHILL RD | 12006 | 3 | 937 | 23 | 21,551 | C | AC/AC | ArtCol | 85 | 84 | 90 | $14,774 | 43,052 | LIGHT MAINTENANCE |
| **OVERHILL RD. (2744G) | MORAGA WAY | WESTWOOD CT | 12010 | 1A | 1,186 | 25 | 29,650 | C | AC | ArtCol | 87 | 85 | 92 | $20,326 | 32,461 | LIGHT MAINTENANCE |
| **OVERHILL RD. (2744G) | WESTWOOD CT | HIGHLAND COURT | 12010 | 2 | 1,775 | 24 | 42,600 | C | AC | ArtCol | 84 | 82 | 89 | $29,204 | 28,619 | LIGHT MAINTENANCE |
| **OVERHILL RD. (2744G) | HIGHLAND COURT | BROADVIEW TERR | 12010 | 3 | 1,242 | 23 | 28,566 | C | AC | ArtCol | 87 | 85 | 92 | $19,583 | 32,461 | LIGHT MAINTENANCE |
| **OVERHILL RD. (2744G) | BROADVIEW TERR | TARA RD | 12010 | 4 | 1,066 | 22 | 23,452 | C | AC | ArtCol | 85 | 83 | 90 | $16,077 | 29,844 | LIGHT MAINTENANCE |
| **OVERHILL RD. (2744G) | 241 OVERHILL RD | GLORIETTA BLVD | 12010 | 6 | 1,175 | 25 | 29,375 | C | AC | ArtCol | 77 | 75 | 83 | $20,138 | 26,006 | LIGHT MAINTENANCE |
| **VALLEY VIEW DRIVE | MORAGA WAY | 840' W/WOODLAND ROAD | 3138 | 1C | 2,150 | 28 | 60,200 | C | AC/AC | ArtCol | 81 | 79 | 87 | $41,269 | 46,291 | LIGHT MAINTENANCE |
| **VALLEY VIEW DRIVE | 840' W/WOODLAND ROAD | PGE SUBSTATION | 3138 | 4 | 1,020 | 28 | 28,560 | C | AC | ArtCol | 84 | 82 | 90 | $19,579 | 26,136 | LIGHT MAINTENANCE |
| **IVY DRIVE | MORAGA WAY | RISA COURT | 4031 | 1C | 2,716 | 35 | 89,612 | C | AC/AC | ArtCol | 80 | 78 | 86 | $61,432 | 30,073 | LIGHT MAINTENANCE |
| **IVY DRIVE | RISA COURT | DANZA COURT | 4031 | 4 | 916 | 35 | 32,060 | C | AC | ArtCol | 86 | 84 | 91 | $21,978 | 28,437 | LIGHT MAINTENANCE |
| **IVY DRIVE | DANZA COURT | PUEBLO COURT | 4031 | 5 | 1,081 | 35 | 37,835 | C | AC | ArtCol | 86 | 84 | 91 | $25,937 | 28,437 | LIGHT MAINTENANCE |
| **IVY DRIVE | PUEBLO COURT | MORAGA WAY | 4031 | 6C | 1,870 | 33 | 61,710 | C | AC | ArtCol | 85 | 83 | 90 | $42,304 | 27,124 | LIGHT MAINTENANCE |
| EL NIDO COURT | LA CRESTA ROAD | CUL-DE-SAC | 4139 | 1 | 194 | 20 | 3,880 | R | AC | Local | 90 | 88 | 94 | $3,446 | 19,348 | LIGHT MAINTENANCE |
| **CAMINO PABLO | MORAGA WAY | SANTA MARIA WAY | A11002 | 0 | 2,212 | 73 | 161,476 | A | AC/AC | ArtCol | 82 | 80 | 88 | $110,696 | 45,708 | LIGHT MAINTENANCE |
| **CAMINO PABLO | SANTA MARIA WAY | CAMINO SOBRANTE | A11002 | 1A | 1,979 | 65 | 128,635 | A | AC/AC | ArtCol | 82 | 80 | 88 | $88,183 | 45,708 | LIGHT MAINTENANCE |
| **CAMINO PABLO | CAMINO SOBRANTE | ORINDA WAY | A11002 | 2 | 938 | 65 | 60,970 | A | AC/AC | ArtCol | 82 | 80 | 88 | $41,797 | 45,708 | LIGHT MAINTENANCE |

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

## Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **CAMINO PABLO | ORINDA WAY | MINER RD | A11002 | 3 | 1,058 | 64 | 67,712 | A | AC/AC | ArtCol | 82 | 80 | 88 | $46,419 | 45,708 | LIGHT MAINTENANCE |
| | | | | | | | | | | | Treatment Total | | | $663,400 | | |
| CANDLE TR. (2555AA) | CHANGE OF PAVEMENT | CUL-DE-SAC | 10004 | 2 | 295 | 29 | 8,555 | R | AC | Local | 85 | 83 | 84 | $36 | 746,385 | SEAL CRACKS |
| BATES BLVD. (2745AW) | WARFORD TERR | MUTH DR (N) | 11001 | 3 | 2,179 | 32 | 69,728 | R | AC | Local | 82 | 80 | 82 | $353 | 739,826 | SEAL CRACKS |
| WANDA LANE (2745AR) | HIDDEN VALLEY RD. | MUTH DR. | 11006 | 1 | 1,020 | 25 | 25,500 | R | AC/AC | Local | 89 | 87 | 88 | $26 | 3,566,392 | SEAL CRACKS |
| NORTHWOOD CT. (2745X) | NORTHWOOD DR. | CUL-DE-SAC | 12004 | 1 | 235 | 22 | 5,170 | R | AC/AC | Local | 79 | 78 | 80 | $30 | 1,505,124 | SEAL CRACKS |
| HILLCREST DR. (2745K) | MARTHA RD. | OVERHILL ROAD | 12015 | 1 | 1,610 | 23 | 37,030 | UL | AC/AC | Local | 88 | 87 | 88 | $26 | 12,256,059 | SEAL CRACKS |
| MARTHA RD.(2745H) | GLORIETTA BLVD. | HILLCREST RD. | 12017 | 1 | 500 | 29 | 14,500 | UL | AC/AC | Local | 89 | 87 | 88 | $15 | 6,217,075 | SEAL CRACKS |
| SCENIC CT. (2745 O) | SCENIC DR. | CUL-DE-SAC | 12021 | 1 | 240 | 21 | 5,040 | R | AC | Local | 88 | 87 | 88 | $16 | 680,840 | SEAL CRACKS |
| ORCHARD CT. (2745 Z) | MORAGA WAY | CUL-DE-SAC | 12031 | 1 | 165 | 27 | 4,455 | R | AC/AC | Local | 88 | 86 | 87 | $8 | 3,587,420 | SEAL CRACKS |
| GREAT OAK CR. (2745 AB) | ORCHARD RD. | CUL-DE-SAC | 12033 | 1 | 155 | 22 | 3,410 | R | AC | Local | 88 | 87 | 88 | $11 | 680,840 | SEAL CRACKS |
| PARKLANE DR. (2847 C) | GLORIETTA BLVD. (W) | GLORIETTA BLVD. (E) | 12036 | 1 | 1,800 | 25 | 45,000 | R | AC/AC | Local | 89 | 87 | 88 | $45 | 3,560,255 | SEAL CRACKS |
| BEL AIR DR. (2847 J) | PARKLANE DR. | CUL-DE-SAC | 12037 | 1 | 1,380 | 25 | 34,500 | R | AC/AC | Local | 89 | 87 | 88 | $34 | 3,560,255 | SEAL CRACKS |
| BEL AIR CT. (2847K) | BEL AIR DR. | CUL-DE-SAC | 12038 | 1 | 145 | 22 | 3,190 | R | AC/AC | Local | 89 | 87 | 88 | $4 | 2,903,191 | SEAL CRACKS |
| MEADOW PARK CT. (2835Z) | GLORIETTA BLVD. | END | 12041 | 1 | 1,200 | 22 | 26,400 | R | AC/AC | Local | 84 | 83 | 85 | $89 | 1,977,028 | SEAL CRACKS |
| KELLIE ANN CT. (2745BA) | MEADOW VIEW RD. | CUL-DE-SAC | 12043 | 1 | 320 | 29 | 9,280 | R | AC | Local | 85 | 83 | 84 | $39 | 746,392 | SEAL CRACKS |
| STEIN WAY | MORAGA WAY | OAK RD. | 14010 | 1 | 1,210 | 30 | 36,300 | R | AC/AC | Local | 82 | 80 | 82 | $175 | 1,476,671 | SEAL CRACKS |
| DAPHNE CT. | CHARLES HILL ROAD | END | 20020 | 1 | 267 | 15 | 4,005 | R | AC | Local | 87 | 85 | 86 | $15 | 1,734,476 | SEAL CRACKS |
| DIAS DORADOS | CAMINO SOBRANTE | LA CINTILLA | 20050 | 1 | 719 | 17 | 12,223 | R | AC/AC | Local | 87 | 85 | 86 | $27 | 2,977,484 | SEAL CRACKS |
| NONIE RD. | TARA RD | END | 20190 | 1 | 185 | 15 | 2,775 | R | AC/AC | Local | 82 | 81 | 83 | $13 | 1,611,662 | SEAL CRACKS |
| SILVERWOOD RD. | TAHOS RD | CITY LIMIT | 20200 | 1 | 242 | 29 | 7,018 | R | AC | Local | 88 | 87 | 88 | $22 | 884,375 | SEAL CRACKS |
| CREST VIEW DR. | VALLEY VIEW DRIVE | CRESTVIEW COURT | 20260 | 1A | 1,901 | 22 | 41,822 | R | AC/AC | Local | 84 | 83 | 84 | $148 | 2,403,662 | SEAL CRACKS |
| CREST VIEW DR. | COP 2,305' W/O CULVER CT | CUL DE SAC | 20260 | 4 | 914 | 22 | 20,108 | R | AC | Local | 88 | 87 | 88 | $62 | 1,616,746 | SEAL CRACKS |
| HALL DR. | DONALD DR. | END | 20310 | 1 | 164 | 24 | 3,936 | R | AC/AC | Local | 79 | 77 | 79 | $24 | 1,264,009 | SEAL CRACKS |
| VILLAGE GATE ROAD | ORINDA WOODS DR. | VILLAGE GATE/WATCHWOOD RD. | 20320 | 1 | 1,960 | 25 | 49,000 | R | AC | Local | 79 | 77 | 79 | $294 | 702,571 | SEAL CRACKS |
| RIDGE GATE ROAD | VILLAGE GATE ROAD | CUL-DE-SAC | 20330 | 1 | 580 | 25 | 14,500 | R | AC | Local | 85 | 83 | 84 | $61 | 746,385 | SEAL CRACKS |

CITY OF ORINDA

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

## Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EASTON COURT | HALL DRIVE | CUL-DE-SAC | 3010 | 1 | 1,010 | 25 | 25,250 | R | AC | Local | 85 | 83 | 84 | $105 | 746,423 | SEAL CRACKS |
| RUSTIC WAY | MORAGA VIA | CUL-DE-SAC | 3011 | 1 | 563 | 16 | 9,008 | R | AC | Local | 86 | 85 | 86 | $33 | 726,942 | SEAL CRACKS |
| AVIS COURT | DONALD DRIVE | CUL-DE-SAC | 3015 | 1 | 166 | 26 | 4,316 | R | AC | Local | 88 | 87 | 88 | $14 | 680,941 | SEAL CRACKS |
| LONGVIEW TERRACE | ORCHARD ROAD | CUL-DE-SAC | 3019 | 1 | 331 | 20 | 6,620 | R | AC/AC | Local | 88 | 87 | 88 | $7 | 5,769,200 | SEAL CRACKS |
| ARDOR DRIVE | CUL-DE-SAC | LOMA LINDA COURT | 3020 | 1 | 971 | 22 | 21,362 | R | AC/AC | Local | 87 | 85 | 86 | $48 | 2,706,441 | SEAL CRACKS |
| GLORIETTA COURT | GLORIETTA BLVD | CUL-DE-SAC | 3027 | 1 | 742 | 22 | 16,324 | R | AC | Local | 88 | 87 | 88 | $51 | 681,041 | SEAL CRACKS |
| RICHARD COURT | VALLEY VIEW DRIVE | CUL-DE-SAC | 3132 | 1 | 278 | 18 | 5,004 | R | AC | Local | 75 | 73 | 75 | $36 | 639,032 | SEAL CRACKS |
| OAK DRIVE | MORAGA WAY | 1000' W/MORAGA WAY | 3139 | 1 | 1,000 | 20 | 20,000 | R | AC/AC | Local | 83 | 81 | 83 | $88 | 1,585,463 | SEAL CRACKS |
| CORTE SOMBRITA | IVY DRIVE | CUL-DE-SAC | 4002 | 1 | 270 | 27 | 7,290 | R | AC/AC | Local | 79 | 77 | 79 | $44 | 1,285,390 | SEAL CRACKS |
| PUEBLO COURT | IVY DRIVE | CUL-DE-SAC | 4005 | 1 | 247 | 24 | 5,928 | R | AC | Local | 88 | 87 | 88 | $19 | 681,148 | SEAL CRACKS |
| DANZA COURT | IVY DRIVE | CUL-DE-SAC | 4008 | 1 | 208 | 27 | 5,616 | R | AC/AC | Local | 84 | 82 | 84 | $22 | 1,775,245 | SEAL CRACKS |
| RISA COURT | IVY DRIVE | CUL-DE-SAC | 4010 | 1 | 670 | 27 | 18,090 | R | AC | Local | 84 | 82 | 84 | $81 | 749,787 | SEAL CRACKS |
| CIELO COURT | IVY DRIVE | CUL-DE-SAC | 4011 | 1 | 214 | 25 | 5,350 | R | AC/AC | Local | 88 | 87 | 88 | $6 | 2,841,132 | SEAL CRACKS |
| EASTWOOD DRIVE | MORAGA WAY | CARISBROOK DRIVE | 4015 | 1 | 565 | 33 | 18,645 | R | AC/AC | Local | 87 | 85 | 86 | $42 | 2,737,015 | SEAL CRACKS |
| CHELTON COURT | WHITEHALL DRIVE | CUL-DE-SAC | 4022 | 1 | 420 | 25 | 10,500 | R | AC/AC | Local | 88 | 87 | 88 | $11 | 3,482,064 | SEAL CRACKS |
| SOUTHWAITE COURT | MORAGA WAY | CUL-DE-SAC | 4028 | 1 | 822 | 33 | 27,126 | R | AC/AC | Local | 88 | 87 | 88 | $28 | 3,482,064 | SEAL CRACKS |
| CROWN COURT | IVY DRIVE | CUL-DE-SAC | 4030 | 1 | 285 | 25 | 7,125 | R | AC/AC | Local | 81 | 79 | 81 | $38 | 1,416,426 | SEAL CRACKS |
| CORAL DRIVE | MORAGA WAY | IVY DR | 4046 | 1C | 1,720 | 33 | 56,760 | UL | AC/AC | Local | 89 | 87 | 88 | $67 | 4,101,338 | SEAL CRACKS |
| FIESTA CIRCLE | IVY DRIVE (N) | IVY DRIVE (S) | 4047 | 1C | 2,344 | 33 | 77,352 | R | AC/AC | Local | 88 | 86 | 87 | $126 | 2,319,218 | SEAL CRACKS |
| LAVENIDA | MORAGA WAY | B.C. @ 90 DEGREE | 4118 | 1 | 932 | 24 | 22,368 | R | AC/AC | Local | 88 | 87 | 88 | $23 | 4,435,769 | SEAL CRACKS |
| ESTABUENO | LAVENIDA | CUL-DE-SAC | 4119 | 1 | 387 | 24 | 9,288 | R | AC/AC | Local | 88 | 87 | 88 | $10 | 4,435,769 | SEAL CRACKS |
| ESTABUENO | LAVENIDA | MORAGA WAY | 4119 | 2 | 1,029 | 24 | 24,696 | R | AC/AC | Local | 88 | 87 | 88 | $25 | 4,431,244 | SEAL CRACKS |
| MEADOWLANDS COURT | MORAGA WAY | CUL-DE-SAC | 4121 | 1 | 128 | 24 | 3,072 | R | AC/AC | Local | 88 | 87 | 88 | $4 | 2,841,132 | SEAL CRACKS |
| SAGER COURT | DONNA MARIA WAY | CUL-DE-SAC | 4133 | 1 | 357 | 25 | 8,925 | R | AC | Local | 77 | 75 | 77 | $59 | 672,001 | SEAL CRACKS |
| CARMEN COURT | LA CRESTA ROAD | CUL-DE-SAC | 4140 | 1 | 340 | 20 | 6,800 | R | AC | Local | 88 | 87 | 88 | $21 | 681,010 | SEAL CRACKS |
| STANTON AVE. (2345H) | STANTON CT. | CLAREMONT | 5102 | 1 | 560 | 30 | 16,800 | R | AC/AC | Local | 88 | 87 | 88 | $17 | 4,458,554 | SEAL CRACKS |
| STANTON AVE. (2345H) | CLAREMONT | CUL-DE-SAC | 5102 | 1A | 422 | 25 | 10,550 | R | AC/AC | | 88 | 87 | 88 | $11 | 2,238,975 | SEAL CRACKS |
| STANTON CT. | STANTON AVE. | CUL-DE-SAC | 5102 | 2 | 535 | 25 | 13,375 | R | AC/AC | Local | 87 | 85 | 86 | $30 | 2,236,887 | SEAL CRACKS |
| CRESCENT DR | CLAREMONT AVE. | PIEDMONT AVE. | 5105 | 1 | 896 | 19 | 17,024 | R | AC | Local | 88 | 87 | 88 | $53 | 680,941 | SEAL CRACKS |
| PIEDMONT AVENUE | CRESCENT DR. | CLAREMONT AVE. | 5107 | 1 | 365 | 18 | 6,570 | R | AC/AC | Local | 88 | 87 | 88 | $7 | 4,458,554 | SEAL CRACKS |

## Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CROSSRIDGE PL. (2545AU) | KITE HILL RD. | CUL-DE-SAC | 6003 | 1 | 147 | 23 | 3,381 | R | AC/AC | Local | 81 | 79 | 81 | $18 | 958,506 | SEAL CRACKS |
| CROSSRIDGE CT. (2545AT) | KITE HILL RD. | CUL-DE-SAC | 6004 | 1 | 160 | 23 | 3,680 | R | AC | Local | 85 | 83 | 84 | $16 | 746,385 | SEAL CRACKS |
| CROSS RIDGE TR. (2545AV) | KITE HILL RD. | END | 6005 | 1 | 240 | 25 | 6,000 | R | AC | Local | 85 | 83 | 84 | $25 | 746,385 | SEAL CRACKS |
| ALTARINDA CR. (2545AD) | E. ALTARINDA DR. | CUL-DE-SAC | 6012 | 1 | 245 | 25 | 6,125 | R | AC | Local | 85 | 83 | 84 | $26 | 746,383 | SEAL CRACKS |
| GREYSTONE TR. (2545AP) | ORINDAWOODS DR. | GREYSTONE TR | 6014 | 1 | 360 | 25 | 9,000 | R | AC | Local | 88 | 87 | 88 | $28 | 680,182 | SEAL CRACKS |
| SANTA MARIA WY. (2544B) | ALTARINDA ROAD | SANTA MARIA WAY (PRIVATE) | 6015 | 3 | 327 | 38 | 12,426 | R | AC/AC | Local | 89 | 87 | 88 | $12 | 2,322,129 | SEAL CRACKS |
| OAK LANE (2655C) | MINER RD. | END | 7003 | 1 | 230 | 17 | 3,910 | R | AC/AC | Local | 89 | 87 | 88 | $4 | 6,015,303 | SEAL CRACKS |
| LA CUESTA (2545E) | CAMINO SOBRANTE | END | 7105 | 1 | 3,080 | 15 | 46,200 | R | AC | Local | 87 | 84 | 85 | $177 | 1,178,330 | SEAL CRACKS |
| LA SENDA (2545W) | LA NORIA | CUL-DE-SAC | 7107 | 1 | 330 | 16 | 5,280 | R | AC/AC | Local | 87 | 85 | 86 | $12 | 1,271,161 | SEAL CRACKS |
| VISTA DEL MAR(2445K) | CAMINO DON MIGUEL | DEL MAR COURT | 8102 | 1 | 815 | 25 | 20,375 | R | AC/AC | Local | 87 | 85 | 86 | $45 | 1,829,494 | SEAL CRACKS |
| SANTA LUCIA (2445H) | CAMINO DON MIGUEL | CUL-DE-SAC | 8105 | 1 | 435 | 20 | 8,700 | R | AC/AC | Local | 88 | 86 | 87 | $14 | 2,352,006 | SEAL CRACKS |
| SNOWBERRY LN. (2555R) | TARRY LN | CUL-DE-SAC | 9104 | 1 | 670 | 20 | 13,400 | R | AC | Local | 87 | 85 | 86 | $48 | 813,015 | SEAL CRACKS |
| CRANE CT. ( 2555P) | VAN TASSEL LANE | CUL-DE-SAC | 9204 | 1 | 315 | 24 | 7,560 | R | AC/AC | Local | 85 | 84 | 86 | $21 | 2,320,851 | SEAL CRACKS |
| OLD CAMINO PABLO | END - WEST OF CLAREMONT | END - EAST OF CLAREMONT | A11005 | 1 | 394 | 18 | 7,092 | R | AC | Local | 86 | 85 | 86 | $26 | 726,955 | SEAL CRACKS |
| OLD CAMINO PABLO | NORTH LANE | ARDILLA ROAD | A11005 | 2 | 1,139 | 20 | 22,780 | R | AC | Local | 88 | 87 | 88 | $70 | 680,941 | SEAL CRACKS |
| | | | | | | | | | | | | | Treatment Total | $3,241 | | |
| | | | | | | | Year 2022 Area Total | | 2,336,074 | | | | Year 2022 Total | $2,098,493 | | |

## Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FAIRWAY DR. | HACIENDA CIR. | END | 20010 | 1 | 103 | 18 | 1,854 | R | AC | Local | 30 | 24 | 100 | $15,299 | 9,639 | FULL DEPTH RECLAMATION |
| EL TOYONAL (2254) | CAMINO PABLO | 460' W/O CAMINO PABLO | 5201 | 1A | 460 | 39 | 17,940 | C | AC/AC | ArtCol | 27 | 20 | 100 | $169,179 | 8,842 | FULL DEPTH RECLAMATION |
| EL TOYONAL (2254) | 460' W/O CAMINO PABLO | LOMA VISTA (EAST) | 5201 | 1B | 1,321 | 24 | 31,704 | C | AC/AC | | 20 | 11 | 100 | $298,976 | 8,842 | FULL DEPTH RECLAMATION |
| OAK FLAT RD. (2755C) | CHARLES HILL RD. | CUL-DE-SAC | 6203 | 1 | 390 | 15 | 5,850 | R | AC/AC | Local | 14 | 8 | 100 | $48,271 | 9,639 | FULL DEPTH RECLAMATION |
| | | | | | | | | | | | | | Treatment Total | $531,725 | | |

CITY OF ORINDA

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

## Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALICE LANE | ZANDER DRIVE | 1000' W ZANDER DRIVE | 3002 | 2 | 1,000 | 29 | 29,000 | R | AC | | 48 | 44 | 100 | $205,108 | 11,960 | HEAVY REHAB |
| ORINDA WAY | END | SANTA MARIA WAY | A15001 | 1 | 195 | 55 | 10,725 | R | AC | Local | 45 | 40 | 100 | $75,855 | 12,212 | HEAVY REHAB |
| | | | | | | | | | | | | Treatment Total | | $280,963 | | |
| EL TOYONAL (2254) | BONITA LN | LA ENCINAL | 5201 | 3 | 1,676 | 18 | 30,168 | R | AC/AC | Local | 69 | 66 | 75 | $62,553 | 10,344 | HEAVY MAINTENANCE |
| EL TOYONAL (2254) | CAMINO DEL CIELO | VISTA DEL ORINDA | 5201 | 7 | 2,800 | 18 | 50,400 | C | AC | ArtCol | 70 | 64 | 74 | $126,485 | 6,259 | HEAVY MAINTENANCE |
| MORAGA WAY | CAMINO PABLO | OVERHILL RD | A12001 | 1C | 510 | 50 | 25,500 | A | AC/AC | ArtCol | 73 | 69 | 78 | $18,517 | 46,291 | HEAVY MAINTENANCE |
| | | | | | | | | | | | | Treatment Total | | $207,555 | | |
| MINER RD. (2444C) | GARDINER CT. | HONEY HILL RD. | 7001 | 3B | 700 | 23 | 16,100 | C | AC | ArtCol | 71 | 66 | 100 | $94,247 | 12,648 | LIGHT REHAB |
| EL SUENO (2545U) | CAMINO SOBRANTE | CUL-DE-SAC | 7108 | 1 | 525 | 15 | 7,875 | R | AC/AC | Local | 72 | 69 | 100 | $30,634 | 14,400 | LIGHT REHAB |
| MORAGA WAY | GLORIETTA BLVD | ORCHARD RD | A12002 | 1 | 1,849 | 44 | 81,356 | A | AC/AC | ArtCol | 70 | 65 | 100 | $498,396 | 15,574 | LIGHT REHAB |
| | | | | | | | | | | | | Treatment Total | | $623,277 | | |
| AMBER VALLEY DR. (2555Y) | DALEWOOD DR. | CUL-DE-SAC | 10005 | 1 | 1,060 | 29 | 30,740 | R | AC | Local | 91 | 89 | 95 | $28,119 | 24,695 | LIGHT MAINTENANCE |
| BROOKSIDE RD. (2643) | ORCHARD RD | MORAGA WAY | 12030 | 2 | 515 | 24 | 12,360 | R | AC/AC | Local | 90 | 89 | 94 | $11,307 | 27,084 | LIGHT MAINTENANCE |
| GLORIETTA BLVD (2731 B) | RHEEM BLVD. | MARTHA RD. | 13000 | 3 | 1,314 | 32 | 42,048 | A | AC/AC | ArtCol | 87 | 84 | 91 | $38,463 | 28,773 | LIGHT MAINTENANCE |
| GLORIETTA BLVD (2731 B) | MARTHA RD. | OVERHILL RD. | 13000 | 4 | 1,151 | 31 | 35,681 | A | AC/AC | ArtCol | 86 | 83 | 90 | $32,639 | 30,422 | LIGHT MAINTENANCE |
| KNICKERBOCKER LN(2645G) | SPRING RD. | STEIN WAY | 14007 | 1 | 1,300 | 30 | 39,000 | R | AC/AC | Local | 90 | 87 | 93 | $35,675 | 25,996 | LIGHT MAINTENANCE |
| WHITEOAK DR. | CITY LIMIT | CUL-DE-SAC | 20040 | 1 | 1,080 | 26 | 28,080 | R | AC | Local | 91 | 89 | 94 | $25,686 | 25,805 | LIGHT MAINTENANCE |
| MIRA FLORES | LAS VEGAS | EL GAVILAN | 20080 | 1 | 227 | 18 | 4,086 | R | AC | Local | 91 | 89 | 94 | $3,738 | 21,113 | LIGHT MAINTENANCE |
| KEITH DRIVE | EVANS PL | DONALD DRIVE | 3003 | 2 | 537 | 24 | 12,888 | R | AC | Local | 90 | 88 | 93 | $11,790 | 24,691 | LIGHT MAINTENANCE |
| MORAGA VIA | GLORIETTA BLVD. | VIRGINIA DRIVE | 3025 | 4 | 911 | 21 | 19,131 | R | AC/AC | Local | 90 | 87 | 93 | $17,500 | 25,968 | LIGHT MAINTENANCE |
| LOST VALLEY DRIVE | EDGEWOOD RD | CUL-DE-SAC | 3138 | 10C | 932 | 24 | 22,368 | R | AC | Local | 91 | 89 | 94 | $20,461 | 25,755 | LIGHT MAINTENANCE |
| LOST VALLEY DRIVE | PGE SUBSTATION | 700' W OF PGE SUBSTATION | 3138 | 5 | 700 | 24 | 16,800 | R | AC | Local | 87 | 85 | 91 | $15,368 | 26,816 | LIGHT MAINTENANCE |
| DONNA MARIA WAY | DOLORES WAY | RITA WAY | 4144 | 1 | 1,075 | 23 | 24,725 | R | AC | Local | 91 | 89 | 95 | $22,617 | 24,675 | LIGHT MAINTENANCE |
| BERKELEY AVE (2345Y) | CLAREMONT AVE | END | 5104 | 1 | 752 | 22 | 16,544 | R | AC | Local | 90 | 88 | 93 | $15,134 | 24,691 | LIGHT MAINTENANCE |
| VALLEY VIEW RD. | MINER RD. | CUL-DE-SAC | 7004 | 1 | 1,685 | 24 | 40,440 | R | AC | Local | 91 | 89 | 95 | $36,992 | 24,707 | LIGHT MAINTENANCE |
| CAMINO SOBRANTE (2544C) | EL RIBERO (NORTH) | LA NORIA (SOUTH) | 7101 | 3A | 1,450 | 21 | 30,450 | R | AC | Local | 91 | 89 | 94 | $27,854 | 26,995 | LIGHT MAINTENANCE |
| MIRA LOMA (2545G) | CAMINO SOBRANTE | LINDA VISTA | 7102 | 1 | 1,010 | 19 | 19,190 | R | AC/AC | Local | 90 | 87 | 93 | $17,554 | 25,999 | LIGHT MAINTENANCE |

## Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SLEEPY HOLLOW LN (2555K) | LOMBARDY LANE | SOUTHERLY EDGE NORMANDY LANE | 9001 | 1A | 2,750 | 22 | 60,500 | UL | AC/AC | Local | 88 | 86 | 93 | $55,342 | 36,488 | LIGHT MAINTENANCE |
| NORMANDY LN. (2555M) | SLEEPY HOLLOW LN. | RIDGE LN. | 9002 | 1 | 1,290 | 20 | 25,800 | R | AC/AC | Local | 91 | 89 | 94 | $23,601 | 27,103 | LIGHT MAINTENANCE |
| RIDGE LN. (2555N) | EAST END | WEST END | 9003 | 1 | 740 | 18 | 13,320 | R | AC | Local | 91 | 89 | 94 | $12,185 | 26,998 | LIGHT MAINTENANCE |
| | | | | | | | | | | | | Treatment Total | | $452,025 | | |
| SOUTHWOOD DR. (2745AZ) | NORTHWOOD DR | TARA RD | 12001 | 1A | 1,600 | 20 | 32,000 | C | AC/AC | ArtCol | 92 | 87 | 88 | $35 | 6,070,784 | SEAL CRACKS |
| DARYL DR. (2745 J) | GLORIETTA BLVD. | OVERHILL RD. | 12018 | 1 | 1,180 | 26 | 30,680 | R | AC | Local | 93 | 89 | 89 | $82 | 1,722,782 | SEAL CRACKS |
| GLORIETTA BLVD (2731 B) | MORAGA WAY | SHADOW CREEK LN | 13000 | 1A | 1,585 | 30 | 47,550 | A | AC/AC | ArtCol | 92 | 87 | 88 | $52 | 6,675,962 | SEAL CRACKS |
| GLORIETTA BLVD (2731 B) | SHADOW CREEK LN | RHEEM BLVD | 13000 | 2 | 1,475 | 30 | 44,250 | A | AC/AC | ArtCol | 92 | 87 | 88 | $49 | 6,675,962 | SEAL CRACKS |
| HALL DRIVE | MORAGA WAY | FLEETWOOD CT | 3009 | 1A | 1,257 | 25 | 31,425 | C | AC/AC | ArtCol | 94 | 88 | 89 | $11 | 19,051,465 | SEAL CRACKS |
| HALL DRIVE | FLEETWOOD CT | DONALD DR | 3009 | 2 | 1,707 | 27 | 46,089 | C | AC/AC | ArtCol | 92 | 87 | 88 | $42 | 5,686,889 | SEAL CRACKS |
| MORAGA VIA | RUSTIC WAY | RHEEM BLVD | 3025 | 3 | 834 | 19 | 15,846 | R | AC/AC | Local | 89 | 86 | 87 | $27 | 2,425,343 | SEAL CRACKS |
| ORCHARD ROAD | CORTE BOMBERO | MORAGA WAY | 3028 | 3 | 382 | 21 | 8,022 | R | AC/AC | Local | 87 | 85 | 86 | $22 | 1,692,602 | SEAL CRACKS |
| MARSTON RD. (2345N) | MONTE VISTA RD. | CUL-DE-SAC | 5002 | 1 | 1,025 | 16 | 16,400 | R | AC | Local | 93 | 88 | 89 | $44 | 1,814,108 | SEAL CRACKS |
| ORINDAWOODS DR. (2545AM) | ALTARINDA RD | KITE HILL RD | 6001 | 1A | 1,760 | 25 | 44,000 | C | AC/AC | ArtCol | 92 | 87 | 88 | $41 | 5,686,889 | SEAL CRACKS |
| ORINDAWOODS DR. (2545AM) | KITE HILL RD | GREYSTONE TERR. | 6001 | 2 | 1,470 | 25 | 36,750 | C | AC/AC | ArtCol | 92 | 87 | 88 | $34 | 5,686,889 | SEAL CRACKS |
| ORINDAWOODS DR. (2545AM) | GREYSTONE TERR. | E. ALTARINDA | 6001 | 3 | 1,019 | 25 | 25,475 | C | AC/AC | ArtCol | 92 | 87 | 88 | $24 | 5,686,889 | SEAL CRACKS |
| E. ALTARINDA DR(2545AC) | ORINDAWOODS DR. | EL NIDO RANCH RD. | 6010 | 1 | 1,190 | 30 | 35,700 | C | AC/AC | ArtCol | 85 | 81 | 83 | $186 | 1,539,737 | SEAL CRACKS |
| VIA LAS CRUCES | HONEY HILL RD. | LAS VEGAS RD. | 6207 | 1 | 730 | 29 | 21,170 | C | AC/AC | ArtCol | 92 | 87 | 88 | $23 | 5,715,435 | SEAL CRACKS |
| LA NORIA (2545F) | CAMINO SOBRANTE (S) | CAMINO SOBRANTE (N) | 7106 | 1 | 1,530 | 15 | 22,950 | R | AC | Local | 93 | 89 | 89 | $61 | 1,767,998 | SEAL CRACKS |
| LAS VEGAS (2544E) | VIA LAS CRUCES | ST. STEPHENS DRIVE | 7203 | 3 | 320 | 31 | 9,920 | C | AC/AC | ArtCol | 92 | 87 | 88 | $11 | 5,715,435 | SEAL CRACKS |
| MANZANITA DR. (2445F) | CAMINO PABLO | CREEK BRIDGE | 8001 | 1 | 580 | 24 | 13,920 | R | AC/AC | Local | 91 | 88 | 88 | $9 | 7,733,304 | SEAL CRACKS |
| WASHINGTON LN. (2555L) | SLEEPY HOLLOW LANE | END | 9004 | 1 | 533 | 21 | 11,193 | UL | AC/AC | Local | 89 | 88 | 89 | $6 | 16,980,581 | SEAL CRACKS |
| LOMBARDY LN. (2554) | MINER ROAD | TARRY LANE | 9201 | 1A | 1,136 | 25 | 28,400 | C | AC/AC | ArtCol | 92 | 87 | 88 | $31 | 5,802,922 | SEAL CRACKS |
| CAMINO PABLO | MINER RD | ARDILLA ROAD/NORTH LN | A11003 | 1A | 1,600 | 43 | 68,800 | A | AC/AC | ArtCol | 92 | 87 | 88 | $70 | 7,162,806 | SEAL CRACKS |
| CAMINO PABLO | ARDILLA ROAD/NORTH LN | SOL BRAE WY | A11003 | 2 | 2,040 | 39 | 79,560 | A | AC/AC | ArtCol | 92 | 87 | 88 | $87 | 6,675,962 | SEAL CRACKS |

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

## Year: 2023

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAMINO PABLO | SOL BRAE WY | MONTE VISTA RD | A11003 | 3 | 1,045 | 39 | 40,755 | A | AC/AC | ArtCol | 92 | 87 | 88 | $45 | 6,675,962 | SEAL CRACKS |
| MORAGA WAY | BRYANT WAY | CAMINO PABLO | A12001 | 1AAC | 870 | 63 | 54,810 | A | AC/AC | ArtCol | 85 | 82 | 83 | $331 | 2,095,678 | SEAL CRACKS |
| MORAGA WAY | CAMINO ENCINAS | LLOYD LN | A12001 | 3 | 1,445 | 38 | 54,910 | A | AC/AC | ArtCol | 82 | 79 | 80 | $430 | 1,314,651 | SEAL CRACKS |
| MORAGA WAY | LLOYD LN | BROOKSIDE RD | A12001 | 4 | 1,518 | 38 | 57,684 | A | AC/AC | ArtCol | 86 | 84 | 85 | $238 | 2,447,390 | SEAL CRACKS |
| MORAGA WAY | BROOKSIDE RD | GLORIETTA BLVD | A12001 | 5 | 2,058 | 38 | 78,204 | A | AC/AC | ArtCol | 83 | 80 | 82 | $528 | 1,523,759 | SEAL CRACKS |
| MORAGA WAY | ORCHARD RD | VALLEY VIEW DR | A12002 | 2 | 1,667 | 42 | 70,014 | A | AC/AC | ArtCol | 82 | 79 | 80 | $548 | 1,314,651 | SEAL CRACKS |
| MORAGA WAY | VALLEY VIEW DR | WOODLAND RD | A12002 | 3 | 1,082 | 44 | 47,608 | A | AC/AC | ArtCol | 87 | 85 | 86 | $161 | 2,966,161 | SEAL CRACKS |
| | | | | | | | | | | | | Treatment Total | | $3,228 | | |
| | | | | | Year 2023 Area Total | | 1,876,708 | | | | | Year 2023 Total | | $2,098,773 | | |

## Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EL TOYONAL (2254) | LOMA VISTA (WEST) | WIDTH CHANGE | 5201 | 5 | 1,121 | 20 | 22,420 | C | AC | ArtCol | 38 | 23 | 100 | $217,769 | 8,585 | FULL DEPTH RECLAMATION |
| MINER RD. (2444C) | LOMBARDY LN | TIGERTAIL CT | 7001 | 2A | 2,345 | 23 | 53,935 | C | AC/AC | ArtCol | 31 | 19 | 100 | $523,878 | 8,585 | FULL DEPTH RECLAMATION |
| | | | | | | | | | | | | Treatment Total | | $741,647 | | |
| EL TOYONAL (2254) | WIDTH CHANGE | CAMINO DEL CIELO | 5201 | 6 | 514 | 18 | 9,252 | C | AC | ArtCol | 59 | 48 | 100 | $73,017 | 11,125 | HEAVY REHAB |
| ORINDA WAY | 540 FT N/O SANTA MARIA WAY | IRWIN WAY | A15001 | 3 | 1,150 | 45 | 51,750 | A | AC | ArtCol | 55 | 48 | 100 | $471,239 | 13,058 | HEAVY REHAB |
| | | | | | | | | | | | | Treatment Total | | $544,256 | | |
| WATCHWOOD CT. | WATCHWOOD RD. | END OF WATCHWOOD CT. | 20340 | 1 | 270 | 21 | 5,670 | R | AC | Local | 69 | 63 | 73 | $12,110 | 7,323 | HEAVY MAINTENANCE |
| | | | | | | | | | | | | Treatment Total | | $12,110 | | |
| FALLEN LEAF TR. (2555AC | DALEWOOD DR. | CUL-DE-SAC | 10007 | 1 | 845 | 29 | 24,505 | R | AC | Local | 90 | 87 | 93 | $23,088 | 24,906 | LIGHT MAINTENANCE |
| WARFORD TR. (2745AN) | MUTH DR. | BATES BLVD | 11003 | 1 | 999 | 33 | 32,967 | R | AC | Local | 92 | 89 | 95 | $31,061 | 28,368 | LIGHT MAINTENANCE |
| NORTHWOOD CT. (2745X) | NORTHWOOD DR. | CUL-DE-SAC | 12004 | 1 | 235 | 22 | 5,170 | R | AC/AC | Local | 79 | 79 | 86 | $4,872 | 34,940 | LIGHT MAINTENANCE |
| HILLCREST DR. (2745K) | MARTHA RD. | OVERHILL ROAD | 12015 | 1 | 1,610 | 23 | 37,030 | UL | AC/AC | Local | 88 | 87 | 93 | $34,889 | 36,744 | LIGHT MAINTENANCE |
| SALLY ANN RD. (2847 A) | GLORIETTA BLVD. | PARKWAY CT. | 12034 | 1 | 900 | 22 | 19,800 | R | AC | Local | 92 | 89 | 95 | $18,656 | 28,368 | LIGHT MAINTENANCE |
| MEADOW PARK CT. (2835Z) | GLORIETTA BLVD. | END | 12041 | 1 | 1,200 | 22 | 26,400 | R | AC/AC | Local | 84 | 83 | 90 | $24,874 | 36,553 | LIGHT MAINTENANCE |

## Year: 2024

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CANDLESTICK RD. (2645H) | KNICKERBOCKER LANE | CUL-DE-SAC | 14008 | 1 | 780 | 25 | 19,500 | R | AC | Local | 92 | 89 | 95 | $18,373 | 28,371 | LIGHT MAINTENANCE |
| NONIE RD. | TARA RD | END | 20190 | 1 | 185 | 15 | 2,775 | R | AC/AC | Local | 82 | 81 | 88 | $2,615 | 33,604 | LIGHT MAINTENANCE |
| CREST VIEW DR. | VALLEY VIEW DRIVE | CRESTVIEW COURT | 20260 | 1A | 1,901 | 22 | 41,822 | R | AC/AC | Local | 84 | 83 | 90 | $39,404 | 31,005 | LIGHT MAINTENANCE |
| CALVIN DRIVE | RHEEM BLVD. | CALVIN COURT | 3008 | 1C | 1,092 | 24 | 26,901 | R | AC | Local | 91 | 89 | 94 | $25,346 | 29,440 | LIGHT MAINTENANCE |
| CEDAR LANE | DONALD DRIVE | CUL-DE-SAC | 3017 | 1 | 859 | 27 | 23,193 | R | AC | Local | 92 | 89 | 95 | $21,852 | 28,353 | LIGHT MAINTENANCE |
| MORAGA VIA | WOODCREST DRIVE | RUSTIC WAY | 3025 | 2 | 695 | 22 | 15,290 | R | AC | Local | 90 | 87 | 93 | $14,406 | 24,867 | LIGHT MAINTENANCE |
| WHITEHALL DRIVE | MORAGA WAY | 735' E/O MORAGA WAY | 4023 | 1 | 735 | 33 | 24,255 | R | AC | Local | 92 | 89 | 95 | $22,853 | 28,347 | LIGHT MAINTENANCE |
| RITA WAY | DONNA MARIA WAY | DOLORES WAY | 4134 | 1 | 585 | 23 | 13,455 | R | AC | Local | 92 | 89 | 95 | $12,677 | 28,350 | LIGHT MAINTENANCE |
| MINER RD. (2444C) | CAMINO PABLO | BIEN VENIDA | 7001 | 1A | 1,480 | 27 | 39,960 | A | AC/AC | ArtCol | 92 | 85 | 92 | $37,650 | 27,496 | LIGHT MAINTENANCE |
| MINER RD. (2444C) | BIEN VENIDA | CAMINO DON MIGUEL | 7001 | 1B | 1,895 | 27 | 51,165 | A | AC/AC | ArtCol | 92 | 85 | 92 | $48,207 | 27,496 | LIGHT MAINTENANCE |
| MINER RD. (2444C) | CAMINO DON MIGUEL | LOMBARDY LN | 7001 | 1C | 1,950 | 26 | 50,700 | A | AC/AC | ArtCol | 92 | 85 | 92 | $47,769 | 27,496 | LIGHT MAINTENANCE |
| CAMINO SOBRANTE (2544C) | LA NORIA (SOUTH) | LA ESPIRAL | 7101 | 3B | 1,946 | 21 | 40,866 | R | AC | Local | 91 | 89 | 94 | $38,503 | 29,455 | LIGHT MAINTENANCE |
| VISTA DEL MAR(2445K) | DEL MAR COURT | PRIVATE ROAD | 8102 | 2 | 725 | 25 | 18,125 | R | AC | Local | 90 | 87 | 93 | $17,077 | 24,906 | LIGHT MAINTENANCE |
| WASHINGTON LN. (2555L) | SLEEPY HOLLOW LANE | END | 9004 | 1 | 533 | 21 | 11,193 | UL | AC/AC | Local | 89 | 88 | 94 | $10,546 | 35,571 | LIGHT MAINTENANCE |
| CRANE CT. ( 2555P) | VAN TASSEL LANE | CUL-DE-SAC | 9204 | 1 | 315 | 24 | 7,560 | R | AC/AC | Local | 85 | 84 | 91 | $7,123 | 38,232 | LIGHT MAINTENANCE |
| | | | | | | | | | | | | | Treatment Total | $501,841 | | |
| LOMA VISTA DR. (2345C) | EL TOYONAL (WEST) | EL DORADO LN | 5203 | 1A | 1,360 | 19 | 25,840 | C | AC/AC | ArtCol | 80 | 85 | 86 | $77 | 3,164,444 | SEAL CRACKS |
| | | | | | | | | | | | | | Treatment Total | $77 | | |
| | | | | | Year 2024 Area Total | | 701,499 | | | | | | Year 2024 Total | $1,799,931 | | |

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EL TOYONAL (2254) | LOMA VISTA (EAST) | BONITA LN | 5201 | 2 | 1,106 | 18 | 19,908 | R | AC/AC | Local | 33 | 23 | 100 | $174,274 | 9,086 | FULL DEPTH RECLAMATION |
| EL TOYONAL (2254) | LA ENCINAL | LOMA VISTA (WEST) | 5201 | 4 | 1,220 | 18 | 21,960 | R | AC/AC | Local | 34 | 24 | 100 | $192,237 | 9,086 | FULL DEPTH RECLAMATION |
| MINER RD. (2444C) | TIGERTAIL CT | SYCAMORE RD | 7001 | 2B | 2,075 | 23 | 47,725 | C | AC/AC | ArtCol | 28 | 11 | 100 | $477,466 | 8,335 | FULL DEPTH RECLAMATION |
| | | | | | | | | | | | | | Treatment Total | $843,977 | | |

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

## Year: 2025

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | FC | Surf Type | Area ID | Current PCI | Treatment PCI Before | Treatment PCI After | Cost | Rating | Treatment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GLORIETTA BLVD (2731 B) | OVERHILL RD | CITY LIMITS | 13000 | 5 | 2,275 | 32 | 72,800 | A | AC/AC | ArtCol | 73 | 65 | 75 | $56,082 | 36,500 | HEAVY MAINTENANCE |
| | | | | | | | | | | | | Treatment Total | | $56,082 | | |
| SINGINGWOOD LN. (2555AB) | AMBER VALLEY DR. | CUL-DE-SAC | 10006 | 1 | 635 | 29 | 18,415 | R | AC | Local | 92 | 89 | 94 | $17,871 | 28,708 | LIGHT MAINTENANCE |
| OAKRIDGE COURT (2745AU) | TAHOS RD. | CUL-DE-SAC | 11009 | 1 | 480 | 22 | 10,560 | R | AC | Local | 92 | 88 | 94 | $10,248 | 25,895 | LIGHT MAINTENANCE |
| MARTHA RD.(2745H) | HILLCREST RD. | CUL DE SAC | 12017 | 2 | 1,645 | 33 | 54,285 | R | AC | Local | 92 | 88 | 94 | $52,681 | 25,860 | LIGHT MAINTENANCE |
| DEBRA CT. (2745 AQ) | SCENIC DR. | CUL-DE-SAC | 12020 | 1 | 168 | 25 | 4,200 | R | AC | Local | 92 | 88 | 94 | $4,076 | 25,839 | LIGHT MAINTENANCE |
| CREST VIEW DR. | CREST VIEW COURT | CULVER COURT | 20260 | 2 | 1,394 | 22 | 30,668 | R | AC/AC | Local | 92 | 89 | 95 | $29,762 | 27,866 | LIGHT MAINTENANCE |
| ZANDER DRIVE | ZANDER COURT | ALICE LANE | 3004 | 2 | 1,339 | 29 | 38,831 | R | AC/AC | Local | 92 | 89 | 95 | $37,684 | 32,239 | LIGHT MAINTENANCE |
| DONALD DRIVE | CUL-DE-SAC | HALL DRIVE | 3018 | 1C | 2,587 | 29 | 75,023 | R | AC/AC | Local | 92 | 89 | 95 | $72,806 | 27,870 | LIGHT MAINTENANCE |
| VIRGINIA DRIVE | GLORIETTA BLVD | MORAGA VIA | 3026 | 1 | 766 | 24 | 18,384 | R | AC | Local | 92 | 89 | 94 | $17,841 | 28,673 | LIGHT MAINTENANCE |
| RAE DRIVE | FIESTA CIRCLE | CUL-DE-SAC | 4006 | 1 | 292 | 34 | 9,928 | R | AC | Local | 92 | 88 | 94 | $9,635 | 25,786 | LIGHT MAINTENANCE |
| RAE COURT | FIESTA CIRCLE | CUL-DE-SAC | 4007 | 1 | 115 | 26 | 2,990 | R | AC | Local | 92 | 88 | 94 | $2,902 | 25,786 | LIGHT MAINTENANCE |
| CORTE DEL REY | IVY DRIVE | CUL-DE-SAC | 4009 | 1 | 327 | 27 | 8,829 | R | AC | Local | 92 | 88 | 94 | $8,569 | 25,786 | LIGHT MAINTENANCE |
| RYDAL COURT | EASTWOOD DRIVE | CUL-DE-SAC | 4014 | 1 | 143 | 25 | 3,575 | R | AC | Local | 92 | 88 | 94 | $3,470 | 25,789 | LIGHT MAINTENANCE |
| WANFLETE CT | CORAL DRIVE | CUL-DE-SAC | 4016 | 1 | 397 | 25 | 9,925 | R | AC | Local | 92 | 88 | 94 | $9,632 | 25,792 | LIGHT MAINTENANCE |
| WESTOVER COURT | ARDITH DRIVE | CUL-DE-SAC | 4026 | 1 | 385 | 25 | 9,625 | R | AC | Local | 92 | 88 | 94 | $9,341 | 25,786 | LIGHT MAINTENANCE |
| DESCANSO DRIVE | IVY DRIVE | END | 4049 | 1C | 1,498 | 30 | 44,940 | R | AC | Local | 92 | 89 | 94 | $43,612 | 28,730 | LIGHT MAINTENANCE |
| EL CAMINO MORAGA | DON GABRIEL WAY | MORAGA WAY | 4132 | 2 | 737 | 26 | 19,162 | UL | AC | Local | 92 | 88 | 94 | $18,596 | 25,831 | LIGHT MAINTENANCE |
| ALTAMOUNT DRIVE | LA CRESTA ROAD | MORAGA WAY | 4143 | 1C | 1,215 | 21 | 25,515 | R | AC | Local | 92 | 89 | 94 | $24,761 | 28,669 | LIGHT MAINTENANCE |
| EL NIDO RANCH RD (2854) | ST. STEVENS DR. | CITY LIMITS | 6208 | 1 | 1,935 | 37 | 71,595 | A | AC/AC | ArtCol | 92 | 89 | 94 | $69,479 | 49,395 | LIGHT MAINTENANCE |
| MINER RD. (2444C) | SYCAMORE RD | PAVT CHANGE | 7001 | 2C | 920 | 23 | 21,160 | C | AC/AC | ArtCol | 93 | 89 | 94 | $20,535 | 35,466 | LIGHT MAINTENANCE |
| VIA FARALLON (2545D) | MIRA LOMA | LA CUESTA | 7104 | 1 | 1,220 | 16 | 19,520 | R | AC | Local | 92 | 89 | 94 | $18,943 | 28,708 | LIGHT MAINTENANCE |
| SUNNYSIDE CT. (2555U) | SUNNYSIDE LANE | CUL-DE-SAC | 9207 | 1 | 360 | 26 | 9,360 | R | AC | Local | 92 | 88 | 94 | $9,084 | 26,019 | LIGHT MAINTENANCE |
| MORAGA WAY | BRYANT WAY | CAMINO PABLO | A12001 | 1AAC | 870 | 63 | 54,810 | A | AC/AC | ArtCol | 85 | 81 | 89 | $53,190 | 36,099 | LIGHT MAINTENANCE |
| MORAGA WAY | OVERHILL RD | CAMINO ENCINAS (N) | A12001 | 2 | 1,385 | 40 | 55,400 | A | AC/AC | ArtCol | 91 | 87 | 93 | $53,763 | 48,055 | LIGHT MAINTENANCE |
| MORAGA WAY | CAMINO ENCINAS | LLOYD LN | A12001 | 3 | 1,445 | 38 | 54,910 | A | AC/AC | ArtCol | 82 | 78 | 86 | $53,287 | 35,537 | LIGHT MAINTENANCE |
| MORAGA WAY | LLOYD LN | BROOKSIDE RD | A12001 | 4 | 1,518 | 38 | 57,684 | A | AC/AC | ArtCol | 86 | 83 | 90 | $55,979 | 41,404 | LIGHT MAINTENANCE |
| MORAGA WAY | BROOKSIDE RD | GLORIETTA BLVD | A12001 | 5 | 2,058 | 38 | 78,204 | A | AC/AC | ArtCol | 83 | 80 | 87 | $75,893 | 37,571 | LIGHT MAINTENANCE |
| MORAGA WAY | ORCHARD RD | VALLEY VIEW DR | A12002 | 2 | 1,667 | 42 | 70,014 | A | AC/AC | ArtCol | 82 | 78 | 86 | $67,945 | 35,537 | LIGHT MAINTENANCE |
| MORAGA WAY | VALLEY VIEW DR | WOODLAND RD | A12002 | 3 | 1,082 | 44 | 47,608 | A | AC/AC | ArtCol | 87 | 84 | 91 | $46,201 | 42,326 | LIGHT MAINTENANCE |

# Scenarios - Sections Selected for Treatment

Interest: .00% Inflation: 3.00% Printed: 01/15/2021

Scenario: Budget Scenario (10% PM)

| | | | |
|---|---|---|---|
| | | Treatment Total | $897,786 |
| Year 2025 Area Total | 1,087,513 | Year 2025 Total | $1,797,845 |
| Total Section Area: | 7,375,955 | Grand Total | $9,893,248 |

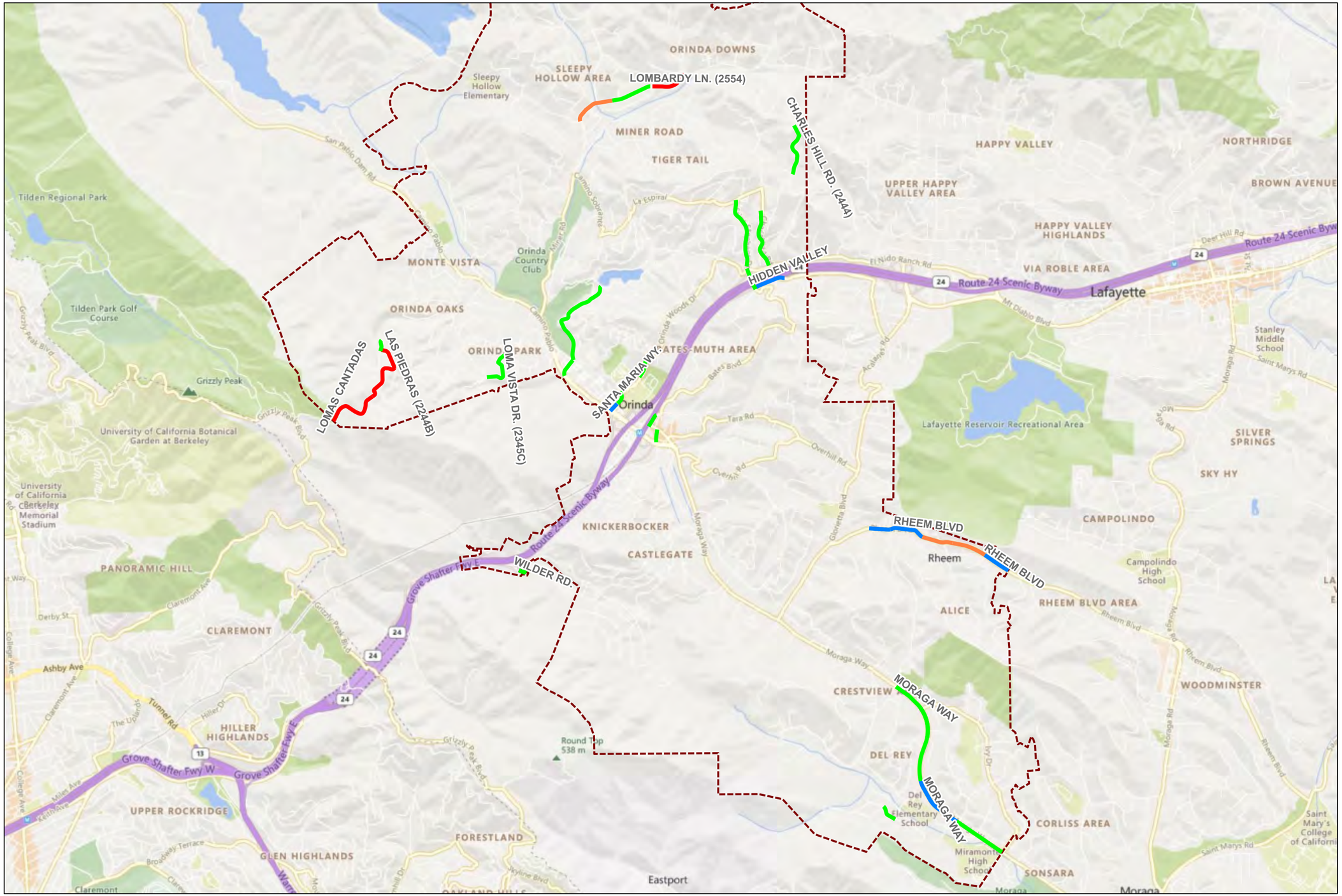
CITY OF ORINDA

# Scenario Treatments

## Budget Scenario (10% PM) - 2021 Project Period - Printed: 2/12/2021

**Feature Legend**

- FULL DEPTH RECLAMATION
- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB




0 0.5 1 Miles

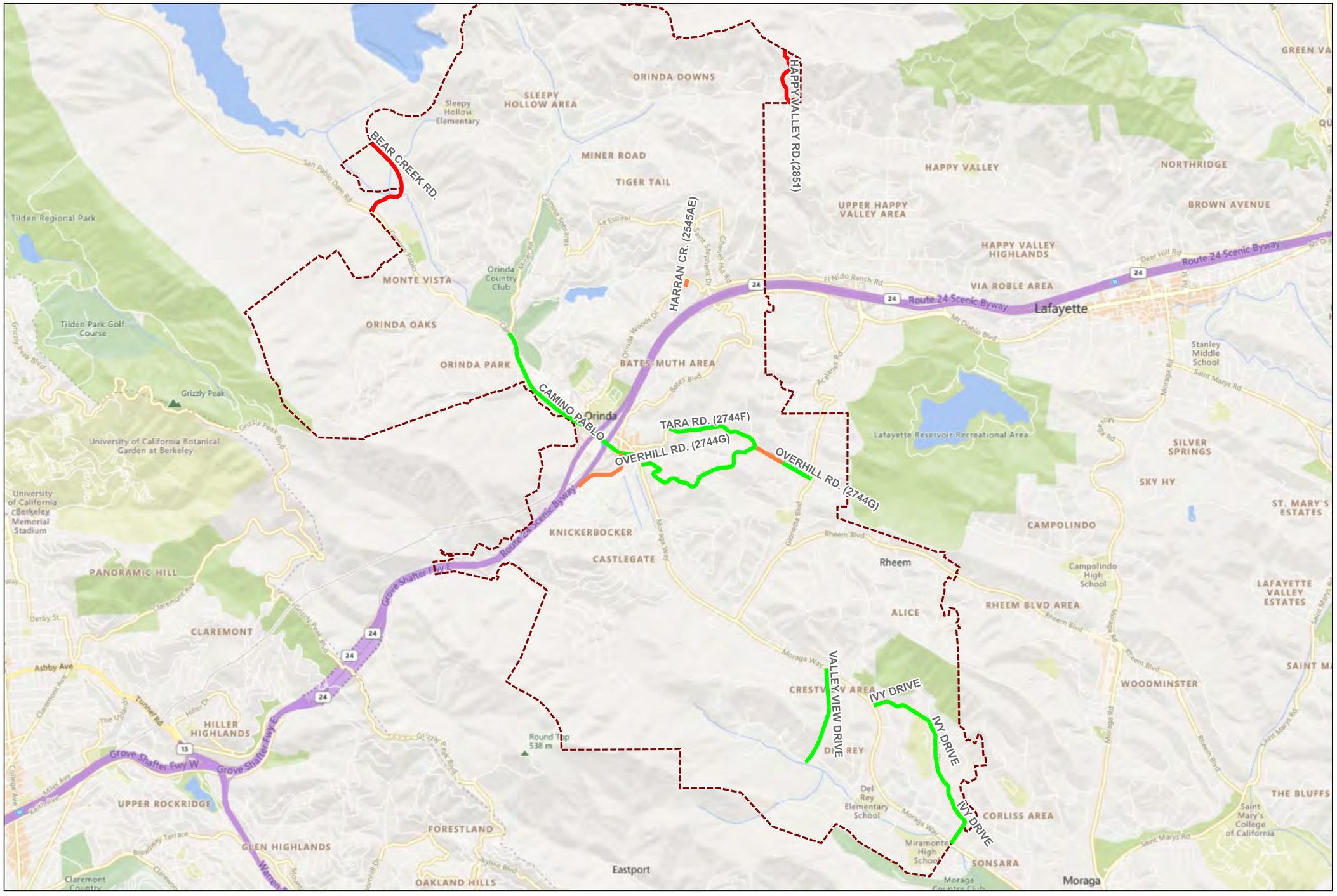
CITY OF ORINDA

# Scenario Treatments

## Budget Scenario (10% PM) - 2022 Project Period - Printed: 2/12/2021

**Feature Legend**

- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB



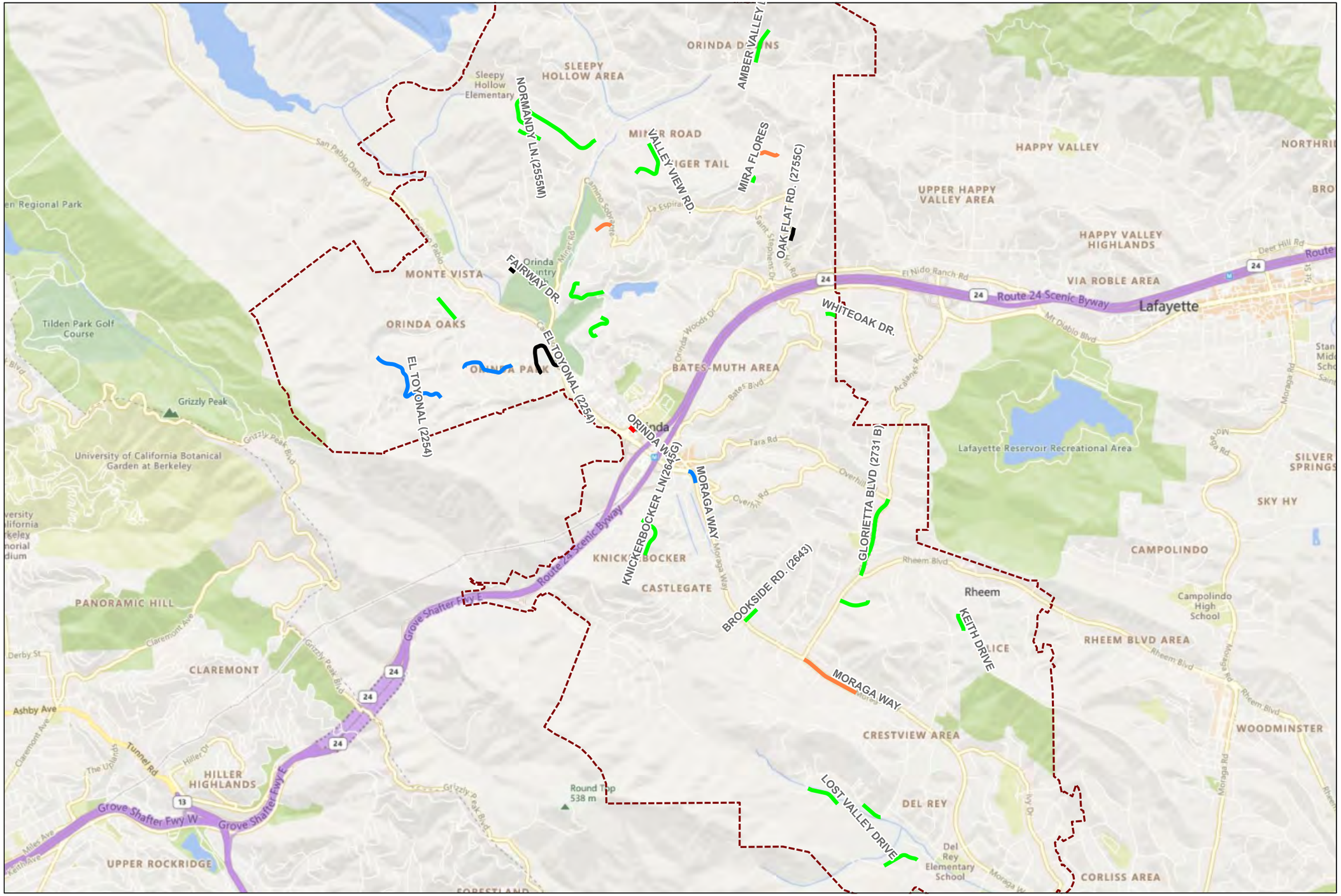
CITY OF ORINDA

# Scenario Treatments

## Budget Scenario (10% PM) - 2023 Project Period - Printed: 2/12/2021

**Feature Legend**

- FULL DEPTH RECLAMATION
- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE
- LIGHT REHAB




0 0.5 1 Miles

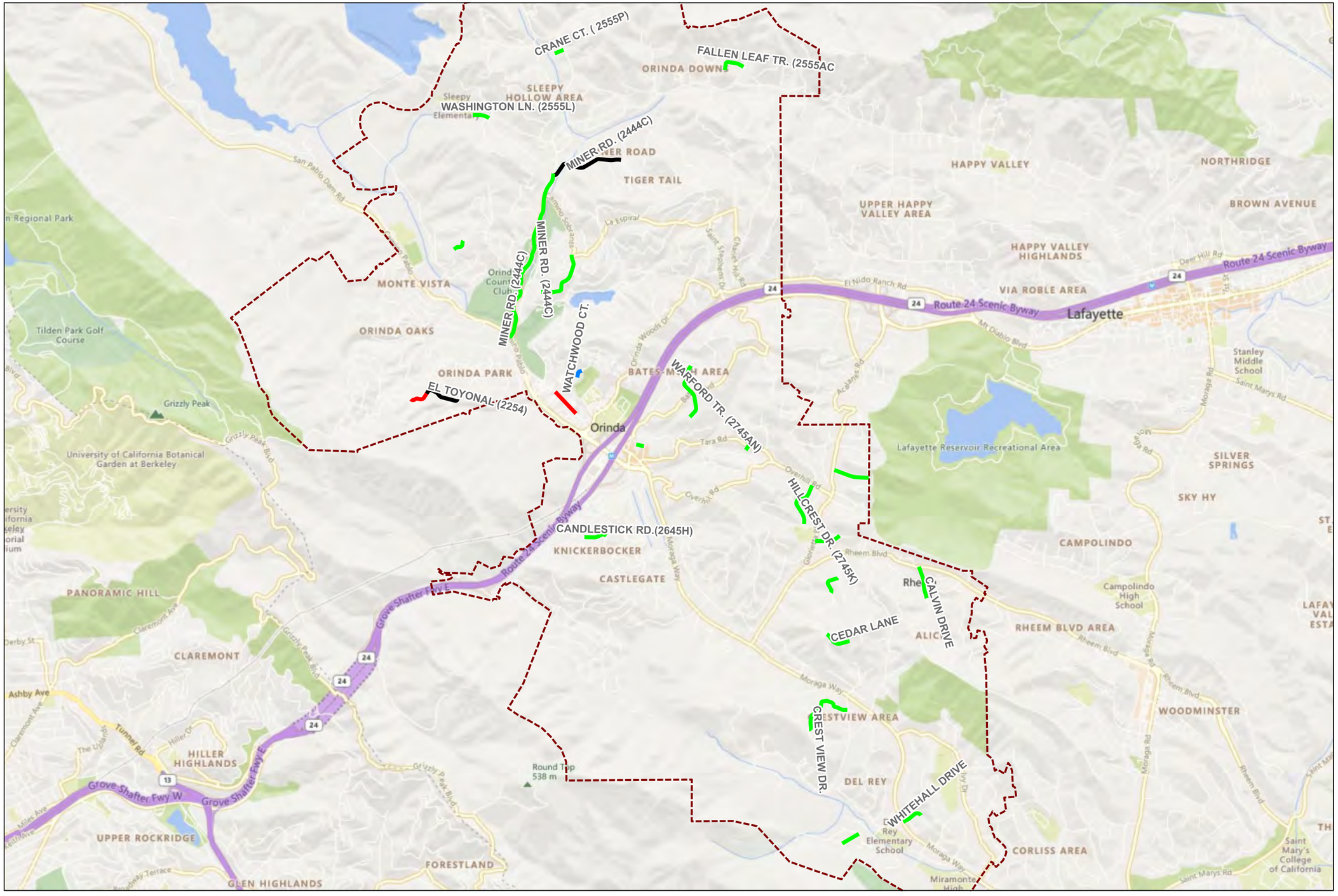
CITY OF ORINDA

# Scenario Treatments

## Budget Scenario (10% PM) - 2024 Project Period - Printed: 2/12/2021

**Feature Legend**

- FULL DEPTH RECLAMATION
- HEAVY MAINTENANCE
- HEAVY REHAB
- LIGHT MAINTENANCE



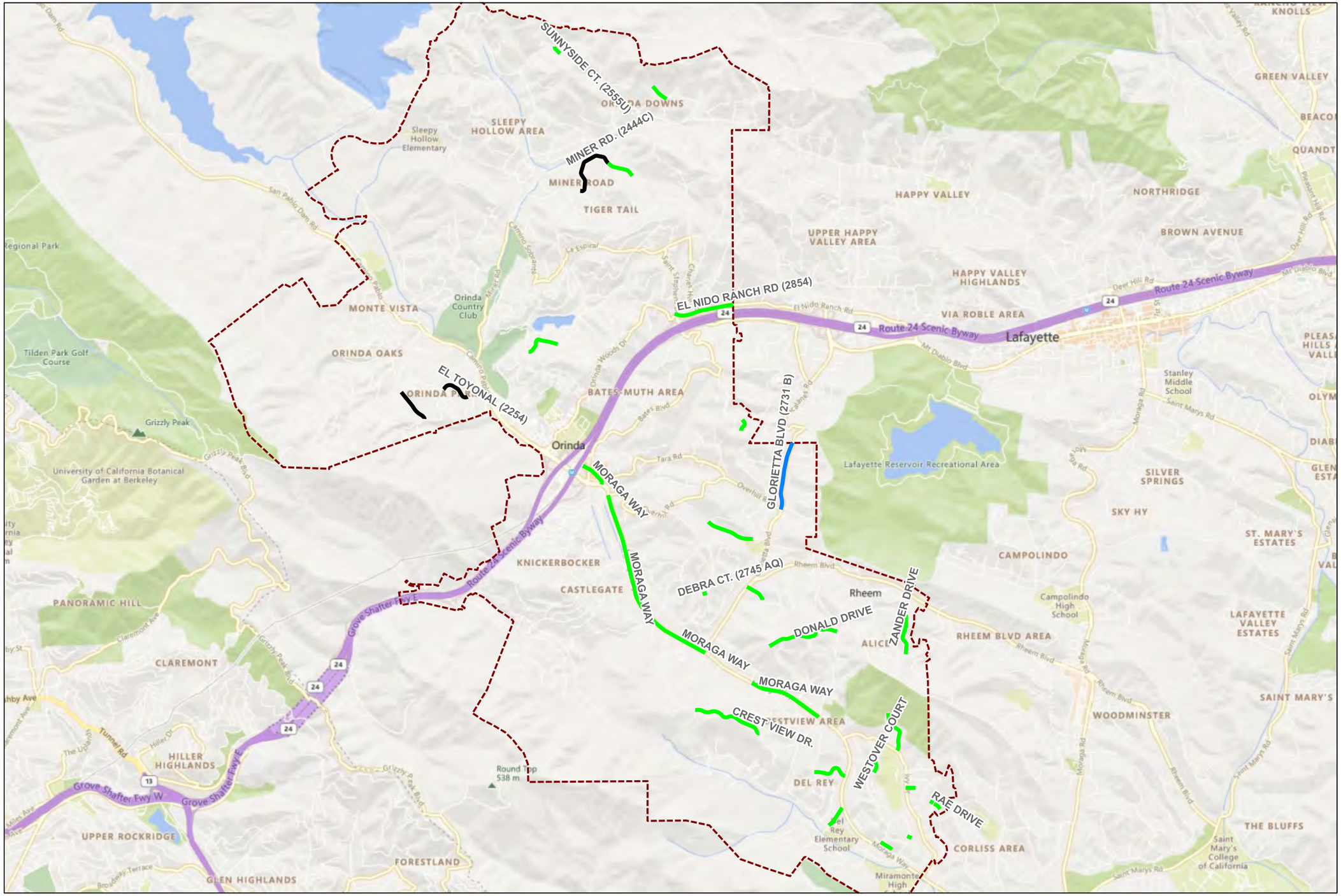
CITY OF ORINDA

# Scenario Treatments

## Budget Scenario (10% PM) - 2025 Project Period - Printed: 2/12/2021

**Feature Legend**

- FULL DEPTH RECLAMATION
- HEAVY MAINTENANCE
- LIGHT MAINTENANCE



# Increase PCI by 5

## ($20.2 Million over 5 Years)

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

Scenario: Increase by 5 (85-90)

Objective: Minimum Network Average PCI Target: By Year

| Year | Value | Year | Value | Year | Value | Year | Value |
|---|---|---|---|---|---|---|---|
| Year 1 | 86 | Year 2 | 87 | Year 3 | 88 | Year 4 | 89 |
| Year 5 | 90 | | | | | | |

Annual budget needs to meet target objectives

| Year | Arterial | Collector | Res/Loc | Other | Preventative Maintenance | Total |
|---|---|---|---|---|---|---|
| 2021 | $1,392,256 | $591,609 | $663,881 | $0 | $1,851,519 | $2,647,746 |
| 2022 | $1,850,427 | $1,646,826 | $1,212,396 | $0 | $999,605 | $4,709,649 |
| 2023 | $21,056 | $2,030,886 | $1,571,281 | $0 | $1,528,325 | $3,623,223 |
| 2024 | $1,270,776 | $1,686,157 | $3,492,086 | $0 | $3,611,120 | $6,449,019 |
| 2025 | $912,150 | $1,092,685 | $743,303 | $0 | $1,380,369 | $2,748,138 |
| | | | | | Average Yearly Total: | $4,035,555 |
| | | | | | Grand Total: | $20,177,775 |

Pavement Network prior to treatments in lane miles.

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 78 | 14.8% | 1.2% | 21 |
| Collector | 70 | 9.8% | 3.8% | 16 |
| Residential | 90 | 63.8% | 1.1% | 36 |

Pavement Network after schedulable treatments applied in lane miles.

2021

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 82 | 15.9% | 1.2% | 23 |
| Collector | 72 | 9.8% | 3.8% | 18 |
| Residential | 91 | 63.8% | 1.1% | 37 |

2022

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 85 | 16.6% | 0.7% | 24 |
| Collector | 77 | 10.9% | 2.7% | 19 |
| Residential | 90 | 64.4% | 0.7% | 37 |

Pavement Network after schedulable treatments applied in lane miles.

## 2023

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 82 | 16.0% | 0.7% | 24 |
| Collector | 81 | 13.3% | 1.2% | 21 |
| Residential | 90 | 64.4% | 0.7% | 36 |

## 2024

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 84 | 17.2% | 0.7% | 25 |
| Collector | 85 | 14.7% | 0.5% | 22 |
| Residential | 91 | 64.4% | 0.7% | 37 |

## 2025

| Functional Class | PCI | Percentage of the Network in Very Good Condition | Percentage of the Network in Poor or Very Poor Condition | Remaining Life |
|---|---|---|---|---|
| Arterial | 85 | 17.8% | 0.6% | 26 |
| Collector | 87 | 15.2% | 0.2% | 23 |
| Residential | 91 | 64.8% | 0.4% | 37 |

Scenario: Increase by 5 (85-90)

Objective: Minimum Network Average PCI Target: By Year

| Year | Value | Year | Value | Year | Value | Year | Value |
|---|---|---|---|---|---|---|---|
| Year 1 | 86 | Year 2 | 87 | Year 3 | 88 | Year 4 | 89 |
| Year 5 | 90 | | | | | | |

## Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment |
|---|---|---|
| 2021 | 85 | 86 |
| 2022 | 83 | 87 |
| 2023 | 81 | 87 |
| 2024 | 79 | 89 |
| 2025 | 77 | 89 |

## Percent Network Area by Functional Classification and Condition Class

### Condition in base year 2021, prior to applying treatments.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 14.8% | 9.8% | 63.8% | 0.0% | 88.4% |
| II / III | 2.7% | 2.5% | 0.3% | 0.0% | 5.6% |
| IV | 0.9% | 3.4% | 1.0% | 0.0% | 5.4% |
| V | 0.2% | 0.4% | 0.0% | 0.0% | 0.6% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2021 after schedulable treatments applied.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 15.9% | 9.8% | 63.8% | 0.0% | 89.5% |
| II / III | 1.6% | 2.5% | 0.3% | 0.0% | 4.5% |
| IV | 0.9% | 3.4% | 1.0% | 0.0% | 5.4% |
| V | 0.2% | 0.4% | 0.0% | 0.0% | 0.6% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

### Condition in year 2025 after schedulable treatments applied.

| Condition Class | Arterial | Collector | Res/Loc | Other | Total |
|---|---|---|---|---|---|
| I | 17.8% | 15.2% | 64.8% | 0.0% | 97.8% |
| II / III | 0.3% | 0.7% | 0.0% | 0.0% | 1.0% |
| IV | 0.6% | 0.2% | 0.4% | 0.0% | 1.2% |
| Total | 18.7% | 16.2% | 65.1% | 0.0% | 100.0% |

# Target-Driven Scenarios - Cost Summary

Interest: 0% Inflation: 3% Printed: 12/01/2020

Scenario: Increase by 5 (85-90)

Objective: Minimum Network Average PCI Target: By Year

| Year | Value | Year | Value | Year | Value | Year | Value |
|---|---|---|---|---|---|---|---|
| Year 1 | 86 | Year 2 | 87 | Year 3 | 88 | Year 4 | 89 |
| Year 5 | 90 | | | | | | |

| Year | Rehabilitation | | Preventive Maintenance | | Total Cost | Deferred |
|---|---|---|---|---|---|---|
| 2021 | II | $0 | Non-Project | $1,851,519 | $2,647,746 | $7,871,222 |
| | III | $796,227 | Project | $0 | | |
| | IV | $0 | | | | |
| | V | $0 | | | | |
| | **Total** | **$796,227** | | | | |
| | Project | $0 | | | | |
| 2022 | II | $60,731 | Non-Project | $999,605 | $4,709,649 | $5,658,812 |
| | III | $1,259,065 | Project | $0 | | |
| | IV | $961,817 | | | | |
| | V | $1,428,431 | | | | |
| | **Total** | **$3,710,044** | | | | |
| | Project | $0 | | | | |
| 2023 | II | $310,492 | Non-Project | $1,528,325 | $3,623,223 | $4,082,653 |
| | III | $30,634 | Project | $0 | | |
| | IV | $0 | | | | |
| | V | $1,753,772 | | | | |
| | **Total** | **$2,094,898** | | | | |
| | Project | $0 | | | | |
| 2024 | II | $0 | Non-Project | $3,611,120 | $6,449,019 | $2,434,107 |
| | III | $0 | Project | $0 | | |
| | IV | $1,966,202 | | | | |
| | V | $871,697 | | | | |
| | **Total** | **$2,837,899** | | | | |
| | Project | $0 | | | | |
| 2025 | II | $68,555 | Non-Project | $1,380,369 | $2,748,138 | $1,572,199 |
| | III | $0 | Project | $0 | | |
| | IV | $524,902 | | | | |
| | V | $774,312 | | | | |
| | **Total** | **$1,367,769** | | | | |
| | Project | $0 | | | | |

| Year | Rehabilitation | Preventive Maintenance | Total Cost | Deferred |
|---|---|---|---|---|

## Summary

| Functional Class | Rehabilitation | Prev. Maint. |
|---|---|---|
| Arterial | $3,969,576 | $1,477,089 |
| Collector | $6,005,751 | $1,042,412 |
| Residential/Local | $831,510 | $6,851,437 |
| Total: | $10,806,837 | $9,370,938 |

Grand Total: $20,177,775

# Appendix C
# Definitions

# DEFINITIONS

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

## *GENERAL TERMS*

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

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

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

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

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

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

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

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

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

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

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

**PCC** - Portland Cement Concrete

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

***STREETSAVER DEFINITIONS***

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

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

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

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

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

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

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

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

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

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

**% LOAD RELATED -** The percentage of the pavement distress in a management section that is load related distress (caused by excessive weight on the pavement surface).
**% OTHER -** Is the percentage of the pavement section that is not a load related or environment related distress.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**EVENT PCI -** The PCI after the selected Event occurred.

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

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

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

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

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

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

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

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

**MAINTENANCE DATE -** Displays the date the maintenance was completed.

**MANAGEMENT UNIT -** Relates a project to a management unit.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SURFACE -** Describes the type of surface for a specific section of road. The options for this field are:

- **A - AC** for asphalt concrete,
- **C - AC/PCC** for asphalt concrete over Portland cement concrete,
- **O - AC/AC** for overlays of asphalt concrete over asphalt concrete,
- **P - PCC** for Portland cement concrete,
- **S - ST** for surface treatment (This Surface Type is not used very often, as it refers to roads that have neither AC or PCC, but have a surface treatment over dirt or gravel.)

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

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

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

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

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

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

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

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

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

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

***REPORT DEFINITIONS***

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

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

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

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

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