



STAFF REPORT

SAUSALITO CITY COUNCIL

AGENDA TITLE:

2008 Pavement Management Program Update

RECOMMENDED ACTION:

Accept 2008 Pavement Management Program Update and Direct Staff to Solicit Proposals for Preparation of (a) Conceptual Plans, Specifications, and Cost Estimates; (b) Programmatic CEQA and NEPA compliance; (c) Financial Plans and (d) Public Outreach Program, for a Combined Streets and Infrastructure Rehabilitation Program to Increase Overall PCI from 65 to 79 by 2012

SUMMARY

The purposes of this Staff Report are:

- (1) to provide Council with a summary of the current PMP update, and
- (2) to recommend a course of action for development of funding for and implementation of a strategic street rehabilitation program.

The course of action recommended is developing community consensus on a comprehensive, multi-year, combined funding-source program that will integrate pavement reconstruction, pedestrian and bicycle access improvements, streetlighting and landscaping improvements, overhead utility undergrounding, and rehabilitation of underground utilities (sewers, stormdrains, water mains, and gas mains) on key road segments.

In conformance with federal law, (23 U.S.C. 303(a)), the Federal Highway Administration requires that cities seeking grant funding for pavement maintenance utilize a scientifically-based, objective Pavement Management Program (PMP) to determine how that funding is to be expended. By law, the PMP is implemented using a system defined as an: "effective ...systematic process that provides information for use in implementing cost-effective pavement reconstruction, rehabilitation, and preventative maintenance programs and that results in pavements designed to accommodate current and forecasted traffic in a safe, durable, and cost-effective manner." 23 USC 303(a) § 500.106. The State Department of Transportation (Caltrans) implements these requirements as a condition of funding under the State Transportation Improvement Program (STIP), the state's seven-year transportation construction and rehabilitation spending plan under the California Streets and Highways Code, Section 2108.1. The City of Sausalito uses a Pavement Management Program

Item #: 6D

Meeting Date: June 9, 2009

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adapted for Bay Area Communities by the Metropolitan Transportation Commission In order to maintain MTC certification for compliance with the federal and state requirements, the City is required to:

- Review and update the inventory information for all roads every two years. The review includes checking for road network completeness along with checking for the accuracy of the existing management sections.
- Complete inspection of pavement sections for arterial and collector routes in the system every two years, and residential routes every 5 years.

In 2007, the City was awarded a Pavement Management Technical Assistance Program (P-TAP) - Round 9 grant to update its Pavement Management Program. The completed updated program report was received in November, 2008 and Sausalito's MTC certification for the PMP is current through October 10, 2010.

Historically, the City has attempted to accumulate cash reserves for pay-as-you-go strategy for pavement maintenance. This strategy has not addressed the non-pavement roadway maintenance responsibilities that the City has. The roadway also includes sidewalks, storm drains, streetlights, and utility infrastructure which have not been as systematically evaluated and maintained as the pavement. With current resource levels, streets with poor condition segments have been avoided. This approach is not sustainable.

The PMP is a useful tool for optimizing pavement repair resources. However additional resources are necessary to address the maintenance of the broader roadway "universe."

BACKGROUND

Pavement Management Programs were developed in the late 1970's and 1980's to respond to the increasing realization that streets constructed in the early and mid 20th century were deteriorating extensively and the resources allocated for pavement repair was not being used effectively.

Prior to the implementation of Pavement Management Programs, projects selected for maintenance often had segments that the result of political advocacy and not as a result of a rational determination. As a result, some segments got over maintained, some segments got neglected. Use of a Pavement Management Program was implemented, in part, to move away from such maintenance strategies.

Pavement Management Programs inventory street network pavement conditions and make calculations using generalized cost information to optimize pavement maintenance resources. The goal of the calculations is to maximize pavement repair resources and pavement life.

Research for Pavement Management Programs began in the late 1970's. Pavement deterioration predictive models were created in the early 1980's. By the mid-1980's transportation managers were adapting this research into usable programs. Locally, the Metropolitan Transportation Commission (MTC) developed a Pavement Management Program that combined the pavement deterioration predictive models developed in research laboratories with economic and financial modeling. This hybrid program allows Community leaders and infrastructure managers to maximize pavement maintenance resources. MTC has been continuously updating the system to stay current with computer hardware and software trends as well as to address problems learned as a result of program implementation. The goal is to improve program reliability and usefulness.

Sausalito began using the MTC Pavement Management Program in the early 1990's. The program was previously updated in 2004. The most recent update was done in late 2007 and 2008. The City was awarded a P-TAP (Transportation Engineering Technical Assistant Program) grant in 2007 to update the Pavement Management Program. MTC hired GeoData Analytics to perform the update. GeoData did a city-wide pavement assessment between January and March of 2008. As a result of unexpected health problems of GeoData staff the work stalled and was eventually transferred to Harris and Associates to complete. The completed program report was transmitted to the City in November, 2008.

Additional information from the American Society of State Highway and Transportation Officials (AASHTO) regarding PMPs and PMSs is available from: [http://knowledge.fhwa.dot.gov/tam/aashto.nsf/All+Documents/6BA837CC4B56259385256C41005BC2B8/\\$FILE/AASHTO_pavemanagement_ES.pdf](http://knowledge.fhwa.dot.gov/tam/aashto.nsf/All+Documents/6BA837CC4B56259385256C41005BC2B8/$FILE/AASHTO_pavemanagement_ES.pdf), and from the Metropolitan Transportation Commission at <http://www.mtcpms.org/FAQs/>.

Historically, the City has attempted to accumulate cash reserves for pay-as-you-go streets maintenance and repair projects. This strategy has not adequately maintained the entire roadway infrastructure.

DISCUSSION

The MTC Pavement Management Program:

1. Calculates a Condition index for pavement segments based on a field inspection of pavement defects.
2. Calculates a network wide condition index aggregating the conditions of the pavement segments.
3. Calculates cost to improve pavement condition to a specified condition level.
4. Calculates pavement condition level with specified resources.

5. Calculates pavement condition with resources targeted to particular streets and/or particular pavement maintenance categories (preventative maintenance, rehabilitation, reconstruction).

In 2004, the Council gave direction to follow a street repair list program determined by the Pavement Management Program calculations spending \$225,000 annually. Implementation has been delayed through staffing turnover issues but implementation has followed the calculations strictly based on the available resources.

In the latest update, 6 scenarios were evaluated:

<u>Scenario</u>	<u>Description</u>										
1	No pavement expenditures										
2	Maintain Current Condition (\$220,000 annually)										
3	Per 10 Year CIP Budget Allocations:										
	<table border="1"> <thead> <tr> <th>FY09-10</th> <th>FY10-11</th> <th>FY11-12</th> <th>FY12-13</th> <th>FY13-14</th> </tr> </thead> <tbody> <tr> <td>\$360K</td> <td>\$226K</td> <td>\$159K</td> <td>\$232K</td> <td>\$354K</td> </tr> </tbody> </table>	FY09-10	FY10-11	FY11-12	FY12-13	FY13-14	\$360K	\$226K	\$159K	\$232K	\$354K
FY09-10	FY10-11	FY11-12	FY12-13	FY13-14							
\$360K	\$226K	\$159K	\$232K	\$354K							
4	Similar to 3 but w/ 2 low PCI street segments added for rehab annually										
5	5% increase in PCI (\$420,000 annually)										
6	21% increase in PCI to 79 by 2012 (\$1,257,756 annually)										

Scenario 6, Scenario 2 (maintain PCI), Scenario 5 (5% PCI increase) are required by MTC. Scenario 1 is produced automatically by the program. Scenario 3 and 4 were requested by the City. In all cases but Scenario 1 (no funding, alternative) preventative maintenance (crack sealing) was constrained to 4% of the funding.

Scenario 3 uses budget projections for five years from the 2008-2016 Capital Improvement Plan. Scenario 4 uses funding amounts from Scenario 3 but it allocates resources to one longer street and one shorter street in poor condition in a given year. For purposes of completing the update in the time allowed by the update funder, MTC, the following street segments were manually selected for rehab based on PCI, traffic volumes, and informal community input.

Year	Street Name	PCI	Limits
2008	Nevada	26	Rodeo to Tomales
	Crescianta Lane	14	Crescianta Drive to End
2009	Coloma	21	Bridgeway to Tomales
	South Street	5	Marion to City Limit
2010	Gate 5 Road	43	Bridgeway to Harbor Dr.
	San Carlos	26	Caledonia to Harrison
2011	Ebbtide	14	Bridgeway to End

	Third Street	34	Richardson to North
2012	Easterby	16	Pearl St. to Woodward
	Woodward	33	Spring St. to Easterby

The attached graphs titled "Pavement Condition Index by Annual Funding Level" displays the expected pavement condition. The program predicts similar network condition levels regardless of whether Scenario 3 or 4 is used.

Data from the MTC mandated Scenarios 5 (5% increase in condition) and 6 (resources necessary to improve condition by 21%) are used to report to policy makers in Sacramento and Washington on the adequacy of transportation funding.

In light of increasing local and regional demands to maintain infrastructure, Staff recommends a more comprehensive approach going forward. The objective is to develop community consensus on a "back to basics" program in a way that is financially and ecologically sustainable. The multi-year program intends to develop plans, that will integrate pavement reconstruction, pedestrian and bicycle access improvements, streetlighting and landscaping improvements, overhead utility undergrounding, and rehabilitation of underground utilities (sewers, stormdrains, water mains, gas mains, undergrounded electrical and TV facilities) on key road segments.

This program goes far beyond pavement repair of the PMP. The costs are not well known.

The first step in such a program is to develop cost assessment from a representative sample of streets. Preliminary to this assessment it will be necessary to gather design information (sidewalks, retaining walls, drain inlets and pipes, street lights, guard rails, etc.), coordinating with other utility providers, framing the necessary environmental assessments. The program is expected to be scalable in overall size and cost to respond to community interest and support.

Staff recommends that proposals for such a program be solicited and that competing teams of professional services firms present their proposals for providing those program elements to a selection team to be established by Council.

Staff anticipates that doing the recommended action will require one to two years. In the interim, staff believes the results of the Scenario 4 will provide the best service to the community with regard to pavement repair and is the recommended repair plan for FY09-10. Some additional coordination may be necessary to merge repair plans from the Current Budget with the results of Scenario 4 to assure that residents anticipating repairs are not disregarded.

FISCAL IMPACT

Acceptance of 2008 Pavement Management Program Update Report will have no fiscal impacts to General Fund. It is anticipated that the costs for preparation of the

recommended programmatic documents will be funded from Capital Improvement Program funds to be approved as part of the FY09-10 budget.

STAFF RECOMMENDATIONS

Adopt a motion:

- 1) accepting the 2008 Pavement Management Program Update Final Report and
- 2) directing Staff to solicit proposals for preparation of:
 - (a) Conceptual Plans, Specifications, and Cost Estimates;
 - (b) Programmatic CEQA and NEPA compliance; and
 - (c) Financial Plans for a Combined Streets and Infrastructure Rehabilitation Program to Increase Overall PCI from 65 to 79 by 2012
 - (d) Public Outreach Program
- 3) Direct staff to blend results of Scenario 4, year 1 and the Current Street Repair List in the 2008-09 Budget for the next pavement repair project

ATTACHMENTS

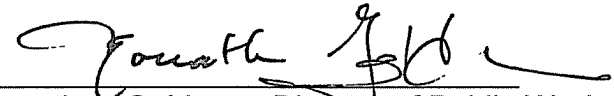
- Executive Summary – 2008 PMP Update (P-TAP 9)
 - PCI for Bay Area Jurisdictions
 - PCI for Sausalito Streets
 - Street Selection Scenario 3
 - Street Selection Scenario 4
 - Street Selection Scenario 6

PREPARED BY:



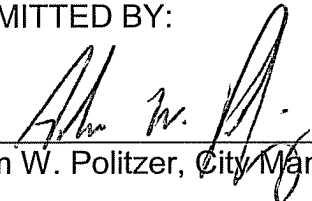
Todd Teachout, City Engineer

REVIEWED BY (Department Head):



Jonathon Goldman, Director of Public Works

SUBMITTED BY:



Adam W. Politzer, City Manager

EXECUTIVE SUMMARY

In March of 2008, GeoData Analytics LLC updated the Pavement Management Program (PMP) with the pavement condition surveys for the City of Sausalito. Pavement condition evaluations were performed on all the streets by GeoData Analytics inspectors. In October of 2008, Harris & Associates working together with GeoData Analytics ran the budget analysis and put together the final report for the City of Sausalito.

The PMP provides a management tool to inventory street pavement, assess pavement condition, record historical maintenance, forecast budget needs, and view impacts of funding on City-wide pavement condition over time.

The PMP is also a software-based tool for analyzing pavement conditions and recommending rehabilitation strategies based on funding levels. The software focuses on providing cost effective recommendations that enhance the overall system Pavement Condition Index (PCI). In general, asphalt pavement deteriorates over time by both traffic loading and weathering. The MTC software recommends that 13% of the budget be put to preventive maintenance treatments such as slurry seal or seal cracks. The remaining budget is programmed for more expensive asphalt overlays and reconstruction. Why is preventive maintenance important? Preventive maintenance treatments sustain a street's PCI at a high level and at relatively low cost. Preventive maintenance treatments can be applied to many streets (large pavement area) with a positive effect of raising the system PCI for a fraction of the cost to asphalt overlay one street (small pavement area).

The City is currently on Streetsaver Online Version which is Metropolitan Transportation Commission's Pavement Management Program. The program can be accessed with the following, User ID: Sausalitoci and Password: Sausalito2210.

◆ Pavement mileage & replacement value

The City of Sausalito has approximately 28 miles of paved streets, divided into 202 pavement management segments. The following is the breakdown of Sausalito's street pavement mileage grouped by functional class:

CLASSIFICATION	Centerline Miles
Arterial	6.8
Collector	4.4
Residential	0.6
Other	15.7
TOTALS	27.5

It is important to consider the overall investment the City has in its pavements. The unit cost for a very poor condition category (consisting of moderate base failure repair, removal of existing surface, and pavement overlay) is from \$22.00 to \$120.00 per square yard. The cost to reconstruct all streets is over \$25 million. This is a minimal reconstruction approach. Full replacement of the pavement, base, and structure of the streets would cost substantially more.

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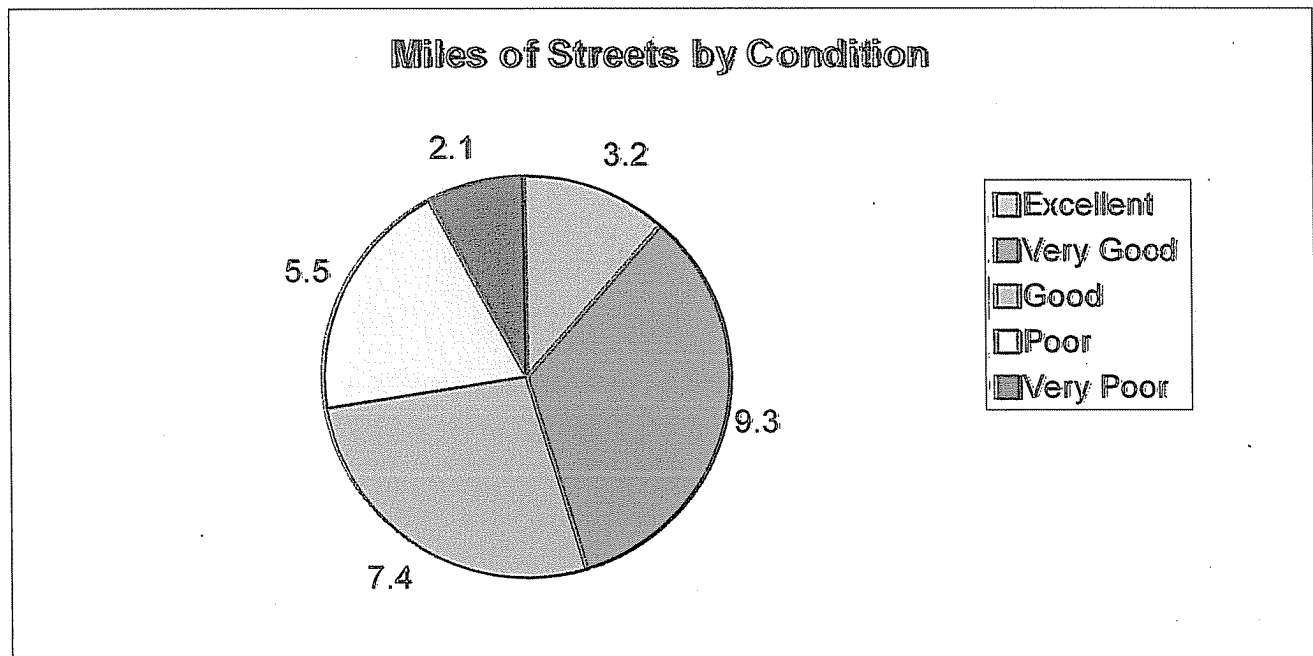
◆ Condition of Sausalito’s Street Asphalt Pavement

The City’s average Pavement Condition Index (PCI) is 65 on a 100-point scale, with 100 being a new street. PCIs for the City’s pavement network are based on a visual distress rating system‡. The overall condition of the City of Sausalito’s street pavement is in the upper range of MTC’s designation “Good”. The average PCI of all the Marin County jurisdictions is 65** with the highest and lowest PCIs of 81 and 51 respectively. The 2003 MTC State of Repair report states, “approximately 75 percent of a pavement’s serviceable life has been expended by the time its PCI rating falls to 60.” Sausalito’s average PCI condition value by street classification is as follows:

CLASSIFICATION	2004 PCI*	2008 PCI*
Arterial	86	76
Collector	63	59
Residential/Other	62	61
TOTAL SYSTEM	69	65

The following figure i-1 shows the City’s total pavement mileage by condition category. Figure i-2 describes the condition categories, their equivalent PCI range, and typical prescribed maintenance treatments:

Figure i – 1



‡Note: PCI weighted by area.

*Calculated by an algorithm developed by the Army Corps of Engineers.

** 2006 Avg. PCI from MTC website.

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Figure i – 2

Condition	PCI Range	Typical Maintenance Treatment
Excellent	90-100	Do Nothing.
Very Good	70-89	Seal Cracks / Slurry Seal
Good	50-69	Seal Cracks / Slurry Seal / 1.5in AC Overlay w/Fabric
Poor	25-49	Seal Cracks / Slurry Seal / 1.5in to 2.5in AC Overlay w/Fabric
Very Poor	0-24	Reconstruct Structure (AC) / 1.5in AC Overlay w/Fabric

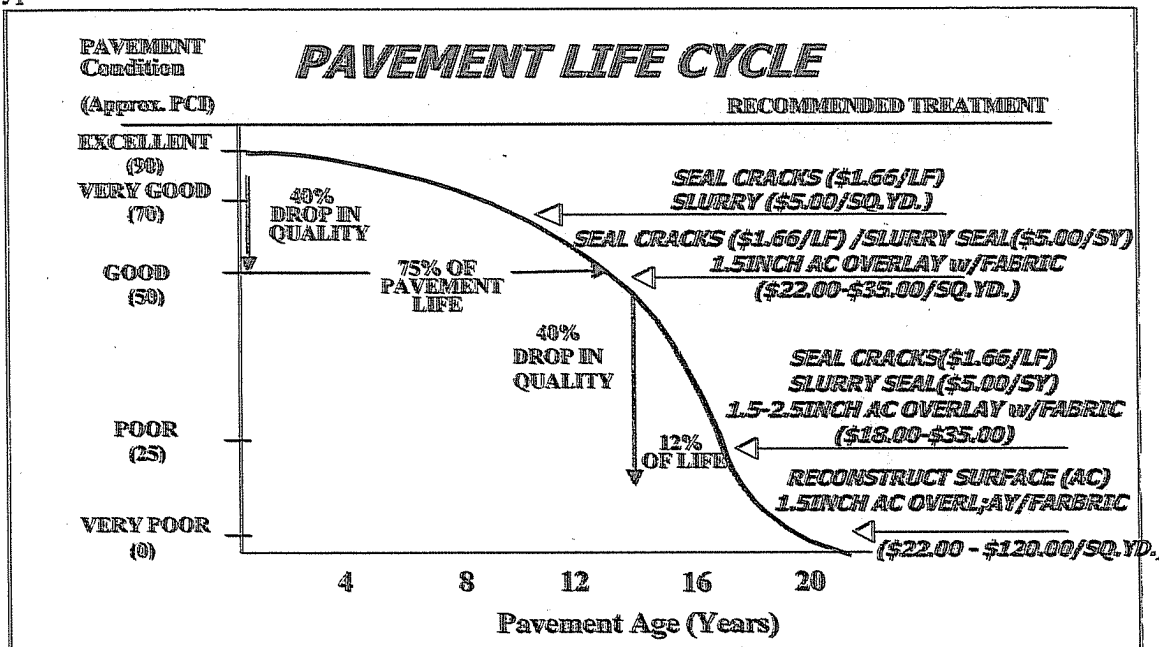
*Table i-2 created by Harris & Associates based on feedback from the City.

The maintenance strategy described above is based on PCI scores and the corresponding condition category. Streets with PCI scores over 90 are considered to be in excellent condition and require no treatment. Streets with scores from 70 to 89 are considered “Very Good”, but may require cracks to be sealed and a slurry seal. Streets with scores from 50 to 69 are considered “Good”, but may require cracks to be sealed, slurry seal, or a 1.5inch AC Overlay with Fabric. Streets with scores from 25 to 49 are considered “Poor” and generally require cracks to be sealed, slurry seal, or a 1.5-2.5inch AC Overlay with Fabric. Streets with scores below 25 are “Very Poor” and are in need of a surface reconstruct (AC).

In the present condition, about 2 miles of the City’s pavement segments are in the “Very Poor” category.

◆ Budget Analysis

Following the treatment strategy described in the table above and an inflation rate of 3.5%, the MTC PMP software generates a Budget Needs analysis. The Budget Needs analysis projects the total budget needed to bring the City’s pavement system to a condition where most pavement sections require only minor preventive maintenance (i.e., PCI = 70 or higher). The following chart illustrates the cost effectiveness of keeping the pavement condition index above 70 for a typical street.



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The current PCI is reduced annually based on this deterioration curve. Maintenance activities increase the PCI value as they are applied to the segment. The overall program is dynamic in that each strategy consists of a cyclic series of actions that simulates the pavement's anticipated life cycle. As shown in the above picture, a typical pavement section will deteriorate approximately 40% in the first 75% of its lifespan. However, that same pavement section, if untreated, will experience another 40% reduction in overall quality in only the next 12% of lifespan, effectively deteriorating an equivalent amount in only one-sixth (1/6) the time. As a result of this continued deterioration, the quantity and cost of the maintenance activities needed to rehabilitate the pavement will increase in both scope and costs. In other words, it is not simply "pay today or pay tomorrow", but rather a "pay today or pay more tomorrow" proposition. Overall pavement maintenance cost is reduced by the timely application of crack sealing, slurry seals and pavement overlays before the subgrade fails and requires a total pavement reconstruction.

To reach that level of minor preventive maintenance in five (5) years, the Budget Needs analysis determined a total need of approximately \$6.29 million for the years 2008-2012. See section IV-A for the Needs - Projected PCI/Cost Summary.

The Budget Needs Average is defined as the cumulative budget needs over the course of the analysis period (\$6.29 million) divided by the number of years in the analysis period (5 years). For this study, the Budget Needs Average is \$1.25 million per year. After the Budget Needs have been calculated, Budget Scenarios are run to determine the funding levels required to maintain and/or improve the current PCI level and generate a list of street maintenance for the next five (5) years. The software analyses each pavement section and picks specific maintenance to maximize the improvement of the entire pavement system. Maintenance treatments are allocated to as many streets as the annual budget will allow. For the City of Sausalito, six annual budgets, No Funds Budget, Expected Annual Budget I (Varying Budget) , \$220,000 (Budget required to maintain current PCI), \$275,000 (Expected Annual Budget II), \$420,000 (Budget required for a five point increase in PCI), and \$1.25 million (Budget Needs Average), with 4 percent of the annual budget applied towards preventive maintenance. The MTC PMP software recommends spending 4 percent of the budget toward preventive maintenance because it is the optimum level according to the specific conditions of the City's system. This means that 4 percent of the annual budget is spent on slurry seal and crack seal while the remainder of the budget is spent on overlays and reconstruction. These budgets do not account for stopgap maintenance repairs, such as emergency pothole repair.

◆ Budget Analysis Results

After the MTC PMP software analyzes the pavement system according to the specified annual budget over a period of five (5) years, trends are evident in the PCI and Deferred Maintenance backlog (the amount of necessary reconstruction and overlays not performed each year due to budget constraints). An increase in deferred maintenance shows that necessary rehabilitation is not being performed. The total deferred maintenance in 2008 before any suggested maintenance is around \$2.57 million. The following PCI values reflect the average PCI and deferred maintenance after suggested treatments are applied.

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- \$0 Annual Funding Level (No Funds Budget).
PCI Trend: Decreases from a 65 PCI in 2008 to a 56 PCI in 2012.
Deferred Maintenance Trend: Increases from \$2.57 million in 2008 to \$5.68 million in 2012.
- \$220,000 Annual Funding Level (Budget required to maintain current PCI).
PCI Trend: From a 65 PCI in 2008 to a 65 PCI in 2012.
Deferred Maintenance Trend: Increases from \$2.57 million in 2008 to \$4.71 million in 2012.
- Expected Annual Budget I (Varying budget)
PCI Trend: Increases from a 65 PCI in 2008 to a 67 PCI in 2012.
Deferred Maintenance Trend: Increases from \$2.57 million in 2008 to \$4.47 million in 2012.
- \$275,000 Annual Funding Level (Expected Annual Budget II).
PCI Trend: Increases from a 65 PCI in 2008 to a 67 PCI in 2012.
Deferred Maintenance Trend: Increases from \$2.57 million in 2008 to \$4.43 million in 2012.
- \$420,000 Annual Funding Level (Budget required for a five-point increase in PCI).
PCI Trend: Increases from a 65 PCI in 2008 to a 70 PCI in 2012.
Deferred Maintenance Trend: Increases from \$2.57 million in 2008 to \$4.07 million in 2012.
- \$1.25 Million (Budget Needs Average)
PCI Trend: Increases from a 65 PCI in 2008 to a 79 PCI in 2012.
Deferred Maintenance Trend: Decreases from \$2.57 million in 2008 to \$299,066 in 2012.

Scenario charts showing the impact of the six budgets on street condition and deferred maintenance backlog over five (5) year period is shown on the following pages and in Sections IV-B and IV-C. The Cost Summary Reports, which provide information on pavement funding distribution by pavement condition, and the Network Condition Summary Reports, which project pavement condition trends, can be found in Section IV-D.

◆ Recommendations

Harris & Associates recommends that, at a minimum, annual budgets for asphalt pavement work alone should be increased to \$240,000. Raising the budget to \$240,000 will begin an increasing trend in overall pavement condition while slowing the growth of the deferred maintenance backlog. At this budget level, the overall PCI will increase from a 65 PCI in 2008 to a 66 after treatments are applied in 2012.

The City should utilize cost effective treatments where appropriate, such as slurry seals and crack seal and continue to evaluate emerging cost effective techniques like rubberized chip seals, thin-

bonded wearing courses and rubberized overlays. Maintenance and rehabilitation performed annually must also be recorded in the MTC PMP software. The software allows the City to track the performance of past treatment strategies to determine their effectiveness.

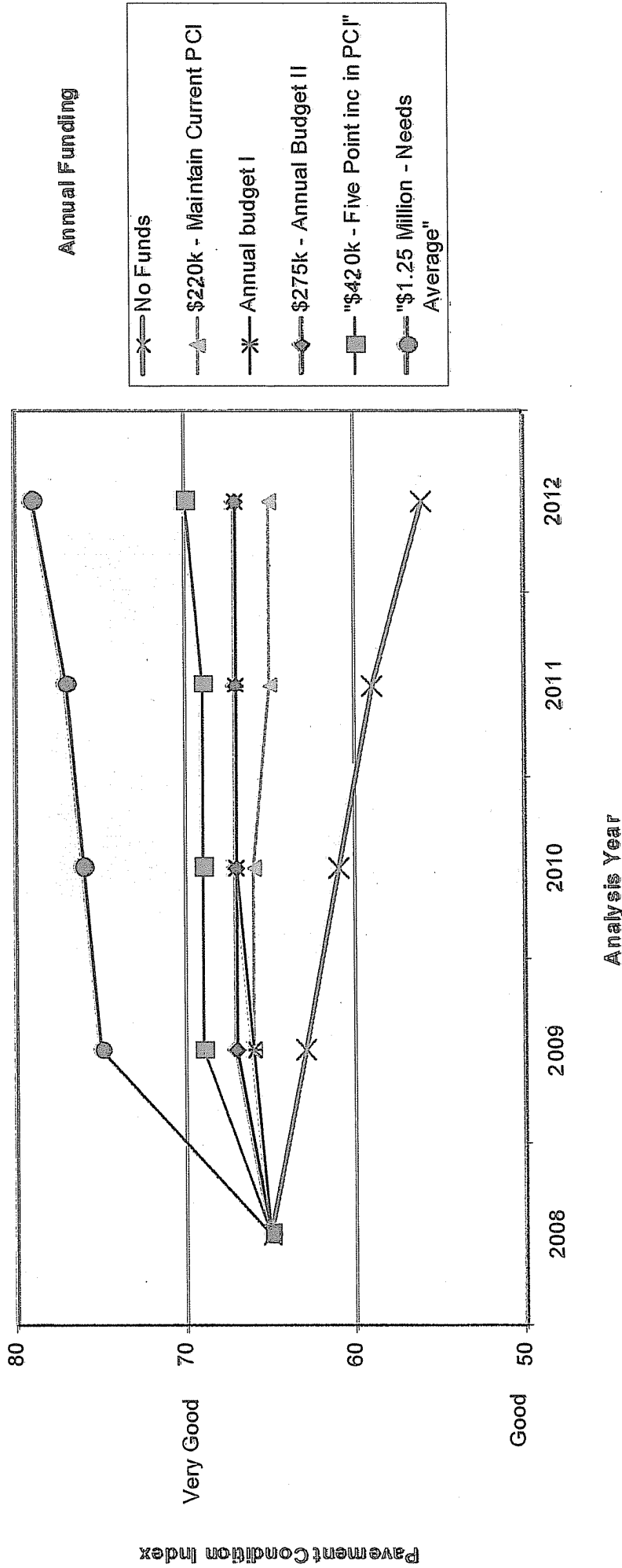
Harris & Associates also recommends that the City maintain its pavement management program to be eligible for grants and state gas tax funding. All arterials and collector routes should be re-inspected every two years and all residential streets every four to five years. The costs for the re-inspection should be included in the annual pavement management budget.

Sausalito's overall street system is currently in the upper range of MTC's "Good" condition. To help maintain and improve the current condition, certain projects have been recommended within the context of this program. Annual work programs for the Expected Annual Budget I, Expected Annual Budget I with projects and \$275,000 (Expected Annual Budget III) budget levels can be found in Section IV-E1, IV-E2 and Section IV-F. This report provides detailed listings of suggested maintenance projects for the City of Sausalito based on the overall PMP suggested needs funding and base annual budgets. This report also provides a first step in identifying segments to be repaired under Sausalito's annual work programs.

Although these project listings are recommendations generated by the PMP, they are for planning purposes only and are not intended to replace sound engineering judgment. Final project recommendations should be weighed against the actual approach the City wishes to utilize in scheduling the workloads for contracting purposes. Once a street segment is identified for repair, a closer site inspection and detailed project repair scope is required.

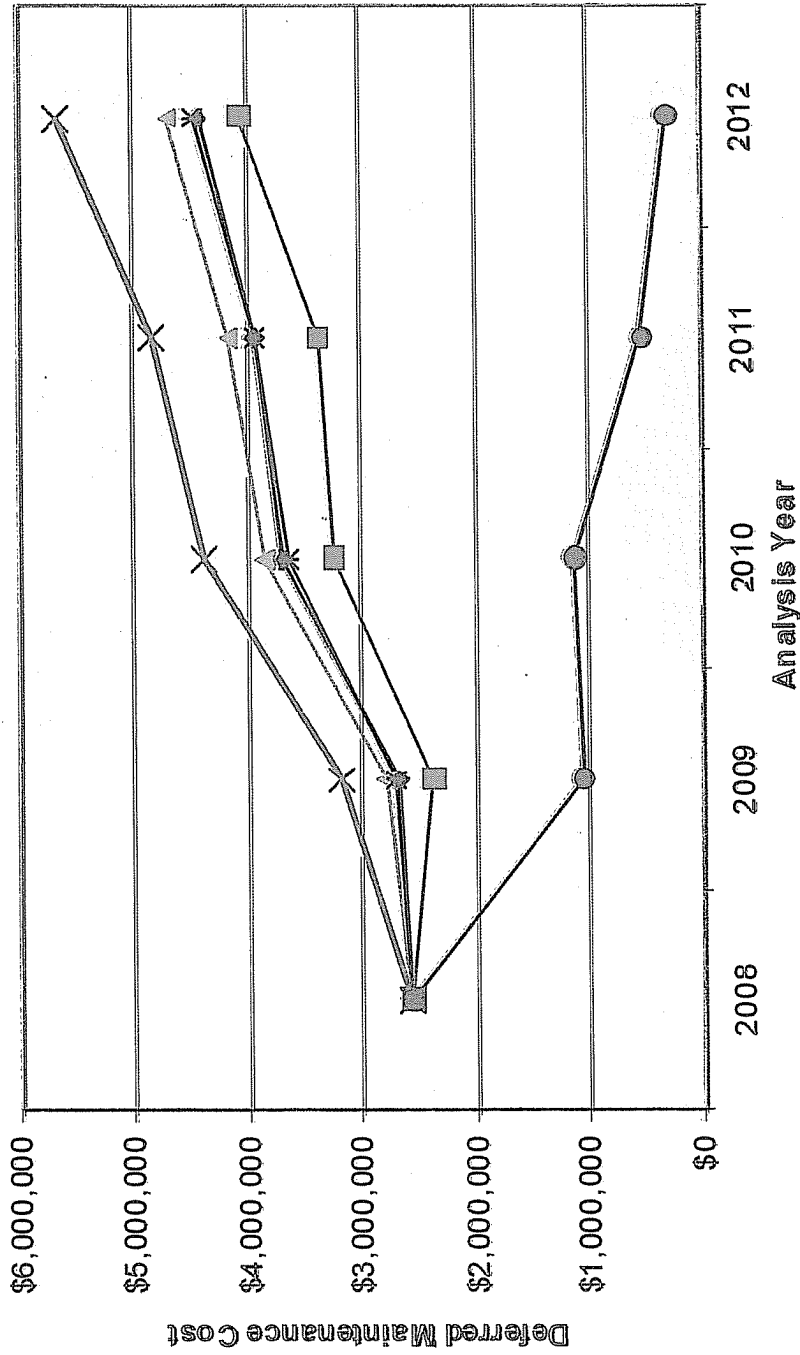
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Pavement Condition Index by Annual Funding Level



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Deferred Maintenance Cost by Annual Funding Level



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Pavement Condition Index (PCI) for Bay Area Jurisdictions

3 Year Moving Average

Jurisdiction	County	Total Lane Miles	2003	2004	2005	2006
Very Good (PCI= 80-89)						
Brentwood	Contra Costa	372	82	85	83	85
Los Altos	Santa Clara	220	83	84	84	85*
Contra Costa County	Contra Costa	1,299	86	86	85	83
Oakley	Contra Costa	205	87	86	86	83
City of Santa Clara	Santa Clara	605	86	85	84	83
Foster City	San Mateo	120	79	79	80	82
Gilroy	Santa Clara	243	73	78	79	82*
Dixon	Solano	129	70	77	79	81
Belvedere	Marin	24	82	83	81	81*
Sunnyvale	Santa Clara	515	84	84	83	80
Dublin	Alameda	228	81	80	79	80
City of Sonoma	Sonoma	67	74	77	77	80*
Good (PCI= 70-79)						
Livermore	Alameda	607	75	77	78	79*
Concord	Contra Costa	705	78	79	78	78
Vacaville	Solano	527	73	74	76	78
Campbell	Santa Clara	218	78	79	79	78
Fairfield	Solano	655	80	79	78	77*
American Canyon	Napa	92	77	77	76	76*
Emeryville	Alameda	47	69	69	73	76
Union City	Alameda	323	NA	NA	76	76
Clayton	Contra Costa	89	70	69	72	75*
Hercules	Contra Costa	122	66	71	72	75
Newark	Alameda	247	76	77	77	75
Santa Clara County	Santa Clara	1,545	73	71	74	75*
Danville	Contra Costa	317	75	76	75	74
Mountain View	Santa Clara	329	75	76	75	74
Pleasanton	Alameda	491	65	69	71	74
Redwood City	San Mateo	353	74	74	74	74
Los Altos Hills	Santa Clara	108	71	73	73	74*
San Ramon	Contra Costa	366	74	74	74	74
Windsor	Sonoma	157	76	74	75	74*
Corte Madera	Marin	63	65	70	71	73*
Cloverdale	Sonoma	53	67	67	68**	72**
Los Gatos	Santa Clara	218	69	68	70	72*
Walnut Creek	Contra Costa	460	NA	NA	NA	72 ^{1,2}
Pinole	Contra Costa	118	75	74	73	71*
Morgan Hill	Santa Clara	248	72	69	71	71*
Antioch	Contra Costa	590	72	71	71	70
Benicia	Solano	183	70	71	70**	70**
Daly City	San Mateo	255	70	70	70	70*
Fremont	Alameda	1,044	72	72	71	70
Saratoga	Santa Clara	281	65	67	67	70
Milpitas	Santa Clara	265	69	70	69	70

65

3 Year Moving Average

Jurisdiction	County	Total Lane Miles	2003	2004	2005	2006
Fair (PCI= 60-69)						
Cupertino	Santa Clara	303	70	69	69	69*
Fairfax	Marin	53	58	62	65	69
Sausalito	Marin	52	61	65	67**	69**
Alameda County	Alameda	1,000	75	69	70	69
Burlingame	San Mateo	163	65	66	66	68
Rohnert Park	Sonoma	200	69	70	70	68*
Atherton	San Mateo	107	68	70	68	68*
Hayward	Alameda	616	65	66	66	68
San Carlos	San Mateo	174	71	68	67	68*
Piedmont	Alameda	78	67	67	67	67
South San Francisco	San Mateo	299	70	67	68	67*
San Pablo	Contra Costa	104	64	65	65	67*
Sebastopol	Sonoma	61	58	63	63	67
Colma	San Mateo	20	50	49	58	67
Yountville	Napa	16	66	68	67	67*
Brisbane	San Mateo	59	69	69	68	66
Cotati	Sonoma	45	68	69	68**	66**
Healdsburg	Sonoma	89	66	66	66**	66**
Pittsburg	Contra Costa	312	58	63	63	65
Monte Sereno	Santa Clara	31	52	53	59	65
Novato	Marin	293	66	65	64	65
San Mateo County	San Mateo	627	63	63	64	65
Lafayette	Contra Costa	203	57	56	60	64
Pacifica	San Mateo	187	72	71	68	64
San Francisco	San Francisco	2,060	65 ¹	65 ¹	65 ¹	64 ¹
Hillsborough	San Mateo	164	50	57	57	64
Mill Valley	Marin	115	62	64	64	64
Santa Rosa	Sonoma	1,082	65	65	64	64
Portola Valley	San Mateo	71	68	67	66**	64**
Ross	Marin	22	62	62	61	64
Tiburon	Marin	67	61	60	61	64*
City of Alameda	Alameda	313	68	67	66	63
San Jose	Santa Clara	4,058	67	66	65	63
San Rafael	Marin	332	63	64	63	63*
Albany	Alameda	59	59	60	60**	62**
Berkeley	Alameda	453	63	65	63	62*
Pleasant Hill	Contra Costa	242	61	60	62	62
San Bruno	San Mateo	178	64	61	62	62*
San Leandro	Alameda	388	63	64	63	62
Woodside	San Mateo	97	64	64	63	62
Menlo Park	San Mateo	199	58	59	61	62
Belmont	San Mateo	135	62	62	61	61
Moraga	Contra Costa	112	61	63	62	61
City of San Mateo	San Mateo	406	55	55	58	61*
East Palo Alto	San Mateo	80	62	63	63	60
Petaluma	Sonoma	376	64	64	63	60
Millbrae	San Mateo	125	63	62	62**	60**

3-Year Moving Average

Jurisdiction	County	Total Lane Miles	2003	2004	2005	2006
At-Risk (PCI = 50-59)						
San Anselmo	Marin	80	61	61	60	59
St. Helena	Napa	51	57	60	60	58
Solano County	Solano	942	60	59	59	58
Martinez	Contra Costa	236	61	60	58	57
Calistoga	Napa	28	63	59	58	57
Oakland	Alameda	1,974	57 ¹	57 ¹	55 ¹	56 ¹
Half Moon Bay	San Mateo	56	55	55	56**	55**
Napa County	Napa	876	59	59	57**	54**
Vallejo	Solano	642	54	54	54	54*
El Cerrito	Contra Costa	138	58	60	57	53
Suisun City	Solano	145	61	58	56	53
City of Napa	Napa	451	55	54	53	52
Larkspur	Marin	62	55	55	53	51
Rio Vista	Solano	45	60	57	55	51
Poor (PCI = 25-49)						
Marin County	Marin	846	53	52	50	48
Richmond	Contra Costa	547	53	50	49	46
Orinda	Contra Costa	192	74	60	56	46*
Sonoma County	Sonoma	2,718	47	46	45	44
No Data						
Palo Alto	Santa Clara				No Data	
Regional		41,345	63	63	63	64

Notes:

Where "No Data" or "NA" is indicated, the jurisdiction does not use MTC's StreetSaver® program, or has not submitted a database in over four years.

* Three-year moving average score is an estimate based on inspections done in 2005.

** Three-year moving average score is an estimate based on inspections done in 2004.

¹ PCI has been correlated from an alternative condition scale to the PCI scale.

² This is the first year of reporting by Walnut Creek. No average was computed.

Sausalito 2008 PCI List

Street Name	Beginning	End	Surface Type	Length	Width	PCI
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	AC/AC	450	24	70
ANCHOR ST.	BRIDGEWAY	HUMBOLDT ST.	AC/AC	200	36	82
ARANA CIR.	NEVADA ST.	NEVADA CIRCLE	AC	1250	20	19
ATWOOD AVE.	HARRISON/BULKLEY	NORTH ST.	AC	871	22	35
BAY ST.	BRIDGEWAY	HUMBOLT ST.	AC/AC	200	36	78
BEE ST.	CALEDONIA ST.	BONITA ST.	PCC	424	18	27
BEE ST.	BRIDGEWAY	CALEDONIA	AC	104	36	64
BEE ST.	CALEDONIA ST.	BONITA ST.	AC/AC	424	17	83
BONITA ST.	JOHNSON ST.	NAPA ST.	PCC	1784	18	49
BONITA ST.	JOHNSON ST	NAPA ST	AC/AC	1784	17	82
BOOKER AVE.	SPENCER AVE.	CLOUDVIEW RD.	AC	230	16	58
BRIDGEWAY	RICHARDSON ST.	PRINCESS ST.	PCC	1400	11	53
BRIDGEWAY	RICHARDSON ST.	PRINCESS ST.	AC/AC	1400	32	79
BRIDGEWAY	COLOMA ST.	CITY LIMITS EAST	AC/AC	1595	22	85
BRIDGEWAY	JOHNSON ST.	NAPA ST. (WEST SIDE)	AC/AC	2175	20	87
BRIDGEWAY	PRINCESS ST.	JOHNSON ST.	AC/AC	2400	57	88
BRIDGEWAY	JOHNSON ST.	NAPA ST. (EAST SIDE)	AC/AC	2175	17	88
BRIDGEWAY	SPRING ST.	NEVADA ST. WEST	AC/AC	1660	30	89
BRIDGEWAY	NEVADA ST.	COLOMA ST. EAST	AC/AC	1400	25	89
BRIDGEWAY	NEVADA ST.	COLOMA ST. WEST	AC/AC	1400	25	91
BRIDGEWAY	COLOMA ST.	CITY LIMITS WEST	AC/AC	1595	34	91
BRIDGEWAY	NAPA ST.	SPRING ST. EAST	AC/AC	2250	29	92
BRIDGEWAY	SPRING ST.	NEVADA ST. EAST	AC/AC	1660	33	92
BRIDGEWAY	NAPA ST.	SPRING ST. WEST	AC/AC	2250	26	95
BUCHANAN CT.	BUCHANON DR.	CUL-DE-SAC	AC	102	44	81
BUCHANAN DR.	NEVADA ST.	CUL-DE-SAC	AC	1618	30	74
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	AC	920	19	62
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	AC	800	26	71
BULKLEY AVE.	SANTA ROSA AVE.	PRINCESS ST.	AC	1120	25	73
BUTTE ST.	THE ANCHORAGE	SACRAMENTO AVE.	AC	345	26	23
BUTTE ST.	SACRAMENTO AVE.	TOMALES ST.	AC	600	30	51
CABLE ROADWAY	PROSPECT AVE.	EAST TO STEPS	PCC	208	15	58
CALEDONIA ST.	JOHNSON ST.	BRIDGEWAY	AC	374	40	22
CALEDONIA ST.	NAPA ST.	JOHNSON ST.	AC/AC	1760	36	73
CAZNEAU AVE.	PLATT AVE.	MARIE ST.	AC	580	13	50
CAZNEAU AVE.	PLATT AVE.	FILBERT/GLEN	AC/AC	1125	20	91
CAZNEAU AVE.	GLEN DR.	GIRARD ST.	AC/AC	1385	16	95
CENTRAL AVE.	SAN CARLOS AVE.	WEST	AC	1425	19	70
CHANNING WAY	PROSPECT AVE.	CUL-DE-SAC @ 21	AC	400	20	81
CLOUDVIEW CIR.	CLOUDVIEW RD.	END	AC	125	20	83
CLOUDVIEW RD.	PROSPECT AVE.	HWY 101	AC	1575	22	65
COLOMA ST.	BRIDGEWAY	TOMALES ST.	AC	443	34	21
COLOMA ST.	TOMALES ST.	OLIMA ST.	AC	520	39	35
COLOMA ST.	GATE 5 RD.	BRIDGEWAY	AC	765	21	63
CRESCENT AVE.	MAIN ST.	WEST ST.	AC	822	15	53
CRESCENT AVE.	AC	MAIN ST.	PCC	120	15	57
CRESCENT AVE.	SAUSALITO BLVD.	LOWER CRESCENT AVE.	PCC	387	15	61
CRESCENT AVE.	LOWER CRESCENT A	PCC	AC	843	20	67
CRESCIENTA DR.	MONTE MAR DR.	CURREY AVE.	AC	900	16	86

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Sausalito 2008 PCI List

Street Name	Beginning	End	Surface Type	Length	Width	PCI
CRESCIENTA LN.	CRESCIENTA DR.	END	AC	425	16	14
CURREY AVE.	PLATT AVE./MONTE	CRESCIENTA DR.	AC	825	22	41
CURREY AVE.	GLEN DR.	PLATT AVE.	AC	900	22	45
CURREY LN.	CURREY AVE.	CUL-DE-SAC	AC	1100	17	65
EASTERBY	BRIDGEWAY/FILBER	PEARL ST.	AC	495	18	22
EASTERBY	BRIDGEWAY/FILBER	PEARL	PCC	495	18	38
EASTERBY ST.	PEARL ST.	WOODWARD AVE.	AC	105	36	16
EBBTIDE AVE.	BRIDGEWAY	100 EBBTIDE	AC	450	27	14
EBBTIDE AVE.	100 EBBTIDE	STANFORD WAY	AC	500	27	37
EBBTIDE AVE.	STANFORD WAY	OLIMA ST.	AC	650	12	39
EDWARDS AVE.	SOUTH ST.	ALEXANDER AVE.	PCC	998	17	24
EL PORTAL	BRIDGEWAY	PARK ST.	AC	250	32	83
ENSIGN ST.	BRIDGEWAY	HUMBOLT AVE.	AC	70	45	72
EXCELSIOR LN.	BULKLEY AVE.	STEPS TO BRIDGEWAY	PCC	200	12	21
FILBERT AVE.	MARIE ST.	GIRARD AVE.	AC	1000	18	56
FILBERT AVE.	EASTERBY ST.	MARIE	AC	612	24	76
FILBERT AVE.	GIRARD AVE.	CAZNEAU AVE.	AC/AC	798	18	93
FOURTH ST.	RICHARDSON ST.	NORTH ST.	PCC	353	15	38
FOURTH ST.	MAIN ST.	RICHARDSON ST.	PCC	353	15	38
FOURTH ST.	VALLEY ST.	MAIN ST.	AC	354	15	46
GATE 5 RD.	BRIDGEWAY	HARBOR DR.	AC	1883	34	43
GEORGE LN.	51 GEORGE LN	CUL-DE-SAC	AC	511	18	73
GEORGE LN.	CURRY AVE	51 GEORGE LN	AC/AC	644	18	100
GIRARD AVE.	JOHNSTON ST.	LITHO ST.	PCC	1466	20	48
GIRARD AVE.	LITHO ST.	FILBERT ST.	AC	487	20	52
GLEN CT.	ROSE CT.	GLEN DR.	AC	450	16	79
GLEN DR.	CURREY AVE.	WIDTH CHANGE (BEND) @ 12	AC	944	20	43
GLEN DR.	WIDTH CHANGE (BE	JOHNSON ST.	AC	1565	18	57
GLEN DR.	JOHNSON ST.	SAN CARLOS AVE.	AC	594	21	76
GLEN DR.	CAZNEAU AVE.	CURREY AVE.	AC/AC	436	16	95
GORDON ST.	SPRING ST.	END @ 15	AC/AC	185	20	49
HARBOR DR.	ROAD 3	GATE 5 RD.	AC	240	24	39
HARBOR DR.	BRIDGEWAY	ROAD 3	AC	630	36	65
HARBOR DR.	GATE 5 RD.	CLIPPER YACHT (PVT ENTRAN	AC	182	34	71
HARRISON AVE.	SANTA ROSA AVE.	GLEN DR.	AC	770	24	66
HARRISON AVE.	SAN CARLOS AVE. (S	PAVEMENT CHANGE	AC	285	18	69
HARRISON AVE.	PAVEMENT CHANGE	SANTA ROSA AVE.	AC	875	16	76
HARRISON AVE.	ATTWOOD/BULKLEY	SAN CARLOS AVE. (S)	AC	250	18	81
HEATH WAY	GATE 5 RD.	#1&3 HARBOR DR.	AC	215	20	68
HECHT AVE.	MARION AVE.	END (CUL-DE-SAC)	GRAVEL	2455	9	0
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	AC	260	56	62
HUMBOLDT AVE.	END	JOHNSON ST.	AC	350	75	72
HUMBOLDT AVE.	ANCHOR ST.	BAY ST.	AC/AC	260	57	81
JOHNSON ST.	CALEDONIA ST.	GLEN DR.	PCC	775	18	53
JOHNSON ST.	BRIDGEWAY	CALEDONIA ST.	PCC	215	36	62
JOHNSON ST.	CALEDONIA	GLEN	AC/AC	775	17	83
JOHNSON ST.	WATER	BRIDGEWAY	AC	300	36	89
JOSEPHINE ST.	ATWOOD AVE.	NORTH ST.	AC	200	13	74
KENDALL CT.	NEVADA ST.	CUL-DE-SAC	AC	290	25	67

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Sausalito 2008 PCI List

Street Name	Beginning	End	Surface Type	Length	Width	PCI
LAUREL LN.	TOYON LN.	CUL-DE-SAC	PCC	315	25	66
LINCOLN DR.	BUTTE ST.	NEVADA ST.	AC	2565	30	82
LITHO ST.	CALEDONIA ST.	BONITA ST.	PCC	400	18	53
LITHO ST.	BRIDGEWAY	CALEDONIA ST.	AC	130	36	68
LITHO ST.	BRIDGEWAY ST.	CALEDONIA ST.	AC	400	17	82
LOCUST RD.	GIRARD AVE.	STEPS TO CAZNEAU	AC	390	16	80
LOCUST ST.	BRIDGEWAY	END	AC	400	42	29
LOCUST ST.	CALEDONIA ST.	BONITA ST.	PCC	430	18	48
LOCUST ST.	BRIDGEWAY	CALEDONIA ST.	AC	390	20	55
LOCUST ST.	BRIDGEWAY	END	AC	400	17	83
LOWER CRESCENT AVE.	CRESCENT AVE.	MAIN ST.	AC	800	18	68
MAIN ST.	CRESCENT AVE.	BRIDGEWAY (SECOND)	PCC	1710	25	36
MAIN ST.	SECOND ST.	EAST END (BAY)	AC	95	25	83
MARIE ST.	FILBERT ST.	STEPS TO WOODWARD	AC/AC	875	26	100
MARIN AVE.	NEVADA ST.	WOODWARD AVE.	AC	2105	16	77
MARINSHIP WAY	HARBOR DR.	ROAD TURN	AC	425	41	55
MARINSHIP WAY	LIBERTYSHIP	ROAD TURN	AC	430	25	81
MARION AVE.	SOUTH ST.	END	AC	439	13	45
MARION AVE.	EDWARDS AVE.	SOUTH ST.	AC	807	20	67
MILLER AVE.	SPENCER AVE.	SAN CARLOS AVE.	AC	1400	15	36
MONTE MAR DR.	CURREY AVE.	US 101 ACCESS	AC	1382	20	53
NAPA ST.	CALEDONIA ST.	FILBERT AVE.	AC	556	36	73
NAPA ST.	BRIDGEWAY	CALEDONAI ST.	AC	76	36	82
NEVADA ST.	RODEO AVE.	TOMALES	AC	1400	33	18
NEVADA ST.	BRIDGEWAY	TOMALES ST.	AC	500	41	26
NORTH ST.	FOURTH ST.	CENTRAL AVE.	PCC	240	14	38
NORTH ST.	JOSEPHINE ST.	ATWOOD/THIRD ST.	PCC	450	14	57
NORTH ST.	ATWOOD/THIRD ST.	FOURTH ST.	PCC	240	25	61
OLIMA ST.	COLOMA ST.	BUTTE ST.	AC	280	24	39
OLIMA ST.	EBBTIDE AVE.	COLOMA ST.	AC	1867	35	71
OLIVE ST.	BRIDGEWAY	END (NEAR WOODWARD)	AC	350	23	55
PARK ST.	EL PORTAL	BRIDGEWAY	AC	350	22	52
PEARL ST.	EASTERBY ST.	SPRING ST.	AC	260	36	78
PEARL ST.	SPRING ST.	CUL-DE-SAC	AC	190	36	83
PINE ST.	BRIDGEWAY	CALEDONIA ST.	PCC	187	18	30
PINE ST.	CALEDONIA ST.	BONITA ST.	PCC	420	18	46
PINE ST.	BONITA ST.	GIRARD AVE.	PCC	210	18	47
PINE ST.	CALEDONIA	BONITA	AC/AC	420	17	75
PINE ST.	BONITA ST.	GIRARD ST.	AC	210	17	83
PINE ST.	BRIDGEWAY	CALEDONIA	AC	187	18	83
PLATT AVE.	CAZNEAU AVE.	TOYON LN.	AC	1059	17	22
PLATT AVE.	TOYON LN.	CURREY LN.	AC	350	19	85
PRINCESS ST.	BRIDGEWAY	BULKLEY AVE	AC	450	22	51
PROSPECT AVE.	SPENCER AVE.	CLOUDVIEW RD.	AC	305	20	61
PROSPECT AVE.	CLOUDVIEW RD.	CUL-DE-SAC @ 159	AC	1575	20	82
READE LN.	BULKLEY AVE.	STEPS TO BRIDGEWAY	PCC	1200	12	67
RICHARDSON ST.	SECOND ST.	WEST ST.	PCC	750	24	31
RICHARDSON ST.	BRIDGEWAY	SECOND ST.	AC/AC	200	36	83
ROAD 3	HARBOR	DEAD END	AC	380	26	19

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Sausalito 2008 PCI List

Street Name	Beginning	End	Surface Type	Length	Width	PCI
RODEO AVE.	SAUSALITO TOWERS	NEVADA ST.	AC	920	22	26
RODEO AVE.	US101	NEVADA ST.	AC	770	31	39
RODEO AVE.	SAUSALITO TOWERS	WOODWARD AVE.	AC	300	28	79
ROSE CT.	GLEN DR.	GLEN CT.	AC	250	15	49
SACRAMENTO AVE.	BUTTE ST.	CUL-DE-SAC	AC	680	19	66
SAN CARLOS AVE.	CALEDONIA ST.	GLEN/HARRISON	PCC	492	18	26
SAN CARLOS AVE.	GLEN/HARRISON	SPENCER AVE.	AC	1200	17	63
SAN CARLOS AVE.	CENTRAL/SUNSHINE	HARRISON AVE.	AC	480	20	77
SAN CARLOS AVE.	SPENCER AVE.	CENTRAL/SUNSHINE	AC	766	18	78
SANTA ROSA AVE.	BULKLEY AVE.	SAN CARLOS AVE.	PCC	829	16	25
SANTA ROSA AVE.	WIDTH CHANGE (1110')	GLEN DR.	AC	1098	18	45
SANTA ROSA AVE.	SAN CARLOS AVE.	WIDTH CHANGE (1110') NEAR	AC	1110	16	59
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	AC	1125	20	66
SAUSALITO BLVD.	THIRD ST.	CRESCENT AVE.	AC	3320	15	68
SAUSALITO BLVD.	SECOND ST.	THIRD ST.	AC	261	24	70
SECOND ST.	SOUTH ST.	RICHARDSON ST.	AC/AC	1036	25	67
SECOND ST.	RICHARDSON ST.	CUL-DE-SAC END @ 318	AC	212	20	70
SOUTH ST.	MARION AVE.	CITY LIMITS	AC	416	15	5
SOUTH ST.	ALEXANDER AVE.	2ND ST.	AC	550	28	61
SOUTH ST.	2ND ST.	3RD ST.	AC	239	26	77
SPENCER AVE.	PROSPECT AVE.	US 101	AC	1685	20	59
SPENCER AVE.	COOPER LN./SAUSALITO	PROSPECT AVE.	AC	700	20	70
SPENCER AVE.	SAN CARLOS AVE.	COOPER LN./SAUSALITO BLVD	AC/PCC	600	20	100
SPENCER CT.	SPENCER AVE.	END	PCC	200	16	25
SPRING ST.	BRIDGEWAY	WOODWARD AVE.	AC	958	36	51
SPRING ST.	WOODWARD	US 101	AC	604	36	55
STANFORD WAY	EBBTIDE AVE.	OLIMA ST.	AC	765	24	70
SUNSHINE AVE.	SAUSALITO BLVD.	SAN CARLOS AVE.	PCC	706	14	32
SWEETBRIAR LN.	SPENCER AVE.	END @ 1	AC	150	15	53
THIRD ST.	VALLEY ST.	MAIN ST.	PCC	354	16	32
THIRD ST.	RICHARDSON ST.	NORTH ST.	AC	300	25	34
THIRD ST.	MAIN ST.	RICHARDSON ST.	PCC	352	21	35
TOMALES ST.	WATEREE ST.	BUTTE ST.	AC	860	19	74
TOMALES ST.	NEVADA ST.	WATEREE ST.	AC/AC	300	19	100
TOYON CT.	TOYON LN.	END @ 10	AC	500	18	29
TOYON LN.	PLATT AVE.	CUL-DE-SAC	AC	1340	22	38
TURNEY ST.	CALEDONIA ST.	BONITA ST.	PCC	418	18	48
TURNEY ST.	BONITA ST.	GIRARD AVE.	PCC	230	18	55
TURNEY ST.	BRIDGEWAY	CALEDONIA ST.	PCC	168	36	62
TURNEY ST.	BONITA ST.	GIRARD ST.	AC	230	17	81
TURNEY ST.	CALEDONIA ST	BONITA ST	AC/AC	418	17	83
VALLEY ST.	WEST ST.	2ND ST.	AC	780	17	63
VALLEY ST.	2ND ST.	BAY (EAST END)	AC	120	25	81
VISTA CLARA DR.	MONTE MAR DR.	CURREY AVE.	AC	500	16	69
WATREE RD	MARINSHIP WY.	End (Rd 3)	GRAVEL	510	16	0
WEST CT.	RICHARDSON ST.	END	AC	135	16	77
WEST ST.	RICHARDSON ST.	MAIN ST.	AC	353	19	69
WEST ST.	BRIDGE	VALLEY ST.	AC	210	17	78
WEST ST.	MAIN ST.	END OF BRIDGE	PCC	100	17	97

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Sausalito 2008 PCI List

Street Name	Beginning	End	Surface Type	Length	Width	PCI
WILLIAMS CT.	LINCOLN DR.	CUL-DE-SAC	AC	136	24	42
WOODWARD AVE.	SPRING ST	EASTERLY	AC/AC	370	18	33
WOODWARD AVE.	RODEO AVE.	SPRING ST.	AC	445	26	34
WOODWARD AVE.	MARIN AVE.	RODEO AVE.	AC	1215	19	77
WOODWARD AVE.	EASTERLY	CAZNEAU AVE	AC/AC	1373	18	96
WRAY AVE.	CURREY AVE.	CUL-DE-SAC	AC	510	15	68

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E1. ANNUAL WORK PROGRAM – EXPECTED ANNUAL BUDGET I

SECTIONS SELECTED FOR TREATMENT

This list is generated from the budget scenario that reflects the most likely annual budget to be achieved. It basically tells you which sections can be treated each year given a constrained budget.

The header portion of the report tells you interest rate, inflation rate, budget level, and preventive maintenance allocation assumptions.

In the top left in bold on the first page you will find the following: **Year: 2008**
A similar type header will be found at the start of each year's suggested treatments for each year of the analysis.

The following are descriptions of fields in this report:

Street Name:	Street Name
Beginning Location:	Beginning location of section
Ending Location:	End location of section
Section ID:	Section Identifier
FC:	Functional Class (A-Arterial, C-Collector, R-Residential, O - Other)
Surface Type:	A-AC, O-Overlay (AC/AC), PCC (Portland Cement Concrete)
PCI:	Pavement Condition Index (PCI) after treatment
Cost:	Cost for entire treatment (based on unit costs defined in decision tree)
Rating:	This number is a ranking of cost-effectiveness by treatment. The number is for ranking purposes only
Treatment:	Suggested treatment for each section
Year Total:	At the end of each year's section you will find a total of the treatment costs for that year.

CITY OF SAUSALITO

Date Printed 10/29/2008

PMS1026

Scenarios - Sections Selected for Treatment

Scenario: 3a. Expected Budget

Inflation: 3.50%

Interest: 3.50%

Year	Budget	PM Amt	Year	Budget	PM Amt	Year	Budget	PM Amt
2008	\$360,500	4%	2009	\$159,000	4%	2010	\$354,000	4%
2011	\$226,000	4%	2012	\$232,000	4%			

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2008									
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	1	A	AC/AC	71	\$84	762,434.10	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	65	\$167	352,760.10	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	70	\$146	433,454.80	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	68	\$205	349,643.70	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	65	\$139	300,356.50	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$199	347,171.10	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	63	\$334	498,842.50	CRACK SEAL
							Treatment Total		\$1,275
BEE ST.	BRIDGEWAY	CALEDONIA	1	O	AC	74	\$2,080	22,794.32	CRACK & SLURRY SEAL
COLOMA ST.	GATE 5 RD.	BRIDGEWAY	1	O	AC	73	\$8,925	22,965.63	CRACK & SLURRY SEAL
HARRISON AVE.	SAN CARLOS AVE. (S)	PAVEMENT CHANGE	2	O	AC	78	\$2,850	20,000.79	CRACK & SLURRY SEAL
HEATH WAY	GATE 5 RD.	#1&3 HARBOR DR.	1	O	AC	77	\$2,389	28,309.45	CRACK & SLURRY SEAL
KENDALL CT.	NEVADA ST.	CUL-DE-SAC	1	O	AC	76	\$4,028	20,739.10	CRACK & SLURRY SEAL
LOWER CRESCENT AVE.	CRESCENT AVE.	MAIN ST.	1	O	AC	77	\$8,000	25,804.95	CRACK & SLURRY SEAL
PROSPECT AVE.	SPENCER AVE.	CLOUDVIEW RD.	1	O	AC	71	\$3,389	22,613.54	CRACK & SLURRY SEAL
SAUSALITO BLVD.	THIRD ST.	CRESCENT AVE.	2	O	AC	77	\$27,667	20,702.77	CRACK & SLURRY SEAL
WEST ST.	RICHARDSON ST.	MAIN ST.	2	O	AC	78	\$3,726	26,676.97	CRACK & SLURRY SEAL

MTC StreetSaver

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
FOURTH ST. GLEN DR.	VALLEY ST. CURREY AVE.	MAIN ST. WIDTH CHANGE (BEND) @ 129	1 2	0 0	AC AC	100 100	\$10,620 \$37,760	22,754.13 23,245.46	EG, FAB & 1.5IN AC EG, FAB & 1.5IN AC
GORDON ST. MARION AVE. ROSE CT.	SPRING ST. SOUTH ST. GLEN DR.	END @ 15 END GLEN CT.	1 2 1	0 0 0	AC/AC AC AC	100 100 100	\$7,400 \$11,414 \$7,500	22,293.18 23,001.01 22,242.38	EG, FAB & 1.5IN AC EG, FAB & 1.5IN AC EG, FAB & 1.5IN AC
SANTA ROSA AVE. WILLIAMS CT.	WIDTH CHANGE (1110) NEAR 184 LINCOLN DR.	GLEN DR. CUL-DE-SAC	3 1	0 0	AC AC	100 100	\$37,200 \$11,218	22,962.25 23,338.57	EG, FAB & 1.5IN AC EG, FAB & 1.5IN AC
Treatment Total							\$123,112		
ARANA CIR. EASTERBY ST. SAN CARLOS AVE. SOUTH ST.	NEVADA ST. PEARL ST. GLEN/HARRISON ALEXANDER AVE.	NEVADA CIRCLE WOODWARD AVE. SPENCER AVE. 2ND ST.	1 2 2 3	0 0 A A	AC AC AC AC	100 100 100 100	\$61,111 \$9,240 \$49,867 \$37,644	19,897.06 19,897.06 24,388.50 26,283.56	EG, 10%R&R, FAB & 1.5IN AC EG, 10%R&R, FAB & 1.5IN AC EG, 10%R&R, FAB & 1.5IN AC EG, 10%R&R, FAB & 1.5IN AC
Treatment Total							\$157,862		
LOCUST ST.	CALEDONIA ST.	BONITA ST.	2	0	PCC	100	\$82	11,096.71	20%R&R, FAB & 2.0 IN AC
Treatment Total							\$82		
CLOUDVIEW CIR. EL PORTAL SOUTH ST.	CLOUDVIEW RD. BRIDGEWAY 2ND ST.	END PARK ST. 3RD ST.	1 1 2	0 0 0	AC AC AC	90 90 85	\$1,389 \$4,444 \$3,452	32,769.47 30,764.08 32,268.34	SLURRY SEAL SLURRY SEAL SLURRY SEAL

** - Treatment from Project Selection

Selection Criteria:



Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
TURNNEY ST.	BONITA ST. BRIDGE	GIRARD ST. VALLEY ST.	6	0	AC	88	\$2,172	28,266.39	SLURRY SEAL
WEST ST.			4	0	AC	86	\$1,983	29,852.66	SLURRY SEAL
Treatment Total							\$13,441		
Year 2008 Total							\$358,825		
Year: 2009									
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	71	\$182	301,187.90	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	66	\$172	360,758.70	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	71	\$149	444,776.90	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	68	\$211	345,378.80	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	66	\$144	295,180.90	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$206	338,793.80	CRACK SEAL
SPENCER AVE.	COOPER LN./SAUSALITO PROSPECT AVE.	PROSPECT AVE.	2	A	AC	72	\$120	705,835.40	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	64	\$341	489,673.60	CRACK SEAL
Treatment Total							\$1,523		
CENTRAL AVE.	SAN CARLOS AVE.	WEST	1	O	AC	77	\$15,568	19,863.27	CRACK & SLURRY SEAL
HARBOR DR.	GATE 5 RD.	CLIPPER YACHT (PVT ENTRANCE)	1	O	AC	78	\$3,558	21,780.77	CRACK & SLURRY SEAL
OLIMA ST.	EBBTIDE AVE.	COLOMA ST.	1	O	AC	78	\$37,573	21,773.44	CRACK & SLURRY SEAL
SAUSALITO BLVD.	SECOND ST.	THIRD ST.	1	O	AC	78	\$3,602	26,192.20	CRACK & SLURRY SEAL
SECOND ST.	RICHARDSON ST.	CUL-DE-SAC END @ 318	2	O	AC	78	\$2,438	24,901.90	CRACK & SLURRY SEAL
WRAY AVE.	CURREY AVE.	CUL-DE-SAC	1	O	AC	76	\$4,399	19,053.26	CRACK & SLURRY SEAL

** - Treatment from Project Selection

Selection Criteria:

Criteria: 

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
				<u>Treatment Total</u>			\$67,138		
BUTTE ST.	SACRAMENTO AVE.	TOMALES ST.	1	O	AC	100	\$37,260	21,981.74	EG, FAB & 1.5IN AC
PRINCESS ST.	BRIDGEWAY	BULKLEY AVE	1	O	AC	100	\$20,493	21,572.23	EG, FAB & 1.5IN AC
				<u>Treatment Total</u>			\$57,753		
BUTTE ST.	THE ANCHORAGE	SACRAMENTO AVE.	2	O	AC	100	\$22,694	19,224.22	EG, 10%R&R, FAB & 1.5IN AC
				<u>Treatment Total</u>			\$22,694		
MAIN ST.	SECOND ST.	EAST END (BAY)	2	O	AC	89	\$1,366	25,628.07	SLURRY SEAL
RODEO AVE.	SAUSALITO TOWERS	WOODWARD AVE.	3	O	AC	86	\$4,830	26,907.58	SLURRY SEAL
				<u>Treatment Total</u>			\$6,196		
				<u>Year 2009 Total</u>			\$155,304		
Year: 2010									
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	1	A	AC/AC	71	\$91	679,624.30	CRACK SEAL
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	71	\$190	325,122.30	CRACK SEAL
BULKLEY AVE.	SANTA ROSA AVE.	PRINCESS ST.	2	C	AC	71	\$250	395,629.80	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	67	\$176	334,061.40	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	71	\$151	416,186.60	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	69	\$217	341,047.70	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	66	\$148	290,085.30	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$212	330,564.00	CRACK SEAL

MTC StreetsSaver

** - Treatment from Project Selection

Selection Criteria:

Scenarios Criteria: 

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	65	\$347	501,567.00	CRACK SEAL
							Treatment Total		\$1,783
CALEDONIA ST.	NAPA ST.	JOHNSON ST.	1	O	AC/AC	78	\$37,707	19,682.15	CRACK & SLURRY SEAL
MARION AVE.	EDWARDS AVE.	SOUTH ST.	1	O	AC	73	\$9,605	17,770.16	CRACK & SLURRY SEAL
							Treatment Total		\$47,312
CRESCENT AVE.	MAIN ST.	WEST ST.	4	O	AC	100	\$26,416	20,837.41	EG, FAB & 1.5IN AC
PARK ST.	EL PORTAL	BRIDGEWAY	1	O	AC	100	\$16,497	20,941.73	EG, FAB & 1.5IN AC
SWEETBRIAR LN.	SPENCER AVE.	END @ 1	1	O	AC	100	\$4,821	20,768.38	EG, FAB & 1.5IN AC
							Treatment Total		\$47,734
CALEDONIA ST.	JOHNSON ST.	BRIDGEWAY	2	O	AC	100	\$39,174	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
COLOMA ST.	BRIDGEWAY	TOMALES ST.	2	O	AC	100	\$39,441	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
CRESCIENTA LN.	CRESCIENTA DR.	END	1	O	AC	100	\$17,806	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
EASTERBY	BRIDGEWAY/FILBERT	PEARL ST.	1	O	AC	100	\$23,331	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
EBBTIDE AVE.	BRIDGEWAY	100 EBBTIDE	1	O	AC	100	\$31,815	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
LOCUST ST.	BRIDGEWAY	END	3	O	AC	100	\$43,992	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
PLATT AVE.	CAZNEAU AVE.	TOYON LN.	1	O	AC	100	\$47,142	18,574.09	EG, 10%R&R, FAB & 1.5IN AC
							Treatment Total		\$242,700
WOODWARD AVE.	MARIN AVE.	RODEO AVE.	1	O	AC	83	\$13,738	26,174.23	SLURRY SEAL
							Treatment Total		\$13,738

** - Treatment from Project Selection

Selection Criteria:

[Handwritten Signature]
Selection Criteria:

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
Year: 2011									
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	1	A	AC/AC	71	\$93	688,915.20	CRACK SEAL
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	70	\$199	306,142.00	CRACK SEAL
BULKLEY AVE.	SANTA ROSA AVE.	PRINCESS ST.	2	C	AC	72	\$256	396,473.30	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	67	\$180	338,486.70	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	72	\$154	420,905.30	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	69	\$223	336,624.30	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSGN ST.	2	C	AC	66	\$153	285,054.10	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	70	\$219	322,489.80	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	66	\$353	494,257.50	CRACK SEAL
Treatment Total							\$1,828		
BUCHANAN DR.	NEVADA ST.	CUL-DE-SAC	1	O	AC	77	\$30,471	19,092.11	CRACK & SLURRY SEAL
GEORGE LN.	51 GEORGE LN	CUL-DE-SAC	2	O	AC	78	\$5,666	23,649.86	CRACK & SLURRY SEAL
NAPA ST.	CALEDONIA ST.	FILBERT AVE.	2	O	AC	78	\$12,329	20,804.37	CRACK & SLURRY SEAL
PINE ST.	CALEDONIA	BONITA	5	O	AC/AC	79	\$4,398	19,777.01	CRACK & SLURRY SEAL
VISTA CLARA DR.	MONTE MAR DR.	CURREY AVE.	1	O	AC	73	\$4,928	14,656.61	CRACK & SLURRY SEAL
Treatment Total							\$57,791		
LOCUST ST.	BRIDGEWAY	CALEDONIA ST.	1	O	AC	100	\$17,296	20,060.29	EG, FAB & 1.5IN AC
OLIVE ST.	BRIDGEWAY	END (NEAR WOODWARD)	1	O	AC	100	\$17,850	20,040.75	EG, FAB & 1.5IN AC
SPRING ST.	WOODWARD	US 101	2	O	AC	100	\$48,216	20,209.07	EG, FAB & 1.5IN AC

MTC StreetsSaver

** - Treatment from Project Selection

Selection Criteria:



Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected
Budget

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>	
ROAD 3	HARBOR	DEAD END	1	O	AC	100	\$26,777	17,945.98	EG, 10%R&R, FAB & 1.5IN AC	
SOUTH ST.	MARION AVE.	CITY LIMITS	1	O	AC	100	\$16,912	17,945.98	EG, 10%R&R, FAB & 1.5IN AC	
TOYON CT.	TOYON LN.	END @ 10	1	O	AC	100	\$24,392	17,945.98	EG, 10%R&R, FAB & 1.5IN AC	
Treatment Total							\$83,362			
BEE ST.	CALEDONIA ST.	BONITA ST.	3	O	AC/AC	87	\$4,440	24,765.33	SLURRY SEAL	
BUCHANAN CT.	BUCHANON DR.	CUL-DE-SAC	1	O	AC	86	\$2,764	24,865.81	SLURRY SEAL	
WEST CT.	RICHARDSON ST.	END	1	O	AC	82	\$1,766	22,710.91	SLURRY SEAL	
Treatment Total							\$8,970			
Year 2011 Total							\$220,032			
	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	70	\$207	288,351.60	CRACK SEAL	
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	68	\$184	342,612.00	CRACK SEAL	
BULKLEY AVE.	HARBOR DR.	ROAD 3	3	C	AC	69	\$229	332,084.70	CRACK SEAL	
HARBOR DR.	HUMBOLDT AVE.	ENSIGN ST.	2	C	AC	66	\$157	280,094.30	CRACK SEAL	
HUMBOLDT AVE.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	70	\$226	314,537.50	CRACK SEAL	
SAUSALITO BLVD.	PROSPECT AVE.	US 101	3	A	AC	67	\$358	504,198.10	CRACK SEAL	
SPENCER AVE.			Treatment Total							\$1,362
JOSEPHINE ST.	ATWOOD AVE.	NORTH ST.	1	O	AC	78	\$1,658	20,648.89	CRACK & SLURRY SEAL	



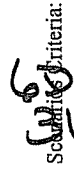
Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3a. Expected Budget

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>	
STANFORD WAY	EBBTIDE AVE.	OLIMA ST.	1	0	AC	73	\$11,705	16,166.44	CRACK & SLURRY SEAL	
							<u>Treatment Total</u>		\$13,362	
GLEN DR.	WIDTH CHANGE (BEND) @ 129	JOHNSON ST.	3	0	AC	100	\$64,651	19,871.43	EG, FAB & 1.5IN AC	
							<u>Treatment Total</u>		\$64,651	
COLOMA ST.	TOMALES ST.	OLIMA ST.	3	0	AC	100	\$56,887	17,339.12	EG, 10%R&R, FAB & 1.5IN AC	
MILLER AVE.	SPENCER AVE.	SAN CARLOS AVE.	1	0	AC	100	\$58,906	17,339.12	EG, 10%R&R, FAB & 1.5IN AC	
							<u>Treatment Total</u>		\$115,793	
PINE ST.	BONITA ST.	GIRARD AVE.	3	0	PCC	100	\$16,869	10,186.77	20%R&R, FAB & 2.0 IN AC	
							<u>Treatment Total</u>		\$16,869	
LOCUST ST.	BRIDGEWAY	END	4	0	AC	86	\$4,335	23,734.31	SLURRY SEAL	
PINE ST.	BONITA ST.	GIRARD ST.	6	0	AC	86	\$2,276	23,733.62	SLURRY SEAL	
VALLEY ST.	2ND ST.	BAY (EAST END)	2	0	AC	84	\$1,913	22,306.47	SLURRY SEAL	
							<u>Treatment Total</u>		\$8,524	
<u>Year 2012 Total</u>								<u>\$220,561</u>		
<u>Grand Total</u>										<u>\$1,307,990</u>



E2. ANNUAL WORK PROGRAM – EXPECTED ANNUAL BUDGET I w/PROJECTS

SECTIONS SELECTED FOR TREATMENT

This list is generated from the budget scenario that reflects the most likely annual budget to be achieved. It basically tells you which sections can be treated each year given a constrained budget.

The header portion of the report tells you interest rate, inflation rate, budget level, and preventive maintenance allocation assumptions.

In the top left in bold on the first page you will find the following: **Year: 2008**
A similar type header will be found at the start of each year's suggested treatments for each year of the analysis.

The following are descriptions of fields in this report:

Street Name:	Street Name
Beginning Location:	Beginning location of section
Ending Location:	End location of section
Section ID:	Section Identifier
FC:	Functional Class (A-Arterial, C-Collector, R-Residential, O - Other)
Surface Type:	A-AC, O-Overlay (AC/AC), PCC (Portland Cement Concrete)
PCI:	Pavement Condition Index (PCI) after treatment
Cost:	Cost for entire treatment (based on unit costs defined in decision tree)
Rating:	This number is a ranking of cost-effectiveness by treatment. The number is for ranking purposes only
Treatment:	Suggested treatment for each section
Year Total:	At the end of each year's section you will find a total of the treatment costs for that year.

CITY OF SAUSALITO

Date Printed 10/29/2008

PMS1026

Scenarios - Sections Selected for Treatment

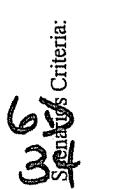
Interest: 3.50%

Inflation: 3.50%

Scenario: 3b. Expected
Budget W/ OL
PROJECT

Year	Budget	PM Amt	Year	Budget	PM Amt
2008	\$360,500	4%	2009	\$159,000	4%
2011	\$226,000	4%	2012	\$232,000	4%
			2010	\$354,000	4%

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
Year: 2008									
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	1	A	AC/AC	71	\$84	762,434.10	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	65	\$167	352,760.10	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	70	\$146	433,454.80	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	68	\$205	349,643.70	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	65	\$139	300,356.50	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$199	347,171.10	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	63	\$334	498,842.50	CRACK SEAL
			Treatment Total				\$1,275		
HEATH WAY	GATE 5 RD.	#1&3 HARBOR DR.	1	O	AC	77	\$2,389	28,309.45	CRACK & SLURRY SEAL
LOWER CRESCENT AVE.	CRESCENT AVE.	MAIN ST.	1	O	AC	77	\$8,000	25,804.95	CRACK & SLURRY SEAL
WEST ST.	RICHARDSON ST.	MAIN ST.	2	O	AC	78	\$3,726	26,676.97	CRACK & SLURRY SEAL
			Treatment Total				\$14,115		
**CRESCIENTA LN.	CRESCIENTA DR.	END	1	O	AC	100	\$13,600	24,318.63	EG, FAB & 1.5IN AC
GLEN DR.	CURREY AVE.	WIDTH CHANGE (BEND) @ 129	2	O	AC	100	\$37,760	23,245.46	EG, FAB & 1.5IN AC

Selection Criteria:

 Senatus Criteria:

Scenarios - Sections Selected for Treatment

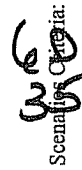
Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
WILLIAMS CT.	LINCOLN DR.	CUL-DE-SAC	1	O	AC	100	\$11,218	23,338.57	EG, FAB & 1.5IN AC
Treatment Total							\$62,578		
SAN CARLOS AVE. SOUTH ST.	GLEN/HARRISON ALEXANDER AVE.	SPENCER AVE. 2ND ST.	2 3	A A	AC AC	100 100	\$49,867 \$37,644	24,388.50 26,283.56	EG, 10%R&R, FAB & 1.5IN AC EG, 10%R&R, FAB & 1.5IN AC
Treatment Total							\$87,511		
**NEVADA ST.	RODEO AVE.	TOMALES	2	A	AC	100	\$179,667	20,405.10	EG, 10%R&R, FAB & 2.5IN AC
Treatment Total							\$179,667		
LOCUST ST.	CALEDONIA ST.	BONITA ST.	2	O	PCC	100	\$82	11,096.71	20%R&R, FAB & 2.0 IN AC
Treatment Total							\$82		
CLOUDVIEW CIR. EL PORTAL SOUTH ST. TURNNEY ST. WEST ST.	CLOUDVIEW RD. BRIDGEWAY 2ND ST. BONITA ST. BRIDGE	END PARK ST. 3RD ST. GIRARD ST. VALLEY ST.	1 1 2 6 4	O O O O O	AC AC AC AC AC	90 90 85 88 86	\$1,389 \$4,444 \$3,452 \$2,172 \$1,983	32,769.47 30,764.08 32,268.34 28,266.39 29,852.66	SLURRY SEAL SLURRY SEAL SLURRY SEAL SLURRY SEAL SLURRY SEAL
Treatment Total							\$13,441		
Year 2008 Total							\$358,669		

Year: 2009



Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

Street Name	Beginning Location	Ending Location	Section ID	FC	Surface	PCI	Cost	Rating	Treatment
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	71	\$182	301,187.90	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	66	\$172	360,758.70	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	71	\$149	444,776.90	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	68	\$211	345,378.80	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	66	\$144	295,180.90	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$206	338,793.80	CRACK SEAL
SPENCER AVE.	COOPER LN./SAUSALITO	PROSPECT AVE.	2	A	AC	72	\$120	705,835.40	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	64	\$341	489,673.60	CRACK SEAL
Treatment Total							\$1,523		
BEE ST.	BRIDGEWAY	CALEDONIA	1	O	AC	72	\$2,153	21,584.36	CRACK & SLURRY SEAL
SAUSALITO BLVD.	SECOND ST.	THIRD ST.	1	O	AC	78	\$3,602	26,192.20	CRACK & SLURRY SEAL
SECOND ST.	RICHARDSON ST.	CUL-DE-SAC.END @ 318	2	O	AC	78	\$2,438	24,901.90	CRACK & SLURRY SEAL
Treatment Total							\$8,193		
BUTTE ST.	SACRAMENTO AVE.	TOMALES ST.	1	O	AC	100	\$37,260	21,981.74	EG, FAB & 1.5IN AC
**COLOMA ST.	BRIDGEWAY	TOMALES ST.	2	O	AC	100	\$31,178	23,496.27	EG, FAB & 1.5IN AC
FOURTH ST.	VALLEY ST.	MAIN ST.	1	O	AC	100	\$10,992	22,312.88	EG, FAB & 1.5IN AC
MARION AVE.	SOUTH ST.	END	2	O	AC	100	\$11,813	22,534.23	EG, FAB & 1.5IN AC
SANTA ROSA AVE.	WIDTH CHANGE (1110') NEAR 184	GLEN DR.	3	O	AC	100	\$38,502	22,497.29	EG, FAB & 1.5IN AC
**SOUTH ST.	MARION AVE.	CITY LIMITS	1	O	AC	100	\$12,917	23,496.27	EG, FAB & 1.5IN AC

** - Treatment from Project Selection

Selection Criteria:

6/26/08
Selection Criteria:

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
				<u>Treatment Total</u>			\$142,662		
MAIN ST.	SECOND ST.	EAST END (BAY)	2	O	AC	89	\$1,366	25,628.07	SLURRY SEAL
RODEO AVE.	SAUSALITO TOWERS	WOODWARD AVE.	3	O	AC	86	\$4,830	26,907.58	SLURRY SEAL
				<u>Treatment Total</u>			\$6,196		
				<u>Year 2009 Total</u>			\$158,574		
Year: 2010									
ALEXANDER AVE.	SOUTH CITY LIMIT	SOUTH ST.	1	A	AC/AC	71	\$91	679,624.30	CRACK SEAL
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	71	\$190	325,122.30	CRACK SEAL
BULKLEY AVE.	SANTA ROSA AVE.	PRINCESS ST.	2	C	AC	71	\$250	395,629.80	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	67	\$176	334,061.40	CRACK SEAL
CRESCENT AVE.	LOWER CRESCENT AVE.	PCC	2	C	AC	71	\$151	416,186.60	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	69	\$217	341,047.70	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSIGN ST.	2	C	AC	66	\$148	290,085.30	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	69	\$212	330,564.00	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	65	\$347	501,567.00	CRACK SEAL
				<u>Treatment Total</u>			\$1,783		
GORDON ST.	SPRING ST.	END @ 15	1	O	AC/AC	100	\$7,927	21,461.34	EG, FAB & 1.5IN AC
PARK ST.	EL PORTAL	BRIDGEWAY	1	O	AC	100	\$16,497	20,941.73	EG, FAB & 1.5IN AC
ROSE CT.	GLEN DR.	GLEN CT.	1	O	AC	100	\$8,034	21,458.13	EG, FAB & 1.5IN AC

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/OL
PROJECT

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
**GATE 5 RD.	BRIDGEWAY	HARBOR DR.	1	C	AC	100	\$266,708	13,514.38	EG, 10%R&R, FAB & 2.5IN AC
							<u>Treatment Total</u>		
							\$32,458		
**SAN CARLOS AVE.	CALEDONIA ST.	GLEN/HARRISON	1	A	PCC	100	\$36,893	19,048.38	20%R&R, FAB & 2.0 IN AC
							<u>Treatment Total</u>		
							\$36,893		
WOODWARD AVE.	MARIN AVE.	RODEO AVE.	1	O	AC	83	\$13,738	26,174.23	SLURRY SEAL
							<u>Treatment Total</u>		
							\$13,738		
							<u>Year 2010 Total</u>		
							\$351,580		
Year: 2011	ALEXANDER AVE.	SOUTH CITY LIMIT	1	A	AC/AC	71	\$93	688,915.20	CRACK SEAL
	BULKLEY AVE.	SAN CARLOS AVE.	1	C	AC	70	\$199	306,142.00	CRACK SEAL
	BULKLEY AVE.	SANTA ROSA AVE.	2	C	AC	72	\$256	396,473.30	CRACK SEAL
	BULKLEY AVE.	PRINCESS ST.	3	C	AC	67	\$180	338,486.70	CRACK SEAL
	CRESCENT AVE.	ATWOOD/HARRISON	2	C	AC	72	\$154	420,905.30	CRACK SEAL
		LOWER CRESCENT AVE.							
	HARBOR DR.	BRIDGEWAY	3	C	AC	69	\$223	336,624.30	CRACK SEAL
	HUMBOLDT AVE.	JOHNSON ST.	2	C	AC	66	\$153	285,054.10	CRACK SEAL
	SAUSALITO BLVD.	CRESCENT AVE.	3	C	AC	70	\$219	322,489.80	CRACK SEAL
	SPENCER AVE.	PROSPECT AVE.	3	A	AC	66	\$353	494,257.50	CRACK SEAL

** - Treatment from Project Selection

Selection Criteria:



 Selection Criteria:

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
GEORGE LN.	51 GEORGE LN	CUL-DE-SAC	2	0	AC	78	\$5,666	23,649.86	CRACK & SLURRY SEAL
NAPA ST.	CALEDONIA ST.	FILBERT AVE.	2	0	AC	78	\$12,329	20,804.37	CRACK & SLURRY SEAL
<u>Treatment Total</u>							\$1,828		
CRESCENT AVE.	MAIN ST.	WEST ST.	4	0	AC	100	\$27,341	20,480.62	EG, FAB & 1.5IN AC
**EBBTIDE AVE.	BRIDGEWAY	100 EBBTIDE	1	0	AC	100	\$26,942	21,933.98	EG, FAB & 1.5IN AC
LOCUST ST.	BRIDGEWAY	CALEDONIA ST.	1	0	AC	100	\$17,296	20,060.29	EG, FAB & 1.5IN AC
OLIVE ST.	BRIDGEWAY	END (NEAR WOODWARD)	1	0	AC	100	\$17,850	20,040.75	EG, FAB & 1.5IN AC
PRINCESS ST.	BRIDGEWAY	BULKLEY AVE	1	0	AC	100	\$21,953	20,801.02	EG, FAB & 1.5IN AC
SPRING ST.	WOODWARD	US 101	2	0	AC	100	\$48,216	20,209.07	EG, FAB & 1.5IN AC
SWEETBRIAR LN.	SPENCER AVE.	END @ 1	1	0	AC	100	\$4,989	20,418.30	EG, FAB & 1.5IN AC
<u>Treatment Total</u>							\$164,587		
**THIRD ST.	RICHARDSON ST.	NORTH ST.	4	C	AC	100	\$32,338	13,178.73	EG, 10%R&R, FAB & 2.5IN AC
<u>Treatment Total</u>							\$32,338		
BEE ST.	CALEDONIA ST.	BONITA ST.	3	0	AC/AC	87	\$4,440	24,765.33	SLURRY SEAL
BUCHANAN CT.	BUCHANON DR.	CUL-DE-SAC	1	0	AC	86	\$2,764	24,865.81	SLURRY SEAL
WEST CT.	RICHARDSON ST.	END	1	0	AC	82	\$1,766	22,710.91	SLURRY SEAL

MTC StreetSaver

** - Treatment from Project Selection

Selection Criteria:

WGS
Selection Criteria:

Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
			<u>Treatment Total</u>				\$8,970		
			<u>Year 2011 Total</u>				\$225,717		
Year: 2012									
BULKLEY AVE.	SAN CARLOS AVE.	SANTA ROSA AVE.	1	C	AC	70	\$207	288,351.60	CRACK SEAL
BULKLEY AVE.	PRINCESS ST.	ATWOOD/HARRISON	3	C	AC	68	\$184	342,612.00	CRACK SEAL
HARBOR DR.	BRIDGEWAY	ROAD 3	3	C	AC	69	\$229	332,084.70	CRACK SEAL
HUMBOLDT AVE.	JOHNSON ST.	ENSGN ST.	2	C	AC	66	\$157	280,094.30	CRACK SEAL
SAUSALITO BLVD.	CRESCENT AVE.	SPENCER AVE.	3	C	AC	70	\$226	314,537.50	CRACK SEAL
SPENCER AVE.	PROSPECT AVE.	US 101	3	A	AC	67	\$358	504,198.10	CRACK SEAL
			<u>Treatment Total</u>				\$1,362		
JOSEPHINE ST.	ATWOOD AVE.	NORTH ST.	1	O	AC	78	\$1,658	20,648.89	CRACK & SLURRY SEAL
PINE ST.	CALEDONIA	BONITA	5	O	AC/AC	77	\$4,552	18,996.32	CRACK & SLURRY SEAL
			<u>Treatment Total</u>				\$6,209		
**EASTERBY ST.	PEARL ST.	WOODWARD AVE.	2	O	AC	100	\$8,675	21,192.25	EG, FAB & 1.5IN AC
GLEN DR.	WIDTH CHANGE (BEND) @ 129	JOHNSON ST.	3	O	AC	100	\$64,651	19,871.43	EG, FAB & 1.5IN AC
			<u>Treatment Total</u>				\$73,327		
**WOODWARD AVE.	SPRING ST	EASTERBY	3	C	AC/AC	100	\$140,009	12,733.07	EG, 10%R&R, FAB & 2.5IN AC

Scenarios Criteria:



Scenarios - Sections Selected for Treatment

Date Printed 10/29/2008

PMS1026

Scenario: 3b. Expected
Budget W/ OL
PROJECT

<u>Street Name</u>	<u>Beginning Location</u>	<u>Ending Location</u>	<u>Section ID</u>	<u>FC</u>	<u>Surface</u>	<u>PCI</u>	<u>Cost</u>	<u>Rating</u>	<u>Treatment</u>
							\$140,009		
LOCUST ST.	BRIDGEWAY	END	4	0	AC	86	\$4,335	23,734.31	SLURRY SEAL
PINE ST.	BONITA ST.	GIRARD ST.	6	0	AC	86	\$2,276	23,733.62	SLURRY SEAL
VALLEY ST.	2ND ST.	BAY (EAST END)	2	0	AC	84	\$1,913	22,306.47	SLURRY SEAL
							<u>\$8,524</u>		
							<u>\$229,431</u>		
							<u>\$1,323,971</u>		

** - Treatment from Project Selection

Selection Criteria:

Scenarios Criteria:

CITY OF SAUSALITO

Scenarios - Cost Summary

Date Printed 10/29/2008
PMS1034

Interest: 3.50% Inflation: 3.50%

Scenario: 6. \$1.25 M -
Needs Average

Year	PM Amt	Budget	Rehab	Condition Category				Project Rehab	Prev. Maint.	Project PM	Funded Stop Gap	Deferred	Surplus PM	Unmet Stop Gap
				III	IV	V	VI							
2008	4%	\$1,257,756	\$1,206,170	\$101,786	\$215,654	\$571,551	\$317,179	\$0	\$49,843	\$0	\$0	\$1,314,927	\$1,743	\$7,333
2009	4%	\$1,257,756	\$1,181,543	\$74,820	\$0	\$558,882	\$547,842	\$0	\$49,594	\$0	\$0	\$1,062,753	\$26,619	\$287
2010	4%	\$1,257,756	\$1,186,821	\$39,490	\$68,737	\$265,463	\$813,131	\$0	\$50,090	\$0	\$0	\$1,133,787	\$20,845	\$5,392
2011	4%	\$1,257,756	\$1,194,487	\$49,026	\$0	\$287,520	\$857,941	\$0	\$16,933	\$0	\$0	\$534,668	\$46,336	\$0
2012	4%	\$1,257,756	\$1,151,907	\$1,362	\$0	\$64,651	\$1,085,893	\$0	\$43,942	\$0	\$0	\$299,066	\$61,907	\$1,790

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Residential/Local	\$0	\$2,003	\$0	\$0
Collector	\$1,890,965	\$0	\$0	\$4,683
Arterial	\$1,949,686	\$0	\$0	\$4,004
Other	\$2,080,277	\$208,399	\$0	\$6,115
Grand Total:	\$5,920,928	\$210,402	\$0	\$14,802



CITY OF SAUSALITO

Scenarios - Network Condition Summary

Date Printed 10/29/2008

PMS1035

Interest: 3.50%

Inflation: 3.50%

Scenario: 6. \$1.25 M -
Needs Average

<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>	<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>	<u>Year</u>	<u>Budget</u>	<u>PM Amt</u>
2008	\$1,257,756	4%	2009	\$1,257,756	4%	2010	\$1,257,756	4%
2011	\$1,257,756	4%	2012	\$1,257,756	4%			

Projected Network Average PCI by year

<u>Year</u>	<u>Never Treated</u>	<u>With Selected Treatment</u>
2008	65	73
2009	63	75
2010	61	76
2011	59	77
2012	56	79

Percent Network Area by Functional Classification and Condition Class Condition in base year 2008, prior to applying treatments.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	20.75%	6.32%	0.10%	23.31%	50.48%
II / III	4.49%	6.33%	0.00%	13.25%	24.06%
IV	2.74%	5.87%	0.00%	10.96%	19.58%
V	1.39%	0.00%	0.00%	4.50%	5.88%
Total	29.36%	18.52%	0.10%	52.02%	100.00%

Percent Network Area by Functional Classification and Condition Class Condition in year 2008 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	24.07%	8.92%	0.10%	36.22%	69.30%
II / III	2.31%	5.82%	0.00%	6.33%	14.46%
IV	1.60%	3.78%	0.00%	8.88%	14.26%
V	1.39%	0.00%	0.00%	0.59%	1.98%
Total	29.36%	18.52%	0.10%	52.02%	100.00%

Percent Network Area by Functional Classification and Condition Class Condition in year 2012 after schedulable treatments applied.

<u>Condition Class</u>	<u>Arterial</u>	<u>Collector</u>	<u>Res/Loc</u>	<u>Other</u>	<u>Total</u>
I	27.93%	13.39%	0.10%	42.32%	83.74%
II / III	1.43%	3.84%	0.00%	6.05%	11.33%
IV	0.00%	1.29%	0.00%	3.11%	4.39%
V	0.00%	0.00%	0.00%	0.54%	0.54%
Total	29.36%	18.52%	0.10%	52.02%	100.00%

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