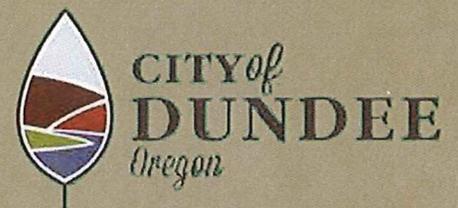
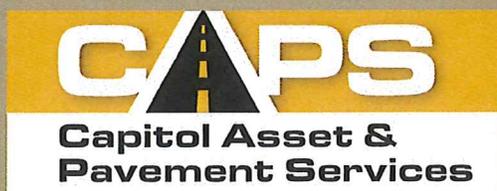


Pavement Management Program Budget Options Report



Report prepared by:
Paul Wigowsky
Capitol Asset & Pavement Services
paul@capitolasset.net



February, 2017

City of Dundee

Table of Contents

| | |
|-------------------------------------------------------------------------------------|----|
| Executive Summary | 1 |
| Purpose | 2 |
| Pavement Management Strategy | 3 |
| Existing Pavement Condition | 4 |
| Present Cost to Repair the Street Network | 5 |
| Future Expenditures for Pavement Maintenance | 6 |
| Budget Needs | 6 |
| Budget Scenarios | 8 |
| <i>Scenario 1 — Unconstrained (zero "deferred maintenance")</i> | 9 |
| <i>Scenario 2 — Current Investment Level</i> | 10 |
| <i>Scenario 3 — Increase PCI 5 points</i> | 11 |
| <i>Scenario 4 — Zero Funding</i> | 12 |
| Recommendations | 14 |
| APPENDIX A | |
| <i>Definitions</i> | |
| APPENDIX B | |
| <i>Network Summary Statistics</i> | |
| <i>Network Replacement Cost</i> | |
| APPENDIX C | |
| <i>Needs Analysis Reports</i> | |
| APPENDIX D | |
| <i>Scenario Analysis Reports</i> | |
| APPENDIX E | |
| <i>Section Description PCI/RSL Report</i> | |
| APPENDIX F | |
| <i>Sections Selected for Treatment Report (Scenario #1 - Unconstrained)</i> | |
| <i>Sections Selected for Treatment Report (Scenario #2 - Current Budget)</i> | |
| <i>Sections Selected for Treatment Report (Scenario #3 – Increase PCI 5 points)</i> | |

Executive Summary

Capitol Asset & Pavement Services, Inc. was contracted by the City of Dundee Public Works to perform visual inspections of all of the paved streets maintained by the City of Dundee (City). All 13.81 centerline miles of paved streets maintained by the City were evaluated in accordance with MTC standards, and the Streetsaver Online 9.0 database was updated with the inspection data. Inspections were completed in January, 2017.

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

The City's street network consists of 13.81 centerline miles of streets. A detailed visual inspection of the City's streets resulted in a calculated average PCI of 73. Using a 0-100 PCI scale, with 100 being the most favorable, a rating of 73 places the City's street network in the 'Good' condition category.

Four scenarios were analyzed for various street maintenance funding levels. The budgets include preventative maintenance and rehabilitation work for existing paved street surfaces. The City's current strategy of street maintenance, along with current prices for the treatments, is represented in the Streetsaver decision tree matrix. This matrix defines what treatments need to be applied to streets in varying PCI conditions. Utilizing this decision matrix, it was determined that the City will need to spend \$1.8 million over the next five years to bring the street network into 'optimal' condition, or an overall street network PCI of 84¹. At this level, the City should be able to maintain the street network in the future with primarily cost-effective preventative maintenance treatments (crack seals and surface seals). Comparing this with the current funding level of \$0.7 million over the next five years shows that the average network PCI increases by one points, to 74 by 2022. Scenarios were also run to determine the funding level required to increase the overall network PCI by 5 points, to 78, over the next five years, as well as a zero funding scenario to highlight the importance of maintaining a well-funded maintenance budget. Scenario analyses show that at current funding levels, the overall street condition should continue to improve. Table 1 summarizes the findings of the Scenarios.

¹ All Scenarios begin in FY 2017/18, and include work planned for 2017 (Resurfacing of Canyon Pl, 1st St between Alder and Walnut, Locust St between 5th and 7th; and Locust St reconstruction between 7th and 8th)

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

| Average yearly budget | \$0.36 million (1-Unconstrained) | \$143,600 (2-Current Funding) | \$231,600 (4-Increase PCI 5 points) | \$0 (4-Zero Funding) |
|-------------------------------|-------------------------------------|----------------------------------|----------------------------------------|-------------------------|
| Total budget for 5 years | \$1.8 million | \$0.7 million | \$1.2 million | \$0 |
| Current PCI | 73 | 73 | 73 | 73 |
| Current % in 'Good' condition | 70.9% | 70.9% | 70.9% | 70.9% |
| PCI after 5 years (change) | 84 (+11) | 74 (+1) | 78 (+5) | 63 (-10) |
| Backlog after 5 years | \$0 | \$1.1 million | \$0.7 million | \$1.5 million |
| % 'Good' in 5 years | 95.6% | 80.6% | 88.8% | 43.5% |
| % 'Fair' in 5 years | 4.4% | 9.8% | 4.4% | 27.3% |
| % 'Poor' in 5 years | 0.0% | 1.5% | 0.9% | 17.9% |
| % 'Very Poor' in 5 years | 0.0% | 8.2% | 6.0% | 11.3% |

Purpose

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

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

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

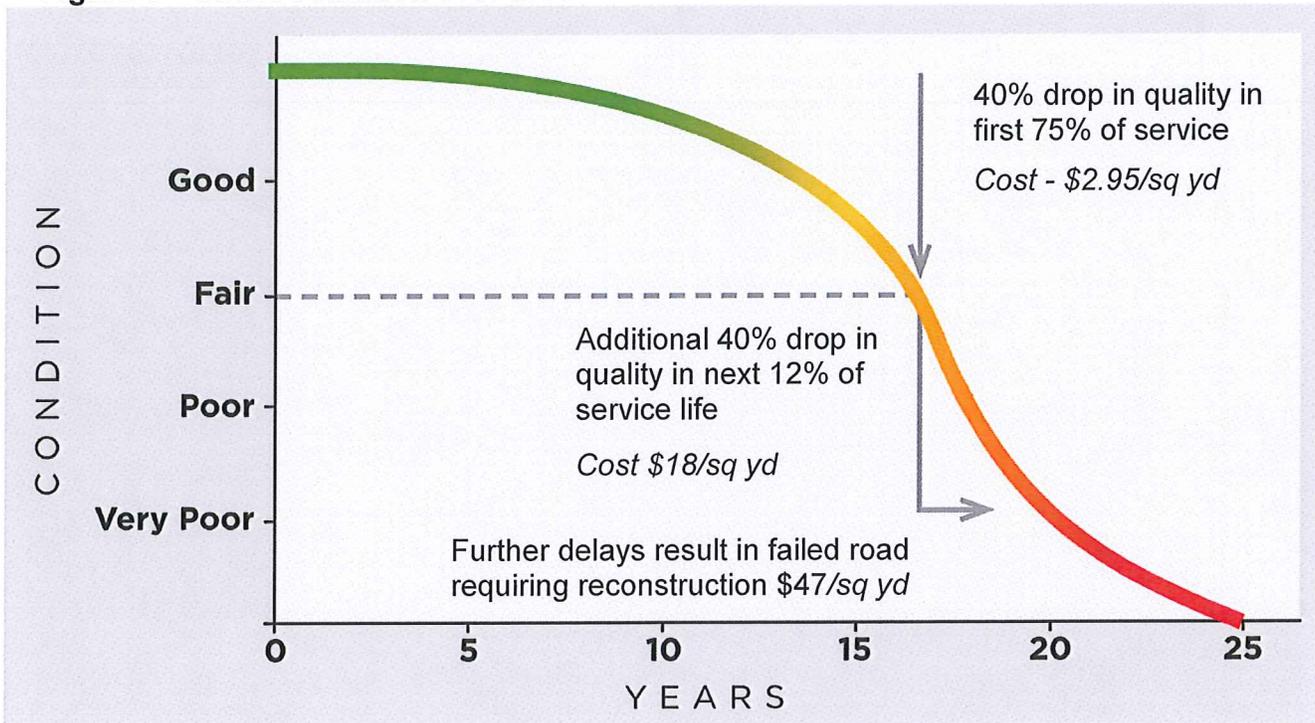
Pavement Management Strategy

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

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

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

Figure 1 – Street Condition over time



Existing Pavement Condition

The City is responsible for the repair and maintenance of 13.81 centerline miles of paved streets. The City’s street network replacement value is estimated at \$9.8 million.² This asset valuation assumes replacement of the entire street network in present day dollars (street base and surface only, not curbs or sidewalk). This represents a significant asset for City officials to manage.

The average overall network Pavement Condition Index (PCI) of the City’s street network is 73, which indicates that the street network is in ‘Good’ condition. The PCI is a measurement of pavement condition that ranges from 0 to 100. A newly constructed or overlaid street would have a PCI of 100, while a failed street (requiring complete reconstruction) would have a PCI under 25. Appendix B contains a report detailing the PCI information for each street.

Table 2 details the network statistics and pavement condition by functional class.

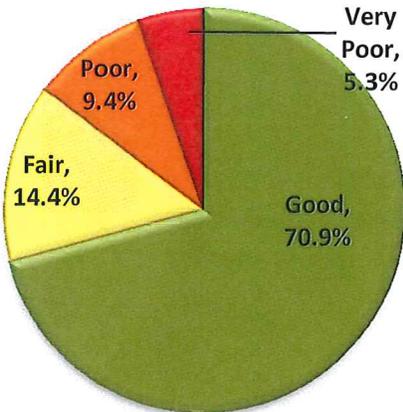
Table 2 – Street Network Statistics and Average PCI by Functional Class

| Functional Class | # of Sections | Centerline Miles | Lane Miles | Average PCI |
|------------------|---------------|------------------|--------------|-------------|
| Collector | 26 | 3.08 | 6.24 | 77 |
| Residential | 96 | 10.73 | 27.08 | 72 |
| Totals | 122 | 13.81 | 33.32 | 73 |

Table 3 and Figure 2 details the percentage of the street network area by each PCI range or condition category.

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

| Condition Class | PCI Range | Collector | Residential | Total |
|-----------------|-----------|--------------|--------------|-------|
| Good (I) | 70-100 | 17.5% | 53.4% | 70.9% |
| Fair (II/III) | 50-70 | 5.3% | 9.1% | 14.4% |
| Poor (IV) | 25-50 | 1.2% | 8.2% | 9.4% |
| Very Poor (V) | 0-25 | 0.0% | 5.3% | 5.3% |
| Totals | | 24.0% | 76.0% | |



² Replacement value is calculated as the current cost to reconstruct each street in the network, based on the values in the Streetsaver decision tree. This does not include sidewalks or curb.

Present Cost to Repair the Street Network

The MTC Pavement Management Program (PMP) is designed to achieve an optimal network PCI somewhere between the low and mid 80's, which is in the middle of the good condition category. In other words, the system will recommend maintenance treatments in an attempt to bring all of the streets in the City to a 'Good' condition, with the majority of the streets falling in the low to mid 80's PCI range. Streets will remain in the 'Good' condition category for a longer period of time if relatively inexpensive preventive maintenance treatments are used. Once the PCI falls below 70, more expensive rehabilitation treatments will be needed.

The Budget Needs module of the PMP estimates a necessary funding level for the City's pavement preservation and rehabilitation program of \$1.8 million³ over the next five-year period (2018–2022) in order to improve and maintain the street network PCI at an optimal level in the lower to mid 80's. Of this total, approximately \$1.0 million is needed in the first year alone. The five-year cost of \$1.8 million exceeds the City's planned five-year funding level of \$0.72 million by approximately \$1.08 million.

As mentioned earlier, the average PCI for the City's streets is 73, which is in the 'Good' condition category. Why then, does it cost so much to repair the City's streets, and why bother improving them?

First, the cost to repair and maintain a pavement depends on its current PCI. In the 'Good' category, it costs very little to apply preventive maintenance treatments such as crack and surface seals (slurry seal or chip seal), which can extend the life of a pavement by correcting minor faults and reducing further deterioration. Minor treatments are applied before pavement deterioration has become severe and usually costs less than \$2.95 per square yard⁴. 70.9% of the City's street network would benefit from these relatively inexpensive, life-extending treatments.

14.4% of the City's street network is in the 'Fair' condition category. Pavements in this range show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. At this point, a well-designed pavement will have served at least 75 percent of its life, with the quality of the pavement dropping approximately 40 percent. The street surface may require a slurry & crack seal or thin asphalt overlay. These treatments typically range in cost from \$2.95 to \$10.40 /sq. yd.

9.4% of the City's street network is in the 'Poor' condition category. These pavements are near the end of their service lives, and often exhibit major forms of distress such as potholes, extensive cracking, etc. At this stage, a street usually requires a more robust overlay. A 3 inch overlay with edge grind is recommended on streets with curb and gutter. A pulverize existing surface and 3 inch overlay is recommended on streets without curb. The typical cost for these treatments are between \$15 - \$18/sq. yd.

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

³ Treatment costs are based on this year's average costs per square yard, with future years including a 3% inflation adjustment per year after 2018.

⁴ For detailed treatments and costs used in analysis for this report, see appendix C – Decision Tree report

base. Streets at this stage require major rehabilitation, usually the complete reconstruction of the street surface. Estimated costs to reconstruct the street surface are \$47 /sq yd. None of the City’s street network currently is in the ‘Very Poor’ condition category.

One of the key elements of a pavement repair strategy is to keep streets that are in the 'Good' or 'Fair' categories from deteriorating. This is particularly true for streets in the 'Fair' range, because they are at the point where pavement deterioration accelerates if left untreated. However, the deterioration rate for pavements in the ‘Poor’ to ‘Very Poor’ range is relatively flat and the condition of these streets will not decline significantly if repairs are delayed. As more 'Good' streets deteriorate into the 'Fair', ‘Poor’, and ‘Very Poor’ categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or the whole network falls into the ‘Very Poor’ category (i.e. cannot deteriorate any further). The deferred maintenance backlog refers to the dollar amount of maintenance and rehabilitation work that should have been completed to maintain the street in ‘Good’ condition, but had to be deferred due to funding deficiencies for preventative maintenance and/or pavement rehabilitation programs. The actual repairs that are being deferred are often referred to as a “backlog.”

Future Expenditures for Pavement Maintenance

Assuming projected funding is allocated for pavement maintenance; we anticipate that the City will spend \$0.7 million on pavement maintenance rehabilitation during the next five years (2018-2022). Approximately \$90,000 will be available each year, as well as an additional \$268,000 of funds received from ODOT for the repair of haul routes due to the highway bypass. Funding is detailed on Table 4.

Table 4. Projected Pavement Budget for 2018 to 2022

| 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|-----------|----------|----------|----------|----------|------------------|
| \$358,000 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$718,000 |

Budget Needs

Based on the principle that it costs less to maintain streets in good condition than bad, the MTC PMP strives to develop a maintenance strategy that will first improve the overall condition of the network to an optimal PCI somewhere between the low and mid 80’s, and then sustain it at that level. The average PCI for the City is 73, which is in the 'Good' condition category. Current funding strategies demonstrate there is a \$0.7 million deferred maintenance backlog⁵ in the first year of the scenario. If these issues are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, cost-effective funding and street maintenance strategies must be implemented.

The first step in developing a cost-effective maintenance and rehabilitation strategy is to determine, assuming unlimited revenues, the maintenance “needs” of the City’s street network. Using the PMP budget needs module; street maintenance needs are estimated at \$1.8 million over the next five years. If the City follows the strategy recommended by the program, the average network PCI will increase to 84. If, however, current pavement maintenance funding is exhausted and little or no maintenance is applied over the next five years, already distressed streets will continue to

⁵ Definition of deferred maintenance backlog can be found in Appendix A

deteriorate, and the network PCI will drop to 63. The results of the budget needs analysis are summarized in Table 5.⁶

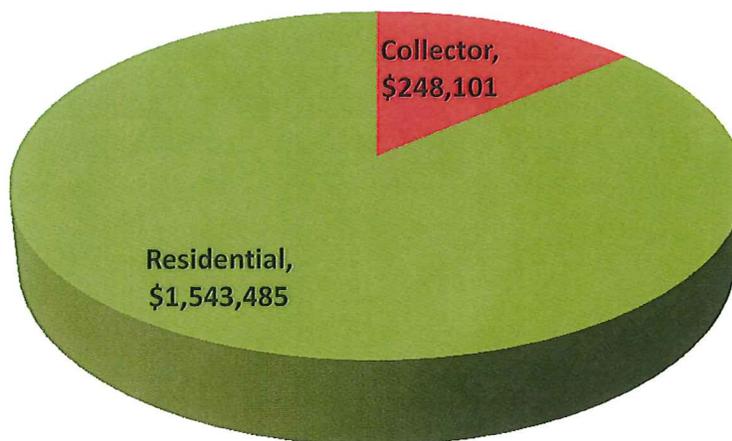
Table 5. Summary of Results from Needs Analysis

| <i>Fiscal Years</i> | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|-----------------------------------------|-------------|-----------|-----------|----------|-----------|--------------------|
| PCI with Treatment | 85 | 84 | 84 | 83 | 84 | --- |
| PCI, no Treatment | 70 | 69 | 67 | 65 | 63 | --- |
| Budget Needs Total | \$1,046,393 | \$256,751 | \$248,967 | \$51,727 | \$197,848 | \$1,801,686 |
| Rehabilitation Portion | \$729,593 | \$232,313 | \$233,224 | \$49,706 | \$68,230 | \$1,313,066 |
| Preventative Maintenance Portion | \$314,782 | \$22,419 | \$13,723 | \$0 | \$127,596 | \$478,520 |

Table 5 shows the level of expenditure required to raise the City’s pavement condition to an optimal network PCI of 84 and eliminate the current maintenance and rehabilitation backlog. The results of the budget needs analysis represent the ideal funding strategy recommended by the MTC PMP. Of the \$1.8 million in maintenance and rehabilitation needs shown, approximately \$0.5 million or 26.6% is earmarked for preventive maintenance or life-extending treatments, while \$1.3 million or 72.9% is allocated for the more costly rehabilitation and reconstruction treatments.

Figure 4 is based on the budget needs predictive module. The pavement management program is recommending a funding level of \$1.8 million over a five-year period. Figure 4 illustrates the funding distribution by street functional classification.

Figure 4. Budget Needs Funding Distribution by Functional Classification



⁶ Actual program outputs are included in Appendixes B through F

Budget Scenarios

Having determined the maintenance and rehabilitation needs of the City’s street network, the next step in developing a cost-effective maintenance and rehabilitation strategy is to conduct ‘what-if’ analyses. Using the PMP budget scenarios module, the impact of various budget scenarios can be evaluated. The program projects the effects of the different scenarios on pavement condition PCI and deferred maintenance (backlog). By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear. For the purpose of this report, the following scenarios were run for five (5)-year periods (2018-2022). All Scenarios begin in FY 2017/18, and include work planned for 2017 (Resurfacing of Canyon Pl, 1st St between Alder and Walnut, Locust St between 5th and 7th; and Locust St reconstruction between 7th and 8th). The results are summarized in Table 6.

1. *Unconstrained (zero “deferred maintenance”)* — The annual amounts, as identified in the budget needs analysis totaling \$1.8 million, were input into the scenarios module. This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP Needs module).
2. *Current Investment Level* — An annual budget of \$143,600 was evaluated over five years, for a total of \$0.7 million, to determine the effects of continuing pavement maintenance at the current budget level. The overall network PCI increases by one points, to 74, under this funding level.
3. *Increase PCI by 5 points* — An annual funding level of \$231,600 per year, for a five year total of \$1.2 million, should increase the current PCI by 5 points, to 78 over the duration of the five-year analysis period.
4. *Zero Funding* — An annual funding level of \$0 per year was analyzed to determine the effects of ceasing all funding for street maintenance treatments. This would cause the overall network PCI to decline by ten points over the next 5 years.

Table 6. Scenario Summary

| Scenario Name | 5 Year Budget | 2022 PCI (change) | 2022 Deferred Maintenance | 2022 % Good | 2022 % Very Poor |
|------------------------------|----------------|----------------------|------------------------------|----------------|---------------------|
| 1 – Unconstrained | \$1.8 million | 84 (+11) | \$0 | 95.6% | 0.0% |
| 2 – Current Investment | \$0.7 million | 74 (+1) | \$1.1 million | 80.6% | 8.2% |
| 3 – Increase PCI by 5 points | \$1.16 million | 78 (+5) | \$0.7 million | 88.8% | 6.0% |
| 4 – Zero Funding | 0 | 63 (-10) | \$1.5 million | 54.8% | 8.2% |

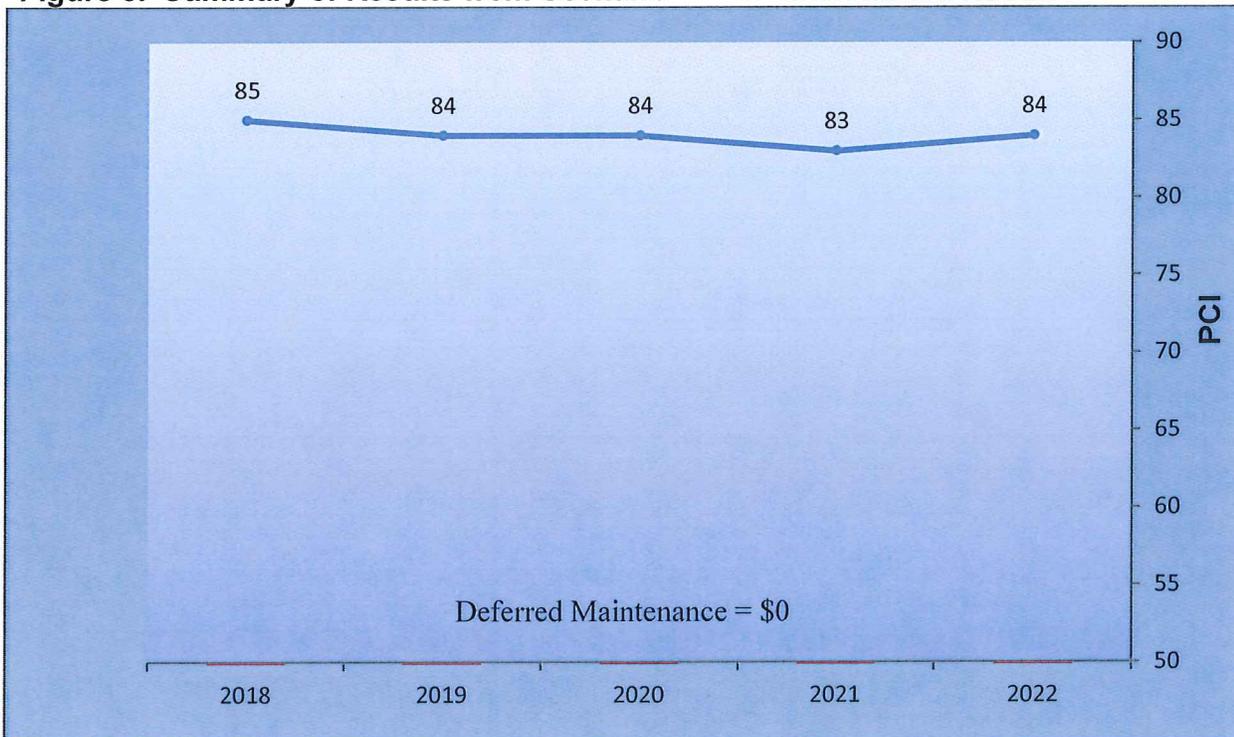
Scenario 1 — Unconstrained Needs (zero deferred maintenance)

This scenario shows the effects of implementing the ideal investment strategy (as recommended by the MTC PMP needs module). Because it is more cost-effective to eliminate the deferred maintenance backlog as quickly as possible, the bulk of the deferred maintenance needs are addressed in the first year of the five-year program, raising the overall average network PCI to 84. The PCI continues to increase over the entire time period, reaching 84 by 2022. The percentage of the street network in ‘Good’ condition increases, from 70.9% currently, to 95.6% in 2022. These results are shown in both Table 7 and Figure 5.

Table 7. Summary of Results from Scenario 1 — Unconstrained Needs

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------------------------|-------------|-----------|-----------|----------|-----------|--------------------|
| Budget Total | \$1,046,393 | \$256,751 | \$248,967 | \$51,727 | \$197,848 | \$1,801,686 |
| Rehabilitation budget | \$729,593 | \$232,313 | \$233,224 | \$49,706 | \$68,230 | \$1,313,066 |
| Preventative Maintenance budget | \$314,782 | \$22,419 | \$13,723 | \$0 | \$127,596 | \$478,520 |
| Deferred Maintenance | \$0 | \$0 | \$0 | \$0 | \$0 | --- |
| PCI | 85 | 84 | 84 | 83 | 84 | |

Figure 5. Summary of Results from Scenario 1 — Unconstrained Needs



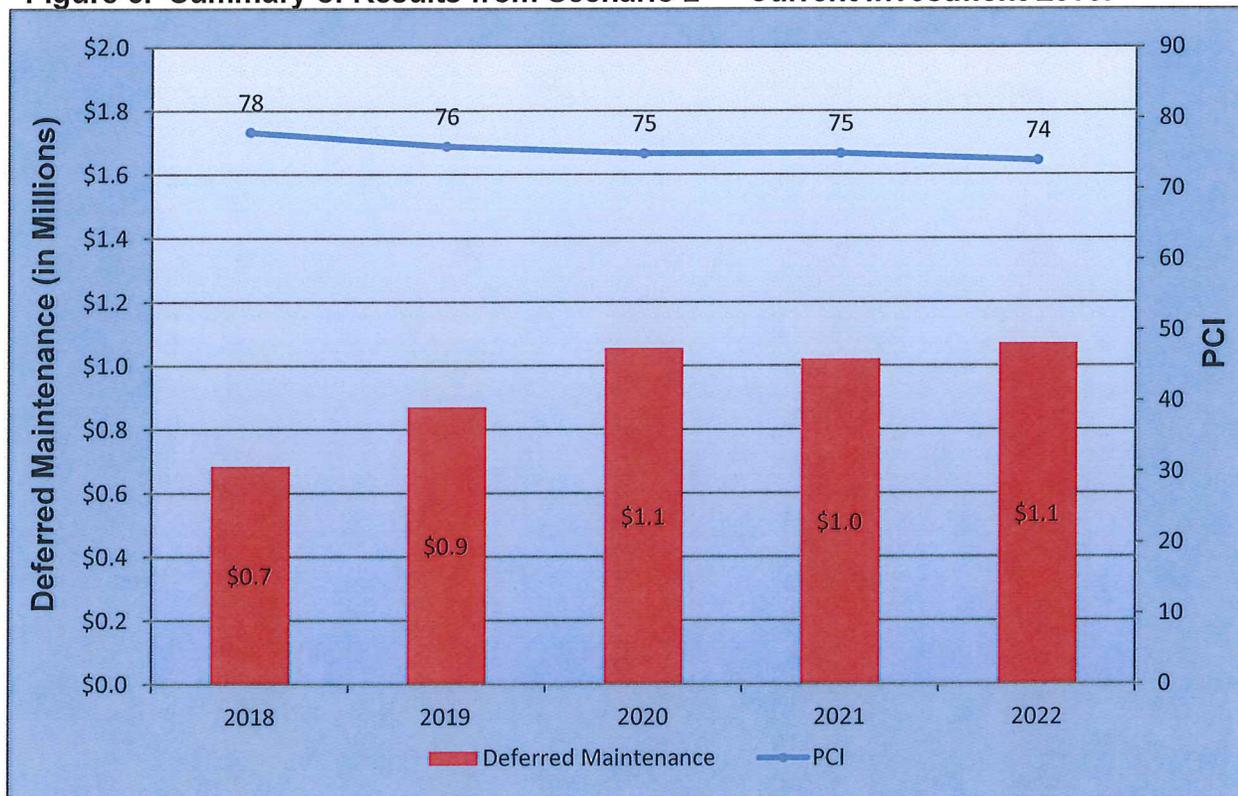
Scenario 2 — Current Investment Level

This scenario shows the effects of the City’s current budget for street maintenance of \$0.7 million over five years. Under this scenario, the overall network PCI increases by one points, from 73 currently, to 74 by 2022. The deferred maintenance backlog increases from \$0.7 million in 2018, to \$1.1 million in 2022. The majority of this backlog is due to the increase in streets that will require expensive reconstruction treatments, as the percentage of roads in ‘Very Poor’ condition increases to 8.2% from the current level of 5.3%. The percentage of the street network in 'Good' condition increases slightly, from 70.9% currently, to 80.6% in 2022. Results are illustrated in Table 8 and Figure 6.

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

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------------------------|-----------|-----------|-------------|-------------|-------------|------------------|
| Budget Total | \$358,000 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$718,000 |
| Rehabilitation budget | \$262,749 | \$81,168 | \$0 | \$74,015 | \$0 | \$417,932 |
| Preventative Maintenance budget | \$95,109 | \$8,498 | \$89,038 | \$14,480 | \$89,749 | \$296,874 |
| Deferred Maintenance | \$686,492 | \$872,152 | \$1,056,227 | \$1,021,858 | \$1,071,658 | --- |
| PCI | 78 | 76 | 75 | 75 | 74 | |

Figure 6. Summary of Results from Scenario 2 — Current Investment Level



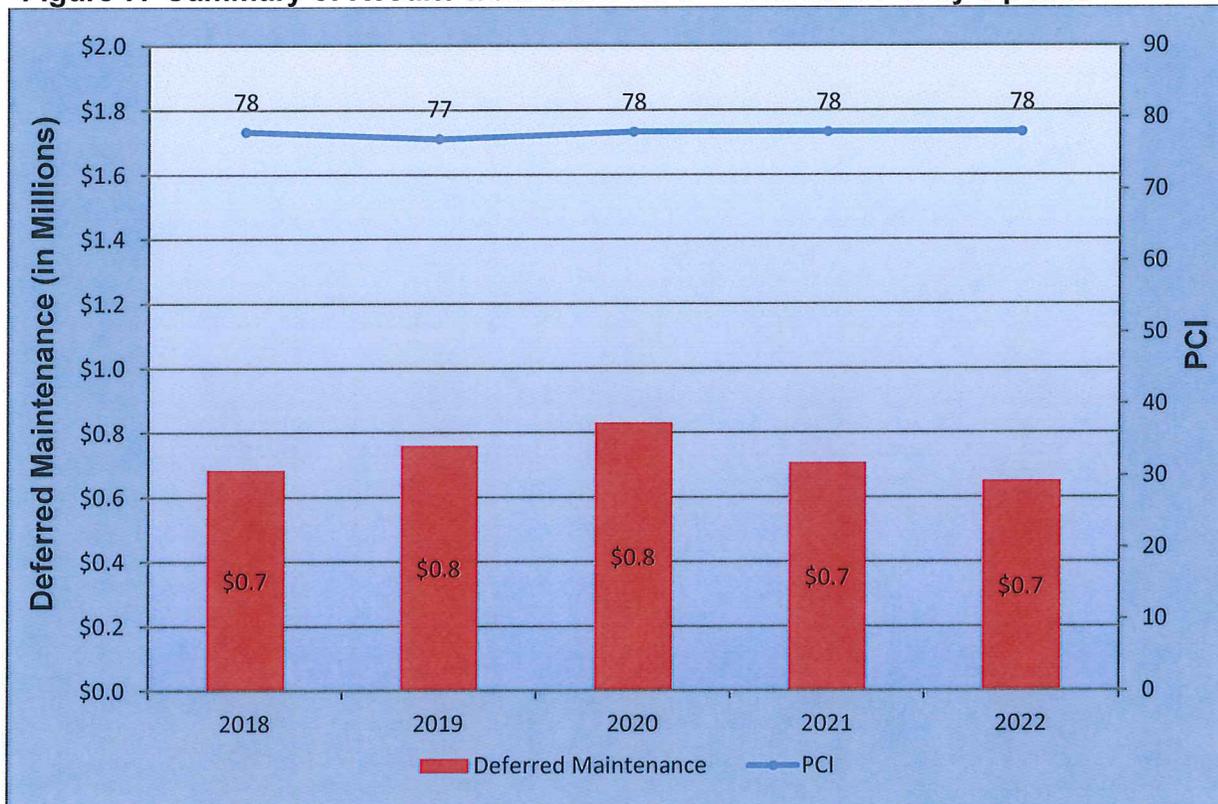
Scenario 3 — Increase PCI by 5 points

This scenario analyzes the funding level that would be required to increase the overall network PCI to 78 over the next five years. An annual investment level of \$231,600, for a total of \$1.2 million over five years, would be needed. Under this scenario, the PCI increases by five points (to 78) through 2022. The deferred maintenance remains the same, from \$0.7 million in 2018, to \$0.7 million by 2022. The percentage of the street network in the ‘Good’ condition category increases, from the current level of 70.9%, to 88.8% through 2022. The percentage of roads in ‘Very Poor’ condition increases slightly, to 6.0% from the current level of 5.3%. These results are illustrated in Table 9 and Figure 7.

Table 9. Summary of Results, Scenario 3 — Increase PCI by 5 points

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------------------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| Budget Total | \$358,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,158,000 |
| Rehabilitation budget | \$262,749 | \$81,168 | \$186,056 | \$135,449 | \$68,230 | \$733,652 |
| Preventative Maintenance budget | \$95,109 | \$118,627 | \$12,440 | \$63,405 | \$110,456 | \$400,037 |
| Deferred Maintenance | \$686,492 | \$762,033 | \$833,344 | \$709,202 | \$652,321 | --- |
| PCI | 78 | 77 | 78 | 78 | 78 | |

Figure 7. Summary of Results from Scenario 3 — Increase PCI by 5 points



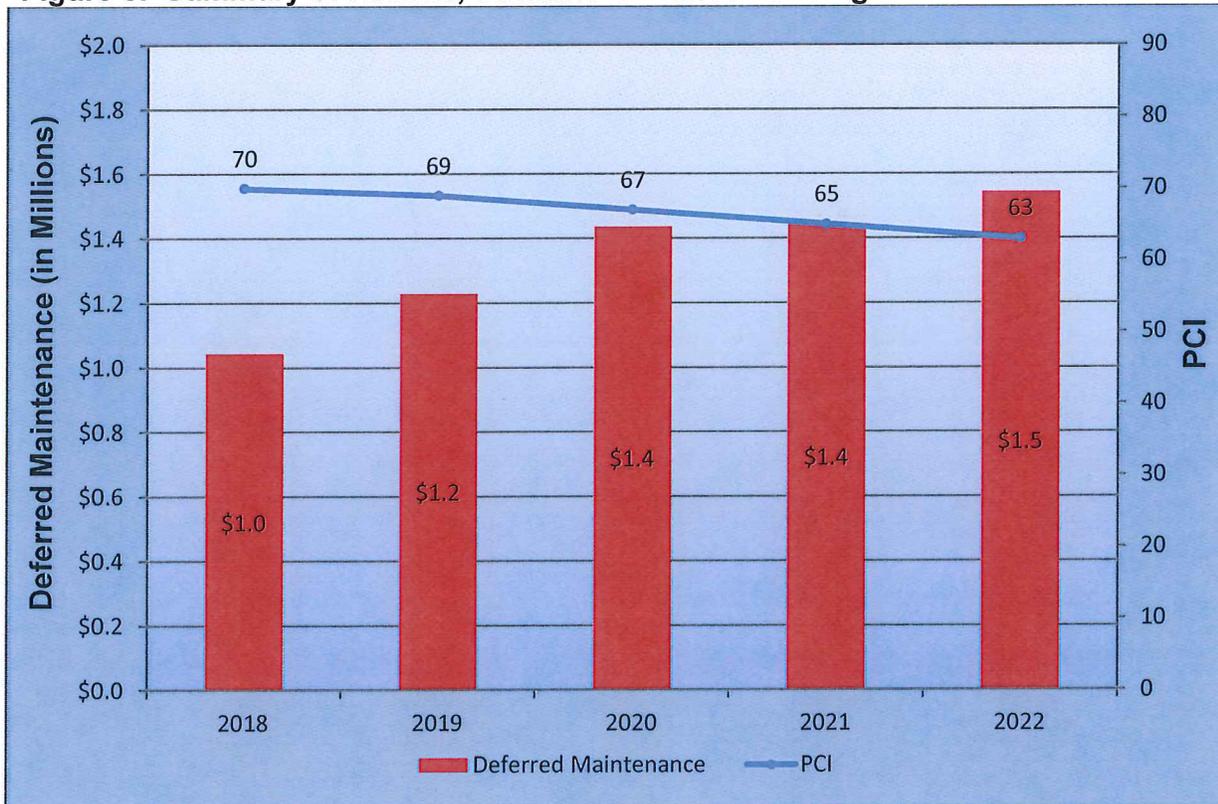
Scenario 4 — Zero Funding

This scenario analyzes the effects on the street network condition with zero funding over the next five years. Under this scenario the PCI decreases by ten points, from the current level of 73, to 63 in 2022. At this funding level the deferred maintenance backlog decreases from \$1.0 million in 2018, to \$1.5 million in 2022. The percentage of the street network in the ‘Good’ condition category decreases to 54.8% in 2022, from the current level of 70.9%. The percentage of roads in ‘Very Poor’ condition increases to 8.2% from the current level of 5.3%. This highlights the needs of maintaining a well-funded street maintenance budget. These results are illustrated in Table 10 and Figure 8.

Table 10. Summary of Results, Scenario 4 — Zero Funding

| | 2018 | 2019 | 2020 | 2021 | 2022 | Total |
|----------------------------------------|-------------|-------------|-------------|-------------|-------------|------------|
| Budget Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Rehabilitation budget | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Preventative Maintenance budget | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Deferred Maintenance | \$1,044,334 | \$1,230,500 | \$1,438,025 | \$1,445,612 | \$1,544,833 | --- |
| PCI | 70 | 69 | 67 | 65 | 63 | |

Figure 8. Summary of Results, Scenario 4 — Zero Funding



A comparison of the four scenarios is summarized in Figures 9 and 10. Figure 9 depicts the deferred maintenance costs as they relate to PCI for the four scenarios evaluated. Figure 10 depicts the percent of the street network in the various condition categories for the four scenarios evaluated.

Figure 9 - Deferred Maintenance and PCI of Scenarios 1-4

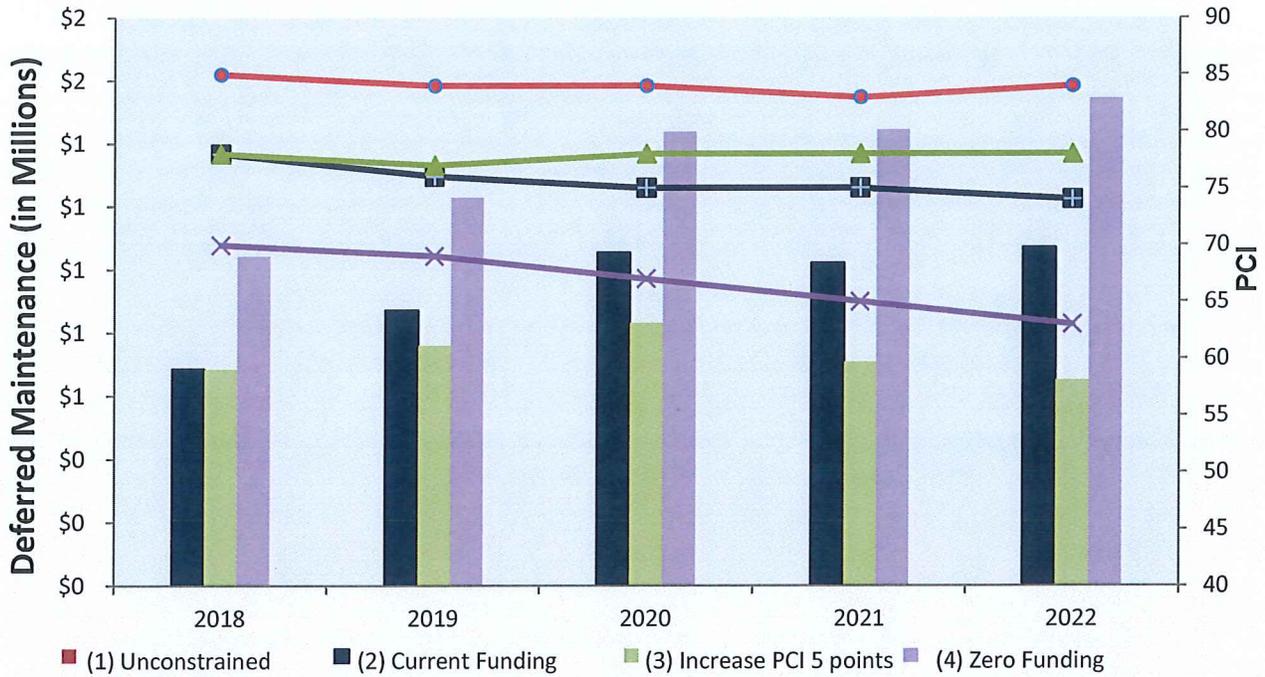
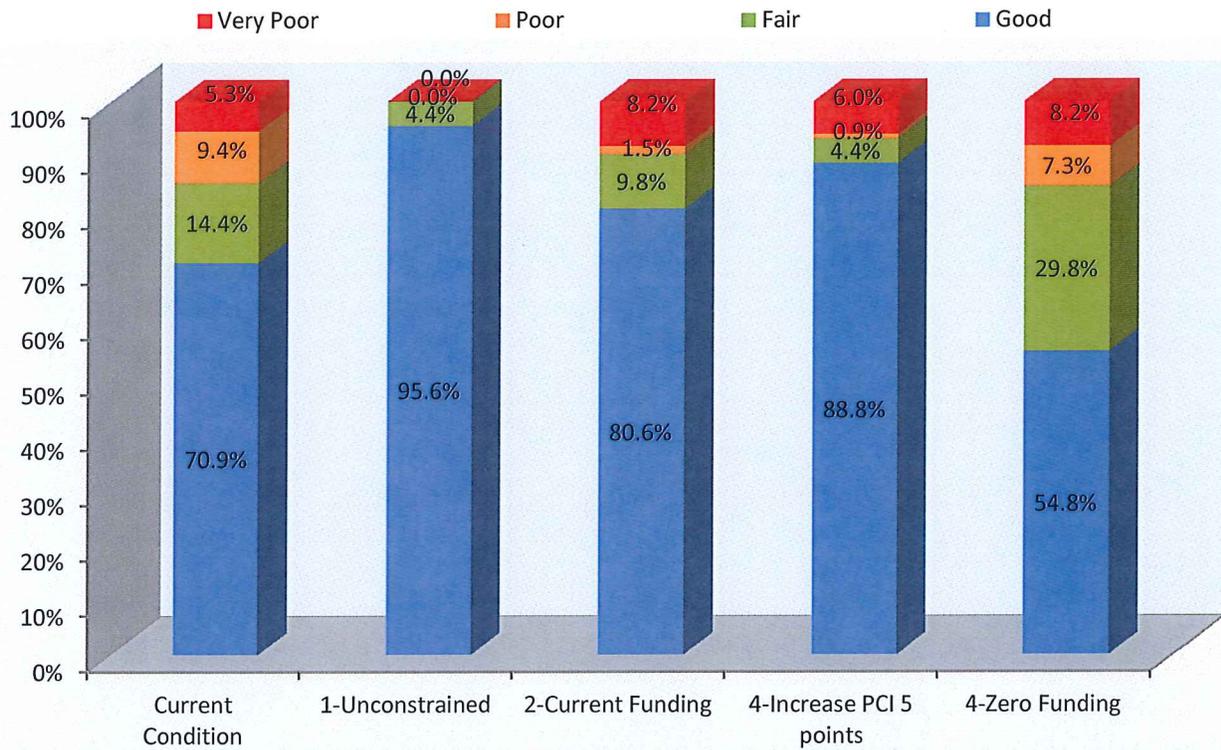


Figure 10 – Pavement Condition Category Percentages in 2022 – Scenarios 1-4



Recommendations

Of the various maintenance and funding options considered, the *ideal* strategy for the City is presented in Scenario 1, with a five-year expenditure total of \$1.8 million. Not only does this surface management plan improve the network to an optimal level of 84, it also eliminates the entire deferred maintenance backlog in the first year. As examined scenarios deviate from this strategy, the cost to the City will increase in the long term. However, the amount of funds in the first year of expenditure, approximately \$1.0 million, may make this strategy unrealistic for the City. This scenario can, however, be used as a base line for comparing other scenarios.

The current five-year funding level totaling \$0.7 million (Scenario 2) will result in the current network PCI of 73 increasing by one points, to an average network PCI of 74 over the course of five years. The deferred maintenance price tag will continue to increase, from \$0.7 million in 2018, to \$1.1 million in 2022. By following this strategy through 2022, 80.6% of the City's street will be in the 'Good' condition category, a slight increase from the current level of 70.9% in 'Good' condition. The scenario assumes that the \$268,000 available from ODOT haul route will be spent on street rehabilitation projects, which helps to increase the overall network PCI to 78 in by 2018. At the City's current funding level, the street network condition will decline after the initial increase in 2017/18.

The PMP Budget Needs Module recommends \$1.01 million for streets in 'Poor' to 'Very Poor' condition over the next five years. Because these categories require extensive rehabilitation and reconstruction work, the work will consume approximately 55.9% of the planned costs, as estimated by the PMP. This places the City in a challenging position of trying to avoid increasing future street rehabilitation costs, coupled with the risk of a substantial increase in an already significant five year shortfall projection. Currently, 5.3% of the street network is in 'Very Poor' condition. However, this is likely to increase to 8.2% in five years if current funding levels continue. This conclusion is noteworthy to the City Council. Unless funding is allocated to support an increase in the City's street rehabilitation program, the City may lose the opportunity to utilize lower cost preventative maintenance and light overlay treatment options.

The City should seek to increase funding for street maintenance. One strategy may be to implement a local fee dedicated solely to street maintenance and rehabilitation, such as a local gas tax or Transportation Utility Fee. A Transportation Utility Fee (sometimes known as a Street Maintenance Fee, Street User Fee, or Street Utility Fee) is a monthly fee based on use of the transportation system that is collected from residences and businesses within the City limits. The fee is based on the number of trips a particular land use generates and is collected through the City's regular utility bill. Adjustments can also be made for certain business types based on the nature of the traffic they create. For example garbage companies may be charged a higher rate due to the added damage heavy garbage trucks cause to streets. The fee is designated for use in the maintenance and repair of the City's transportation system. Users of the street system share the costs of the rehabilitative and preventive maintenance needed to keep the street system operating at an adequate level.

As demonstrated in the different scenarios, the City of Dundee needs to spend a significant amount of money on expensive rehabilitation and reconstruction projects. This will reduce the deferred maintenance backlog, increase the network PCI and allow money to be spent for less capital-intensive treatments such as slurry seals, chip seals, crack sealing, and thin overlays in the future.

Preparation of a budget options report is just one step in using the MTC PMP to build an effective street maintenance program. Recommendations for further steps are:

- Link major street repairs with utility maintenance schedules to prevent damage to newly paved street surfaces.
- Obtain detailed subsurface information on selected sections before major rehabilitation projects are contracted. Costs for large rehabilitation projects are extremely variable and estimates can sometimes be reduced following project-level engineering analysis. It is possible that only a portion of a street recommended for reconstruction actually requires such heavy-duty repair.
- Test other budget options with varying revenues and preventive maintenance and rehabilitation splits.
- Evaluate the specific treatments and costs recommended by the PMP, and modify them to reflect the actual repairs and unit costs that are expected to be used. This report, and the treatments recommended in Appendix F, are based on network level pavement evaluations. The treatments recommended are estimates based on typical treatments for streets in each condition category. Further evaluations, at the project level, may reveal that a different treatment may be needed.

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

The City has completed the foundation work necessary to execute a successful pavement management plan. The street system is in 'Good' condition. At the current investment level, the overall street condition should continue to improve, and the deferred maintenance backlog will likely increase as more streets fall into 'Very Poor' condition. To reduce the deferred maintenance backlog, additional revenues and support from various decision-making bodies are required.

As more 'Fair' streets deteriorate into the 'Poor' and 'Very Poor' categories, the cost of deferred maintenance will continue to increase. The cost of the deferred maintenance backlog will stop increasing only when enough funds are provided to prevent streets from deteriorating into a worse condition category, or when the whole network falls into the 'Very Poor' category (i.e. cannot deteriorate any further). At that time, the network would have to be replaced at a cost of \$9.8 million.

Appendix A

Definitions

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

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

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

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

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

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

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

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

Surface Types – AC is an Asphalt Concrete street that has one year’s asphalt, for example a street that has been newly constructed or reconstructed. In contrast AC/AC (in reports marked as O – AC/AC) is a street that has an overlay treatment over the original asphalt construction. Streets marked as ST do not have an asphalt concrete layer, only a surface composed of layers of oil and rock (macadam or chip seal). Portland Concrete Cement streets (PCC) are a mix of Portland cement, coarse aggregate, and sand.

'Good' Condition Category – Streets in 'Good' condition have no to little distresses found on them. These streets may have some minor surface weathering or light cracking, but can generally be maintained with cost-effective preventative maintenance treatments (surface seals and crack seals).

'Fair' Condition Category – Streets in 'Fair' condition show some form of distress caused by traffic load related activity or environmental distress that requires more than a life-extending treatment. The MTC Streetsaver program separates these into two condition categories for the purposes of the analysis. Category II – 'non-load' and Category III – 'load-related', based on whether a majority of the distresses found had load or environmental related causes

'Poor' Condition Category – Streets in 'Poor' condition are near the end of their service lives and often exhibit major forms of distress such as potholes, extensive alligator cracking, and/or pavement depressions.

'Very Poor' Condition Category - Streets in the 'Very Poor' condition category indicate that the street has failed. These pavements are at the end of their service lives and have major distresses, often indicating the failure of the sub base

Load related distress - . Load related distresses, such as alligator cracking, rutting, and depressions are usually a sign of a sub-base issue, caused by repeated traffic loads.

Non-load related distress - Non-load (or environmental), distresses typically have environmental causes related to the pavement becoming older and less elastic (brittle). Typical non-load distresses are longitudinal or transverse cracking, block cracking, and surface weathering and raveling.

Appendix B

Network Summary Statistics

Network Replacement Cost

Network Summary Statistics

Printed: 02/16/2017

| | Total Sections | Total Center Miles | Total Lane Miles | PCI |
|--------------------------|----------------|--------------------|------------------|-----|
| Collector | 26 | 3.08 | 6.24 | 77 |
| Residential/Local | 96 | 10.73 | 27.08 | 72 |
| ** Combined | 3 | 0.33 | 3.54 | N/A |
| Gravel | 3 | 0.33 | 3.54 | N/A |
| Total | 122 | 13.81 | 33.32 | |

Overall Network PCI as of 2/16/2017: 73

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

Network Replacement Cost

Printed: 02/16/2017

| Functional Class | Surface Type | Lane Miles | Unit Cost/ Square Foot | Pavement Area/ Square Feet | Cost To Replace (in thousands) |
|---------------------|--------------|------------|---------------------------|-------------------------------|-----------------------------------|
| Collector | AC | 3.2 | \$5.17 | 254,754 | \$1,316 |
| | AC/AC | 3.0 | \$5.17 | 232,863 | \$1,203 |
| Residential/Local | AC | 15.8 | \$4.76 | 1,151,708 | \$5,477 |
| | AC/AC | 10.0 | \$4.76 | 322,957 | \$1,536 |
| | ST | 1.3 | \$4.76 | 64,938 | \$309 |
| Grand Total: | | 33.3 | | 2,027,220 | \$9,841 |

Appendix C

Decision Tree

Decision Tree

Printed: 02/16/2017

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|-----------------------------|-----------------------------|-----------------------------|------------------------------|---------------------------------------------------|---------------------------------------|-------------------------|---------------------------|-----------------------------------|
| Collector | AC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | |
| | | | Surface Treatment | SLURRY & CRACK SEAL | \$2.95 | | 7 | |
| | | | Restoration Treatment | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | 3 |
| | | II - Good, Non-Load Related | | SLURRY & CRACK SEAL | \$2.95 | | 7 | |
| | | III - Good, Load Related | | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | |
| | | IV - Poor | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | \$18.00 | | | |
| | V - Very Poor | | RECONSTRUCT SURFACE (AC) | \$46.50 | | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | |
| | | | Surface Treatment | SLURRY & CRACK SEAL | \$2.95 | | 7 | |
| | | | Restoration Treatment | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | 3 |
| | | II - Good, Non-Load Related | | SLURRY & CRACK SEAL | \$2.95 | | 7 | |
| | | III - Good, Load Related | | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | |
| | | IV - Poor | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | \$18.00 | | | |
| | V - Very Poor | | RECONSTRUCT SURFACE (AC) | \$46.50 | | | | |
| | AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | |
| Surface Treatment | | | SINGLE CHIP SEAL | \$0.74 | 7 | | | |
| Restoration Treatment | | | MILL AND THIN OVERLAY | \$5.04 | | | 3 | |
| II - Good, Non-Load Related | | | DOUBLE CHIP SEAL | \$1.52 | | | | |
| III - Good, Load Related | | | HEATER SCARIFY & OVERLAY | \$5.95 | | | | |
| IV - Poor | | | HEATER SCARIFY & OVERLAY | \$6.14 | | | | |
| V - Very Poor | | | RECONSTRUCT STRUCTURE (AC) | \$11.38 | | | | |
| 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 | \$1.11 | | | | |
| | III - Good, Load Related | | DO NOTHING | \$1.51 | | | | |
| | IV - Poor | | THICK AC OVERLAY(2.5 INCHES) | \$1.92 | | | | |
| | V - Very Poor | | THIN AC OVERLAY(1.5 INCHES) | \$7.47 | | | | |

 Functional Class and Surface combination not used

Decision Tree

Printed: 02/16/2017

| Functional Class | Surface | Condition Category | Treatment Type | Treatment | Cost/Sq Yd, except Seal Cracks in LF: | Yrs Between Crack Seals | Yrs Between Surface Seals | # of Surface Seals before Overlay |
|-----------------------------|-----------------------------|-----------------------------|---------------------------------------------------|---------------------------------------------------|---------------------------------------|-------------------------|---------------------------|-----------------------------------|
| Residential/Local | AC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | |
| | | | Surface Treatment | SLURRY & CRACK SEAL | \$2.95 | | 8 | |
| | | | Restoration Treatment | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | 3 |
| | | II - Good, Non-Load Related | | SLURRY & CRACK SEAL | \$2.95 | | | |
| | | III - Good, Load Related | | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | |
| | IV - Poor | | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | \$18.00 | | | |
| | V - Very Poor | | | RECONSTRUCT SURFACE (AC) | \$42.80 | | | |
| | AC/AC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | |
| | | | Surface Treatment | SLURRY & CRACK SEAL | \$2.95 | | 8 | |
| | | | Restoration Treatment | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | 3 |
| II - Good, Non-Load Related | | | SLURRY & CRACK SEAL | \$2.95 | | | | |
| III - Good, Load Related | | | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | | |
| IV - Poor | | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | \$18.00 | | | | |
| V - Very Poor | | | RECONSTRUCT SURFACE (AC) | \$42.80 | | | | |
| AC/PCC | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | | |
| | | Surface Treatment | SINGLE CHIP SEAL | \$0.74 | | 8 | | |
| | | Restoration Treatment | MILL AND THIN OVERLAY | \$5.04 | | | 3 | |
| | II - Good, Non-Load Related | | DOUBLE CHIP SEAL | \$1.52 | | | | |
| | III - Good, Load Related | | HEATER SCARIFY & OVERLAY | \$5.95 | | | | |
| | IV - Poor | | HEATER SCARIFY & OVERLAY | \$6.14 | | | | |
| | V - Very Poor | | | RECONSTRUCT STRUCTURE (AC) | \$8.25 | | | |
| PCC | I - Very Good | Crack Treatment | DO NOTHING | \$0.00 | 4 | | | |
| | | Surface Treatment | DO NOTHING | \$0.00 | | 99 | | |
| | | Restoration Treatment | DO NOTHING | \$0.00 | | | 100 | |
| | II - Good, Non-Load Related | | DO NOTHING | \$1.11 | | | | |
| | III - Good, Load Related | | DO NOTHING | \$0.00 | | | | |
| | IV - Poor | | | THICK AC OVERLAY(2.5 INCHES) | \$1.92 | | | |
| | V - Very Poor | | | THICK AC OVERLAY(2.5 INCHES) | \$7.27 | | | |

 Functional Class and Surface combination not used

Decision Tree

Printed: 02/16/2017

| 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 | ST | I - Very Good | Crack Treatment | SEAL CRACKS | \$1.00 | 4 | | | |
| | | | Surface Treatment | SLURRY & CRACK SEAL | \$2.95 | | 8 | | |
| | | | Restoration Treatment | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | 3 | |
| | | | II - Good, Non-Load Related | | SLURRY & CRACK SEAL | \$2.95 | | 8 | |
| | | | III - Good, Load Related | | THIN AC OVERLAY(1.5 INCHES) | \$10.40 | | | |
| | | | IV - Poor | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | \$18.00 | | | |
| | | | V - Very Poor | | RECONSTRUCT SURFACE (AC) | \$42.80 | | | |

 Functional Class and Surface combination not used

Appendix D

Scenario Analysis Reports

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-------------|----|------|-----------|----|------|-----------|----|
| 2018 | \$1,046,393 | 0% | 2020 | \$248,967 | 0% | 2022 | \$197,848 | 0% |
| 2019 | \$256,751 | 0% | 2021 | \$51,727 | 0% | | | |

Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|------|---------------|-------------------------|--------------------------|--------------------|
| 2018 | 70 | 85 | 10.01 | 25.73 |
| 2019 | 69 | 84 | 2.25 | 4.51 |
| 2020 | 67 | 84 | 1.50 | 3.00 |
| 2021 | 65 | 83 | 0.12 | 0.23 |
| 2022 | 63 | 84 | 9.27 | 24.24 |

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 17.5% | 53.4% | 0.0% | 70.9% |
| II / III | 0.0% | 5.3% | 9.1% | 0.0% | 14.5% |
| IV | 0.0% | 1.2% | 8.2% | 0.0% | 9.4% |
| V | 0.0% | 0.0% | 5.3% | 0.0% | 5.3% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2018 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 24.1% | 69.7% | 0.0% | 93.7% |
| II / III | 0.0% | 0.0% | 1.8% | 0.0% | 1.8% |
| IV | 0.0% | 0.0% | 4.4% | 0.0% | 4.4% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2022 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 20.6% | 75.1% | 0.0% | 95.6% |
| II / III | 0.0% | 3.5% | 0.9% | 0.0% | 4.4% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | | | | |
|-------------|----|-------------|----------------|--------------------------|-------------|-----------|----------|-----|--------|--------|-----|--|
| 2018 | 0% | \$1,046,393 | II | \$55,995 | Non-Project | \$314,782 | \$0 | \$0 | Funded | \$0 | | |
| | | | III | \$68,986 | | | | | Unmet | \$0 | | |
| | | | IV | \$162,724 | Project | \$0 | \$0 | \$0 | \$0 | Funded | \$0 | |
| | | | V | \$441,888 | | | | | | | | |
| | | | Total | \$729,593 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2019 | 0% | \$256,751 | II | \$56,303 | Non-Project | \$22,419 | \$0 | \$0 | Funded | \$0 | | |
| | | | III | \$0 | | | | | Unmet | \$0 | | |
| | | | IV | \$24,865 | Project | \$0 | \$0 | \$0 | Funded | \$0 | | |
| | | | V | \$151,145 | | | | | | | | |
| | | | Total | \$232,313 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2020 | 0% | \$248,967 | II | \$31,453 | Non-Project | \$13,723 | \$0 | \$0 | Funded | \$0 | | |
| | | | III | \$25,447 | | | | | Unmet | \$0 | | |
| | | | IV | \$0 | Project | \$0 | \$0 | \$0 | Funded | \$0 | | |
| | | | V | \$176,324 | | | | | | | | |
| | | | Total | \$233,224 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2021 | 0% | \$51,727 | II | \$0 | Non-Project | \$0 | \$0 | \$0 | Funded | \$0 | | |
| | | | III | \$0 | | | | | Unmet | \$0 | | |
| | | | IV | \$15,408 | Project | \$0 | \$0 | \$0 | Funded | \$0 | | |
| | | | V | \$34,298 | | | | | | | | |
| | | | Total | \$49,706 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2022 | 0% | \$197,848 | II | \$0 | Non-Project | \$34,490 | \$0 | \$0 | Funded | \$0 | | |
| | | | III | \$68,230 | | | | | Unmet | \$0 | | |
| | | | IV | \$0 | Project | \$93,106 | \$0 | \$0 | Funded | \$0 | | |
| | | | V | \$0 | | | | | | | | |
| | | | Total | \$68,230 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |

| Summary | | | | |
|---------------------|--------------------|------------------|-----------------|----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
| Collector | \$160,876 | \$87,225 | \$0 | \$0 |
| Residential/Local | \$1,152,190 | \$391,295 | \$0 | \$0 |
| Grand Total: | \$1,313,066 | \$478,520 | \$0 | \$0 |

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 02/21/2017

Scenario: (2) Current Funding

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-----------|-----|------|----------|------|------|----------|------|
| 2018 | \$358,000 | 20% | 2020 | \$90,000 | 100% | 2022 | \$90,000 | 100% |
| 2019 | \$90,000 | 0% | 2021 | \$90,000 | 0% | | | |

Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|------|---------------|-------------------------|--------------------------|--------------------|
| 2018 | 70 | 78 | 4.58 | 14.86 |
| 2019 | 69 | 76 | 1.77 | 3.55 |
| 2020 | 67 | 75 | 1.97 | 3.93 |
| 2021 | 65 | 75 | 1.05 | 2.10 |
| 2022 | 63 | 74 | 4.67 | 15.05 |

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 17.5% | 53.4% | 0.0% | 70.9% |
| II / III | 0.0% | 5.3% | 9.1% | 0.0% | 14.5% |
| IV | 0.0% | 1.2% | 8.2% | 0.0% | 9.4% |
| V | 0.0% | 0.0% | 5.3% | 0.0% | 5.3% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2018 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 24.1% | 64.5% | 0.0% | 88.5% |
| II / III | 0.0% | 0.0% | 1.8% | 0.0% | 1.8% |
| IV | 0.0% | 0.0% | 5.0% | 0.0% | 5.0% |
| V | 0.0% | 0.0% | 4.6% | 0.0% | 4.6% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2022 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 19.2% | 61.4% | 0.0% | 80.6% |
| II / III | 0.0% | 4.9% | 4.9% | 0.0% | 9.8% |
| IV | 0.0% | 0.0% | 1.5% | 0.0% | 1.5% |
| V | 0.0% | 0.0% | 8.2% | 0.0% | 8.2% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | | |
|----------------|------------|-----------|----------------|--------------------------|-------------|----------|----------|-------------|--------|---------|
| 2018 | 20% | \$358,000 | II | \$55,995 | Non-Project | \$95,109 | \$0 | \$686,492 | Funded | \$0 |
| | | | III | \$68,986 | | | | | Unmet | \$8,330 |
| | | | IV | \$137,768 | Project | \$0 | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$262,749 | | | | | | |
| Project | \$0 | | | | | | | | | |
| 2019 | 0% | \$90,000 | II | \$56,303 | Non-Project | \$8,498 | \$0 | \$872,152 | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$2,755 |
| | | | IV | \$24,865 | Project | \$0 | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$81,168 | | | | | | |
| Project | \$0 | | | | | | | | | |
| 2020 | 100% | \$90,000 | II | \$0 | Non-Project | \$89,038 | \$962 | \$1,056,227 | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$4,917 |
| | | | IV | \$0 | Project | \$0 | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| Project | \$0 | | | | | | | | | |
| 2021 | 0% | \$90,000 | II | \$32,396 | Non-Project | \$14,480 | \$0 | \$1,021,858 | Funded | \$0 |
| | | | III | \$26,211 | | | | | Unmet | \$625 |
| | | | IV | \$15,408 | Project | \$0 | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$74,015 | | | | | | |
| Project | \$0 | | | | | | | | | |
| 2022 | 100% | \$90,000 | II | \$0 | Non-Project | \$89,749 | \$251 | \$1,071,658 | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$924 |
| | | | IV | \$0 | Project | \$0 | | | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| Project | \$0 | | | | | | | | | |

| Summary | | | | |
|---------------------|------------------|------------------|-----------------|-----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
| Collector | \$161,409 | \$81,135 | \$0 | \$1,244 |
| Residential/Local | \$256,523 | \$215,739 | \$0 | \$16,308 |
| Grand Total: | \$417,932 | \$296,874 | \$0 | \$17,552 |

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-----------|-----|------|-----------|----|------|-----------|-----|
| 2018 | \$358,000 | 20% | 2020 | \$200,000 | 0% | 2022 | \$200,000 | 50% |
| 2019 | \$200,000 | 50% | 2021 | \$200,000 | 0% | | | |

Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|------|---------------|-------------------------|--------------------------|--------------------|
| 2018 | 70 | 78 | 4.58 | 14.86 |
| 2019 | 69 | 77 | 4.01 | 8.03 |
| 2020 | 67 | 78 | 1.56 | 3.13 |
| 2021 | 65 | 78 | 1.40 | 2.79 |
| 2022 | 63 | 78 | 5.42 | 16.54 |

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 17.5% | 53.4% | 0.0% | 70.9% |
| II / III | 0.0% | 5.3% | 9.1% | 0.0% | 14.5% |
| IV | 0.0% | 1.2% | 8.2% | 0.0% | 9.4% |
| V | 0.0% | 0.0% | 5.3% | 0.0% | 5.3% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2018 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 24.1% | 64.5% | 0.0% | 88.5% |
| II / III | 0.0% | 0.0% | 1.8% | 0.0% | 1.8% |
| IV | 0.0% | 0.0% | 5.0% | 0.0% | 5.0% |
| V | 0.0% | 0.0% | 4.6% | 0.0% | 4.6% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2022 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 20.6% | 68.2% | 0.0% | 88.8% |
| II / III | 0.0% | 3.5% | 0.9% | 0.0% | 4.4% |
| IV | 0.0% | 0.0% | 0.9% | 0.0% | 0.9% |
| V | 0.0% | 0.0% | 6.0% | 0.0% | 6.0% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | | | | |
|-------------|-----|-----------|----------------|--------------------------|-------------|-----------|----------|-----------|--------|---------|-----|--|
| 2018 | 20% | \$358,000 | II | \$55,995 | Non-Project | \$95,109 | \$0 | \$686,492 | Funded | \$0 | | |
| | | | III | \$68,986 | | | | | Unmet | \$8,330 | | |
| | | | IV | \$137,768 | Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | V | \$0 | | | | | | | | |
| | | | Total | \$262,749 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2019 | 50% | \$200,000 | II | \$56,303 | Non-Project | \$118,627 | \$0 | \$762,033 | Funded | \$0 | | |
| | | | III | \$0 | | | | | Unmet | \$2,755 | | |
| | | | IV | \$24,865 | Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | V | \$0 | | | | | | | | |
| | | | Total | \$81,168 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2020 | 0% | \$200,000 | II | \$31,453 | Non-Project | \$12,440 | \$0 | \$833,344 | Funded | \$0 | | |
| | | | III | \$25,447 | | | | | Unmet | \$3,213 | | |
| | | | IV | \$26,476 | Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | V | \$102,680 | | | | | | | | |
| | | | Total | \$186,056 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2021 | 0% | \$200,000 | II | \$0 | Non-Project | \$63,405 | \$0 | \$709,202 | Funded | \$0 | | |
| | | | III | \$0 | | | | | Unmet | \$0 | | |
| | | | IV | \$15,408 | Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | V | \$120,041 | | | | | | | | |
| | | | Total | \$135,449 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |
| 2022 | 50% | \$200,000 | II | \$0 | Non-Project | \$110,456 | \$0 | \$652,321 | Funded | \$0 | | |
| | | | III | \$68,230 | | | | | Unmet | \$0 | | |
| | | | IV | \$0 | Project | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | | | V | \$0 | | | | | | | | |
| | | | Total | \$68,230 | | | | | | | | |
| | | | Project | \$0 | | | | | | | | |

| Summary | | | | |
|---------------------|------------------|------------------|-----------------|-----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
| Collector | \$160,876 | \$88,704 | \$0 | \$0 |
| Residential/Local | \$572,776 | \$311,333 | \$0 | \$14,298 |
| Grand Total: | \$733,652 | \$400,037 | \$0 | \$14,298 |

Scenarios - Network Condition Summary

Interest: 3%

Inflation: 3%

Printed: 02/21/2017

Scenario: (4) Zero Funding

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|--------|----|------|--------|----|------|--------|----|
| 2018 | \$0 | 0% | 2020 | \$0 | 0% | 2022 | \$0 | 0% |
| 2019 | \$0 | 0% | 2021 | \$0 | 0% | | | |

Projected Network Average PCI by year

| Year | Never Treated | With Selected Treatment | Treated Centerline Miles | Treated Lane Miles |
|------|---------------|-------------------------|--------------------------|--------------------|
| 2018 | 70 | 72 | 0.39 | 3.23 |
| 2019 | 69 | 70 | 0 | 0 |
| 2020 | 67 | 68 | 0 | 0 |
| 2021 | 65 | 67 | 0 | 0 |
| 2022 | 63 | 65 | 0 | 0 |

Percent Network Area by Functional Class and Condition Category

Condition in base year 2018, prior to applying treatments.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 17.5% | 53.4% | 0.0% | 70.9% |
| II / III | 0.0% | 5.3% | 9.1% | 0.0% | 14.5% |
| IV | 0.0% | 1.2% | 8.2% | 0.0% | 9.4% |
| V | 0.0% | 0.0% | 5.3% | 0.0% | 5.3% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2018 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 17.5% | 56.2% | 0.0% | 73.8% |
| II / III | 0.0% | 5.3% | 7.9% | 0.0% | 13.2% |
| IV | 0.0% | 1.2% | 7.2% | 0.0% | 8.4% |
| V | 0.0% | 0.0% | 4.6% | 0.0% | 4.6% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Condition in year 2022 after schedulable treatments applied.

| Condition | Arterial | Collector | Res/Loc | Other | Total |
|--------------|-------------|--------------|--------------|-------------|---------------|
| I | 0.0% | 9.2% | 45.6% | 0.0% | 54.8% |
| II / III | 0.0% | 12.2% | 17.5% | 0.0% | 29.8% |
| IV | 0.0% | 2.6% | 4.6% | 0.0% | 7.3% |
| V | 0.0% | 0.0% | 8.2% | 0.0% | 8.2% |
| Total | 0.0% | 24.1% | 75.9% | 0.0% | 100.0% |

Scenarios - Cost Summary

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (4) Zero Funding

| Year | PM | Budget | Rehabilitation | Preventative Maintenance | Surplus PM | Deferred | Stop Gap | | | |
|------|----|--------|----------------|--------------------------|-------------|----------|-------------|--------|----------|---------|
| 2018 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,044,334 | Funded | \$0 | |
| | | | III | \$0 | | | | Unmet | \$13,191 | |
| | | | IV | \$0 | Project | | | \$0 | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2019 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,230,500 | | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$5,046 |
| | | | IV | \$0 | Project | | | \$0 | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2020 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,438,025 | | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$4,917 |
| | | | IV | \$0 | Project | | | \$0 | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2021 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,445,612 | | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$1,091 |
| | | | IV | \$0 | Project | | | \$0 | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |
| 2022 | 0% | \$0 | II | \$0 | Non-Project | \$0 | \$1,544,833 | | Funded | \$0 |
| | | | III | \$0 | | | | | Unmet | \$1,926 |
| | | | IV | \$0 | Project | | | \$0 | | |
| | | | V | \$0 | | | | | | |
| | | | Total | \$0 | | | | | | |
| | | | Project | \$0 | | | | | | |

| Summary | | | | |
|---------------------|----------------|--------------|-----------------|-----------------|
| Functional Class | Rehabilitation | Prev. Maint. | Funded Stop Gap | Unmet Stop Gap |
| Collector | \$0 | \$0 | \$0 | \$4,733 |
| Residential/Local | \$0 | \$0 | \$0 | \$21,438 |
| Grand Total: | \$0 | \$0 | \$0 | \$26,171 |

Appendix E

Section PCI/RSL Listing Report

Section PCI/RSL Listing

Printed: 02/16/2017

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|-------------|------------------|----------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| 110 | 10 | 10TH STREET | EDWARDS RD | CEDAR ST | 646 | 28 | 18,088 | R - Residential/Local | A - AC | 61 | 15.93 |
| 110 | 12 | 10TH STREET | CEDAR ST | LOCUST ST | 535 | 17 | 9,095 | R - Residential/Local | A - AC | 84 | 33.53 |
| 110 | 15 | 10TH STREET | LOCUST ST | ST HWY 99W | 756 | 17 | 12,852 | R - Residential/Local | A - AC | 73 | 20.7 |
| 110 | 20 | 10TH STREET | ST HWY 99W | WEST DEAD END | 103 | 20 | 2,060 | R - Residential/Local | A - AC | 47 | 8.41 |
| 111 | 10 | 11TH STREET | BEECH ST | CEDAR ST | 239 | 20 | 4,780 | R - Residential/Local | A - AC | 91 | 32.54 |
| 111 | 15 | 11TH STREET | CEDAR ST | ELM ST | 253 | 16 | 4,048 | R - Residential/Local | A - AC | 87 | 38.6 |
| 111 | 20 | 11TH STREET | ST HWY 99W | JAMES CT | 344 | 33 | 11,352 | C - Collector | A - AC | 70 | 11.57 |
| 111 | 25 | 11TH STREET | JAMES CT | ALDER ST | 496 | 33 | 16,368 | C - Collector | A - AC | 74 | 13.26 |
| 111 | 30 | 11TH STREET | ALDER ST | CHARLES ST | 490 | 33 | 16,170 | R - Residential/Local | A - AC | 77 | 27.89 |
| 111 | 35 | 11TH STREET | CHARLES ST | END OF PAVEMENT | 528 | 33 | 17,424 | R - Residential/Local | A - AC | 81 | 26.72 |
| 112 | 10 | 12TH STREET | MAPLE ST | RR TRACKS | 248 | 30 | 7,440 | R - Residential/Local | A - AC | 44 | 6.42 |
| 112 | 15 | 12TH STREET | RR TRACKS | ST HWY 99W | 249 | 22 | 5,478 | R - Residential/Local | A - AC | 63 | 15.53 |
| 113 | 10 | 13TH STREET | 150' E OF MYRTLE | WEST DEAD END | 497 | 35 | 17,395 | R - Residential/Local | A - AC | 40 | 5.45 |
| 100 | 10 | 1ST STREET | ST. HWY 99W | IONE ST | 351 | 36 | 12,636 | C - Collector | A - AC | 82 | 16.61 |
| 100 | 15 | 1ST STREET | IONE ST | PEACH ST | 645 | 35 | 22,575 | C - Collector | A - AC | 93 | 22.22 |
| 100 | 17 | 1ST STREET | PEACH ST | HEMLOCK ST/CARMEL ST | 510 | 35 | 17,850 | C - Collector | A - AC | 88 | 19.61 |
| 100 | 20 | 1ST STREET | HEMLOCK ST | DOGWOOD ST | 731 | 35 | 25,585 | C - Collector | A - AC | 84 | 20.01 |
| 100 | 25 | 1ST STREET | BRIER ST | ALDER ST | 249 | 34 | 8,466 | R - Residential/Local | A - AC | 85 | 28.79 |
| 100 | 30 | 1ST STREET | ALDER ST | WALNUT ST | 555 | 34 | 18,870 | R - Residential/Local | A - AC | 44 | 7.14 |
| 102 | 10 | 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 222 | 31 | 6,882 | R - Residential/Local | A - AC | 83 | 25.78 |
| 101 | 10 | 2ND STREET | ALDER ST | WALNUT ST | 544 | 35 | 19,040 | R - Residential/Local | A - AC | 96 | 34.09 |
| 104 | 15 | 3RD STREET | ST HWY 99W | NAMITZ CT | 330 | 20 | 6,600 | R - Residential/Local | A - AC | 36 | 3.8 |
| 104 | 17 | 3RD STREET | NAMITZ CT | HEMLOCK ST | 802 | 20 | 16,040 | R - Residential/Local | A - AC | 44 | 7.08 |
| 104 | 20 | 3RD STREET | HEMLOCK ST | HAWTHORNE ST | 507 | 34 | 17,238 | R - Residential/Local | A - AC | 96 | 33.99 |
| 105 | 10 | 5TH STREET | EDWARDS RD | W & P RAILROAD | 651 | 36 | 23,436 | C - Collector | O - AC/AC | 84 | 25.5 |
| 105 | 15 | 5TH STREET | W & P RAILROAD | ST HWY 99W | 229 | 42 | 9,618 | C - Collector | O - AC/AC | 81 | 25.12 |
| 105 | 20 | 5TH STREET | ST HWY 99W | POST OFFICE | 411 | 49 | 20,139 | C - Collector | A - AC | 81 | 17.9 |
| 105 | 25 | 5TH STREET | POST OFFICE | UPLAND DR | 1,336 | 31 | 41,416 | C - Collector | O - AC/AC | 66 | 14.95 |
| 106 | 10 | 6TH STREET | EAST DEAD END | EDWARDS RD | 570 | 34 | 19,380 | R - Residential/Local | A - AC | 81 | 26.72 |
| 107 | 10 | 7TH STREET | EDWARDS RD | LOCUST ST | 566 | 17 | 9,622 | R - Residential/Local | A - AC | 78 | 27.24 |
| 107 | 15 | 7TH STREET | ST HWY 99W | LINDEN LN | 780 | 33 | 25,740 | R - Residential/Local | A - AC | 72 | 23.25 |
| 107 | 17 | 7TH STREET | LINDEN LN | ALDER ST | 984 | 33 | 32,472 | R - Residential/Local | A - AC | 76 | 27.02 |
| 107 | 20 | 7TH STREET | EAST DEAD END | VIEWCREST DR | 794 | 34 | 26,996 | R - Residential/Local | A - AC | 81 | 26.72 |

Section PCI/RSL Listing

Printed: 02/16/2017

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|----------------|------------------------------|---------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| 108 | 10 | 8TH STREET | ROAD NARROWS/PAVEMENT CHANGE | EDWARDS RD | 592 | 34 | 20,128 | C - Collector | A - AC | 78 | 14.79 |
| 108 | 15 | 8TH STREET | EDWARDS RD | LOCUST ST | 737 | 16 | 11,792 | R - Residential/Local | A - AC | 31 | 1.99 |
| 108 | 17 | 8TH STREET | LOCUST ST | W & P RAILROAD | 535 | 16 | 8,560 | R - Residential/Local | A - AC | 29 | 1.29 |
| 109 | 10 | 9TH STREET | EDWARDS RD | LOCUST ST | 951 | 17 | 16,167 | R - Residential/Local | A - AC | 86 | 29.85 |
| 109 | 15 | 9TH STREET | ST HWY 99W | ALDER ST | 1,329 | 22 | 29,238 | C - Collector | A - AC | 65 | 9.81 |
| 109 | 20 | 9TH STREET | ALDER ST | HOUSE #920 | 712 | 22 | 15,664 | C - Collector | A - AC | 82 | 16.61 |
| 109 | 23 | 9TH STREET | HOUSE #920 | 405' E OF RED HILLS | 839 | 30 | 25,170 | C - Collector | A - AC | 75 | 13.52 |
| 109 | 25 | 9TH STREET | 405' E OF RED HILLS DR | RED HILLS DR | 405 | 22 | 8,910 | C - Collector | A - AC | 84 | 17.54 |
| 114 | 10 | ALDER ST | NEIDERBERGER | DEAD END NORTH | 454 | 36 | 16,344 | R - Residential/Local | A - AC | 88 | 31.02 |
| 114 | 15 | ALDER ST | SOUTH DEAD END | 11TH ST | 282 | 25 | 7,050 | R - Residential/Local | A - AC | 58 | 14.11 |
| 114 | 20 | ALDER ST | 11TH ST | 9TH ST | 1,029 | 22 | 22,638 | R - Residential/Local | A - AC | 73 | 24.3 |
| 114 | 25 | ALDER ST | 9TH ST | 7TH ST | 825 | 20 | 16,500 | R - Residential/Local | A - AC | 16 | 0 |
| 114 | 30 | ALDER ST | 7TH ST | UPLAND DR | 489 | 25 | 12,225 | R - Residential/Local | A - AC | 84 | 32.86 |
| 114 | 35 | ALDER ST | UPLAND DR | 2ND ST | 517 | 35 | 18,095 | R - Residential/Local | O - AC/AC | 83 | 37.71 |
| 114 | 40 | ALDER ST | 2ND ST | 1ST ST | 337 | 34 | 11,458 | R - Residential/Local | A - AC | 83 | 28 |
| 114 | 45 | ALDER ST | 1ST ST | VIEWMONT DR | 646 | 34 | 21,964 | R - Residential/Local | A - AC | 83 | 33.57 |
| 115 | 10 | ALPINE ST | IONE ST | END OF PAVEMENT | 963 | 33 | 31,779 | R - Residential/Local | A - AC | 96 | 34.06 |
| 116 | 10 | ARROWHEAD PL | VIEWCREST DR | CUL-DE-SAC | 385 | 34 | 13,090 | R - Residential/Local | A - AC | 80 | 26.08 |
| 117 | 05 | ASH STREET | EDWARDS DR | NORTH CUL-DE-SAC | 299 | 33 | 9,867 | R - Residential/Local | A - AC | 78 | 27.24 |
| 118 | 10 | BEECH STREET | 11TH ST | 10TH ST | 355 | 34 | 12,070 | R - Residential/Local | A - AC | 55 | 11.74 |
| 119 | 10 | BIRCH STREET | 3RD ST | 1ST ST | 632 | 34 | 21,488 | R - Residential/Local | A - AC | 82 | 30.63 |
| 120 | 10 | BOYSEN LANE | 8TH ST | 6TH ST | 873 | 34 | 29,682 | R - Residential/Local | A - AC | 81 | 28.62 |
| 121 | 10 | BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 445 | 34 | 15,130 | R - Residential/Local | A - AC | 84 | 22.84 |
| 121 | 15 | BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 506 | 34 | 17,204 | R - Residential/Local | A - AC | 96 | 34.06 |
| 122 | 10 | CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 433 | 33 | 14,289 | R - Residential/Local | A - AC | 19 | 0 |
| 123 | 10 | CARMEL CIRCLE | 1ST ST | NORTH CUL-DE-SAC | 495 | 30 | 14,850 | R - Residential/Local | A - AC | 93 | 33.33 |
| 124 | 10 | CARMEN HEIGHTS | 9TH ST | 7TH ST | 576 | 34 | 19,584 | R - Residential/Local | A - AC | 78 | 24.8 |
| 125 | 10 | CEDAR ST | PARKS DR | 10TH ST | 744 | 17 | 12,648 | R - Residential/Local | A - AC | 51 | 9.9 |
| 125 | 15 | CEDAR ST | 9TH ST | 7TH ST | 711 | 19 | 13,509 | R - Residential/Local | A - AC | 84 | 34.11 |
| 126 | 10 | CHARDONNAY ST | 1ST ST | NORTH CUL-DE-SAC | 565 | 31 | 17,515 | R - Residential/Local | A - AC | 93 | 33.33 |
| 127 | 10 | CHARLES STREET | NEIDERBERGER | 13TH ST | 619 | 31 | 19,189 | R - Residential/Local | A - AC | 25 | 0 |
| 127 | 15 | CHARLES STREET | 13TH ST | 11TH ST | 632 | 31 | 19,592 | R - Residential/Local | A - AC | 26 | 0.28 |

Section PCI/RSL Listing

Printed: 02/16/2017

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|-----------------|---------------------|----------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| 128 | 10 | CHERRY STREET | 1ST ST | PLUM ST | 484 | 33 | 15,972 | R - Residential/Local | A - AC | 84 | 28.62 |
| 129 | 10 | DOGWOOD DRIVE | 5TH ST | 120' N OF 1ST ST | 883 | 33 | 29,139 | C - Collector | A - AC | 80 | 17.42 |
| 129 | 15 | DOGWOOD DRIVE | 120' N OF 1ST ST | VIEWMONT DR | 490 | 31 | 15,190 | R - Residential/Local | A - AC | 97 | 34.09 |
| 130 | 10B | EDWARDS RD | PARKS ST | 10TH ST | 327 | 19 | 6,213 | C - Collector | O - AC/AC | 91 | 29.01 |
| 130 | 15 | EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 717 | 34 | 24,378 | C - Collector | O - AC/AC | 52 | 8.3 |
| 130 | 17 | EDWARDS RD | 100' S OF 8TH ST | 7TH ST | 518 | 36 | 18,648 | C - Collector | O - AC/AC | 76 | 20.65 |
| 130 | 20 | EDWARDS RD | 7TH ST | 5TH ST | 861 | 36 | 30,996 | C - Collector | O - AC/AC | 74 | 19.47 |
| 130 | 25 | EDWARDS RD | 5TH ST | NORTH DEAD END @ RR TRACKS | 1,221 | 17 | 20,757 | R - Residential/Local | O - AC/AC | 75 | 25.94 |
| 131 | 10 | ELM STREET | 11TH ST | 9TH ST | 654 | 18 | 11,772 | R - Residential/Local | O - AC/AC | 87 | 43.34 |
| 131 | 13 | ELM STREET | 9TH ST | 7TH ST | 707 | 18 | 12,726 | R - Residential/Local | O - AC/AC | 87 | 43.34 |
| 131 | 15 | ELM STREET | 7TH ST | EDWARDS DR | 416 | 36 | 14,976 | R - Residential/Local | O - AC/AC | 67 | 22.97 |
| 132 | 10 | FALCONCREST DR | 11TH ST | TOMAHAWK PL | 962 | 34 | 32,708 | R - Residential/Local | O - AC/AC | 72 | 26.7 |
| 133 | 10 | FIR COURT | SOUTH DEAD END | 11TH ST | 692 | 33 | 22,836 | R - Residential/Local | O - AC/AC | 79 | 32.14 |
| 134 | 10 | GRAYSTONE DRIVE | 7TH ST | GRAYSTONE PL | 367 | 33 | 12,111 | R - Residential/Local | O - AC/AC | 82 | 35.41 |
| 134 | 15 | GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 279 | 33 | 9,207 | R - Residential/Local | O - AC/AC | 84 | 38.83 |
| 135 | 10 | HAWTHORNE COURT | 3RD ST | NORH CUL-DE-SAC | 416 | 27 | 11,232 | R - Residential/Local | O - AC/AC | 92 | 37.11 |
| 136 | 10 | HEMLOCK STREET | 3RD ST | 1ST ST | 634 | 32 | 20,288 | R - Residential/Local | O - AC/AC | 96 | 38.41 |
| 137 | 10 | IONE STREET | 1ST ST | END OF PAVEMENT | 869 | 32 | 27,808 | R - Residential/Local | O - AC/AC | 93 | 37.53 |
| 138 | 10 | JAMES COURT | SOUTH CUL-DE-SAC | 11TH ST | 264 | 34 | 8,976 | R - Residential/Local | A - AC | 78 | 24.8 |
| 139 | 10 | LAUREL STREET | 1ST ST | VIEWMONT DR | 621 | 31 | 19,251 | R - Residential/Local | O - AC/AC | 96 | 38.41 |
| 140 | 10 | LINDEN LANE | 9TH ST | 7TH ST | 678 | 22 | 14,916 | R - Residential/Local | O - AC/AC | 93 | 37.53 |
| 141 | 10 | LOCUST STREET | SOUTH DEAD END | 9TH ST | 640 | 20 | 12,800 | R - Residential/Local | O - AC/AC | 91 | 49.46 |
| 141 | 15 | LOCUST STREET | 9TH ST | 8TH ST | 351 | 18 | 6,318 | R - Residential/Local | A - AC | 47 | 7.71 |
| 141 | 20 | LOCUST STREET | 8TH ST | 7TH ST | 349 | 18 | 6,282 | R - Residential/Local | O - AC/AC | 78 | 31.76 |
| 141 | 25 | LOCUST STREET | 7TH ST | 5TH ST | 702 | 36 | 25,272 | R - Residential/Local | O - AC/AC | 53 | 12.95 |
| 142 | 10 | LOGAN LANE | 8TH ST | 6TH ST | 880 | 34 | 29,920 | R - Residential/Local | O - AC/AC | 81 | 36.42 |
| 144 | 10 | MAPLE STREET | BEG. OF PAVEMENT | 10TH ST | 379 | 24 | 9,096 | R - Residential/Local | A - AC | 91 | 32.54 |
| 145 | 10 | MAPLE STREET | 10TH ST | 8TH ST | 713 | 18 | 12,834 | R - Residential/Local | A - AC | 82 | 27.19 |
| 145 | 15 | MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 869 | 36 | 31,284 | R - Residential/Local | A - AC | 63 | 16.91 |
| 146 | 10 | MYRTLE STREET | NEIDERBERGER | 13TH ST | 615 | 31 | 19,065 | R - Residential/Local | A - AC | 32 | 2.36 |
| 146 | 15 | MYRTLE STREET | 13TH ST | 11TH ST | 639 | 31 | 19,809 | R - Residential/Local | A - AC | 34 | 3.1 |
| 147 | 10 | NAMITZ COURT | 3RD ST | NORTH CUL-DE-SAC | 507 | 34 | 17,238 | R - Residential/Local | A - AC | 84 | 34.11 |

Section PCI/RSL Listing

Printed: 02/16/2017

| Street ID | Section ID | Street Name | From | To | Length | Width | Area | Functional Class | Surface Type | Current PCI | Remaining Life |
|-----------|------------|-------------------|------------------------------------------|------------------------------------------|--------|-------|--------|-----------------------|--------------|-------------|----------------|
| 148 | 10 | NIEDERBERGER ROAD | ST HWY 99W | CHARLES ST | 604 | 22 | 13,288 | C - Collector | O - AC/AC | 68 | 15.42 |
| 149 | 10 | OAK STREET | 10TH ST | 9TH ST | 344 | 34 | 11,696 | R - Residential/Local | A - AC | 78 | 27.64 |
| 150 | 10 | OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 502 | 34 | 17,068 | R - Residential/Local | A - AC | 80 | 30.87 |
| 151 | 05 | PARKS DRIVE | EDWARDS ST | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | 680 | 19 | 12,920 | C - Collector | O - AC/AC | 91 | 29.01 |
| 151 | 10 | PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 198 | 24 | 4,752 | C - Collector | O - AC/AC | 93 | 29.6 |
| 151 | 15 | PARKS DRIVE | CEDAR ST | MAPLE ST | 935 | 22 | 20,570 | C - Collector | O - AC/AC | 89 | 33.74 |
| 151 | 20 | PARKS DRIVE | MAPLE ST | ST HWY 99W | 582 | 22 | 12,804 | C - Collector | O - AC/AC | 73 | 17.03 |
| 152 | 10 | PEACH STREET | 1ST ST | PLUM ST | 474 | 33 | 15,642 | R - Residential/Local | A - AC | 80 | 26.08 |
| 153 | 10 | PLUM STREET | CHERRY ST | PEACH ST | 293 | 33 | 9,669 | R - Residential/Local | A - AC | 81 | 26.72 |
| 154 | 10 | RED HILLS DRIVE | 9TH ST | 90 DEGREE CORNER (#891) | 693 | 20 | 13,860 | R - Residential/Local | A - AC | 10 | 0 |
| 154 | 13 | RED HILLS DRIVE | 90 DEGREE CORNER (#891) | UPLAND DR W | 757 | 20 | 15,140 | R - Residential/Local | A - AC | 34 | 3.06 |
| 154 | 15 | RED HILLS DRIVE | UPLAND DR W. | UPLAND DR E | 915 | 16 | 14,640 | R - Residential/Local | A - AC | 87 | 36.27 |
| 155 | 10 | SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 324 | 33 | 10,692 | R - Residential/Local | A - AC | 84 | 34.62 |
| 156 | 10 | SPRUCE STREET | 3RD ST | NORTH CUL-DE-SAC | 420 | 27 | 11,340 | R - Residential/Local | A - AC | 95 | 33.85 |
| 157 | 10 | TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 536 | 34 | 18,224 | R - Residential/Local | A - AC | 69 | 21.04 |
| 158 | 10 | UPLAND DRIVE | RED HILLS DR | WALNUT ST | 624 | 18 | 11,232 | R - Residential/Local | A - AC | 85 | 36.18 |
| 158 | 15 | UPLAND DRIVE | WALNUT ST | ALDER ST | 662 | 20 | 13,240 | R - Residential/Local | A - AC | 74 | 24.68 |
| 158 | 20 | UPLAND DRIVE | ALDER ST | 5TH ST | 384 | 36 | 13,824 | C - Collector | O - AC/AC | 80 | 24.4 |
| 159 | 10 | VIEWCREST DRIVE | FALCONCREST DR | TOMAHAWK PL | 767 | 34 | 26,078 | R - Residential/Local | A - AC | 74 | 25.07 |
| 159 | 13 | VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 514 | 34 | 17,476 | R - Residential/Local | A - AC | 78 | 29.13 |
| 159 | 15 | VIEWCREST DRIVE | 9TH ST | NORTH DEAD END | 775 | 34 | 26,350 | R - Residential/Local | A - AC | 83 | 27.99 |
| 160 | 05 | VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 547 | 20 | 10,940 | R - Residential/Local | S - ST | 66 | 13.65 |
| 160 | 10 | VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 2,076 | 20 | 41,520 | R - Residential/Local | S - ST | 63 | 12.14 |
| 161 | 10 | WALNUT DRIVE | UPLAND DR | 1ST ST | 801 | 19 | 15,219 | R - Residential/Local | A - AC | 21 | 0 |
| 161 | 15 | WALNUT DRIVE | 1ST ST | VIEWMONT DR | 734 | 17 | 12,478 | R - Residential/Local | S - ST | 53 | 7.55 |

Total Section Length: 72,908

Total Section Area: 2,027,220

Appendix F

Scenarios - Sections Selected for Treatment

Scenario #1 - Unconstrained Needs - Sections Selected for Treatment

Scenario #2 - Current Funding - Sections Selected for Treatment

Scenario #3 - Increase PCI 5 points - Sections Selected for Treatment

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-------------|----|------|-----------|----|------|-----------|----|
| 2018 | \$1,046,393 | 0% | 2020 | \$248,967 | 0% | 2022 | \$197,848 | 0% |
| 2019 | \$256,751 | 0% | 2021 | \$51,727 | 0% | | | |

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp | PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|----------------|----------------------|-----------|------------|--------|-------|--------|-----------|-----------|-----|-------|-----------|-----------|--------|--------|---------------------------------------------------|
| **1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | R | AC | 100 | \$0 | 0 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | R | AC | 100 | \$32,080 | 25,431 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | R | AC | 100 | \$4,120 | 25,026 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | R | AC | 100 | \$14,880 | 25,560 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| **CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | R | AC | 100 | \$0 | 0 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | R | AC | 100 | \$25,296 | 24,429 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | C | AC/AC | 100 | \$48,756 | 28,012 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | R | AC | 100 | \$12,636 | 25,181 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| **LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | R | AC/AC | 100 | \$0 | 0 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| WALNUT DRIVE | 1ST ST | VIEWMONT DR | 161 | 15 | 734 | 17 | 12,478 | 1/27/2017 | 53 | R | ST | 100 | \$24,956 | 23,063 | | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | | \$162,724 | | | |
| 1ST STREET | ST. HWY 99W | IONE ST | 100 | 10 | 351 | 36 | 12,636 | 1/27/2017 | 82 | C | AC | 86 | \$4,142 | 40,106 | | SLURRY & CRACK SEAL |
| 1ST STREET | PEACH ST | HEMLOCK ST/CARMEL ST | 100 | 17 | 510 | 35 | 17,850 | 1/27/2017 | 88 | C | AC | 91 | \$5,851 | 38,788 | | SLURRY & CRACK SEAL |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | C | AC | 89 | \$8,387 | 54,056 | | SLURRY & CRACK SEAL |
| 5TH STREET | EDWARDS RD | W & P RAILROAD | 105 | 10 | 651 | 36 | 23,436 | 1/27/2017 | 84 | C | AC/AC | 89 | \$7,682 | 40,413 | | SLURRY & CRACK SEAL |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | C | AC/AC | 86 | \$3,153 | 56,046 | | SLURRY & CRACK SEAL |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | C | AC | 86 | \$6,602 | 49,728 | | SLURRY & CRACK SEAL |
| 6TH STREET | EAST DEAD END | EDWARDS RD | 106 | 10 | 570 | 34 | 19,380 | 1/27/2017 | 81 | R | AC | 86 | \$6,353 | 34,511 | | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|----------------|------------------------|------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|----------|--------|---------------------|
| 7TH STREET | EDWARDS RD | LOCUST ST | 107 | 10 | 566 | 17 | 9,622 | 1/27/2017 | 78 | R | AC | 84 | \$3,154 | 43,614 | SLURRY & CRACK SEAL |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | R | AC | 82 | \$10,644 | 49,638 | SLURRY & CRACK SEAL |
| 7TH STREET | EAST DEAD END | VIEWCREST DR | 107 | 20 | 794 | 34 | 26,996 | 1/27/2017 | 81 | R | AC | 86 | \$8,849 | 34,511 | SLURRY & CRACK SEAL |
| 9TH STREET | EDWARDS RD | LOCUST ST | 109 | 10 | 951 | 17 | 16,167 | 1/27/2017 | 86 | R | AC | 90 | \$5,300 | 28,952 | SLURRY & CRACK SEAL |
| 9TH STREET | ST HWY 99W | ALDER ST | 109 | 15 | 1,329 | 22 | 29,238 | 1/27/2017 | 65 | C | AC | 71 | \$9,584 | 30,148 | SLURRY & CRACK SEAL |
| 9TH STREET | ALDER ST | HOUSE #920 | 109 | 20 | 712 | 22 | 15,664 | 1/27/2017 | 82 | C | AC | 86 | \$5,135 | 40,106 | SLURRY & CRACK SEAL |
| 9TH STREET | 405' E OF RED HILLS DR | RED HILLS DR | 109 | 25 | 405 | 22 | 8,910 | 1/27/2017 | 84 | C | AC | 88 | \$2,921 | 40,322 | SLURRY & CRACK SEAL |
| 10TH STREET | CEDAR ST | LOCUST ST | 110 | 12 | 535 | 17 | 9,095 | 1/27/2017 | 84 | R | AC | 89 | \$2,982 | 45,586 | SLURRY & CRACK SEAL |
| 11TH STREET | BEECH ST | CEDAR ST | 111 | 10 | 239 | 20 | 4,780 | 1/27/2017 | 91 | R | AC | 93 | \$1,567 | 19,142 | SLURRY & CRACK SEAL |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | R | AC | 92 | \$1,327 | 49,182 | SLURRY & CRACK SEAL |
| 11TH STREET | ST HWY 99W | JAMES CT | 111 | 20 | 344 | 33 | 11,352 | 1/27/2017 | 70 | C | AC | 75 | \$3,721 | 33,042 | SLURRY & CRACK SEAL |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | R | AC | 83 | \$5,301 | 50,116 | SLURRY & CRACK SEAL |
| 11TH STREET | CHARLES ST | END OF PAVEMENT | 111 | 35 | 528 | 33 | 17,424 | 1/27/2017 | 81 | R | AC | 86 | \$5,712 | 34,513 | SLURRY & CRACK SEAL |
| ALDER ST | NEIDERBERGE R | DEAD END NORTH | 114 | 10 | 454 | 36 | 16,344 | 1/27/2017 | 88 | R | AC | 92 | \$5,358 | 25,368 | SLURRY & CRACK SEAL |
| ALDER ST | 7TH ST | UPLAND DR | 114 | 30 | 489 | 25 | 12,225 | 1/27/2017 | 84 | R | AC | 89 | \$4,008 | 43,207 | SLURRY & CRACK SEAL |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | R | AC/AC | 89 | \$5,932 | 49,532 | SLURRY & CRACK SEAL |
| ALDER ST | 2ND ST | 1ST ST | 114 | 40 | 337 | 34 | 11,458 | 1/27/2017 | 83 | R | AC | 88 | \$3,756 | 32,846 | SLURRY & CRACK SEAL |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | R | AC | 88 | \$7,200 | 50,521 | SLURRY & CRACK SEAL |
| ARROWHEAD PL | VIEWCREST DR | CUL-DE-SAC | 116 | 10 | 385 | 34 | 13,090 | 1/27/2017 | 80 | R | AC | 85 | \$4,291 | 35,095 | SLURRY & CRACK SEAL |
| ASH STREET | EDWARDS DR | NORTH CUL-DE-SAC | 117 | 05 | 299 | 33 | 9,867 | 1/27/2017 | 78 | R | AC | 84 | \$3,235 | 43,614 | SLURRY & CRACK SEAL |
| BIRCH STREET | 3RD ST | 1ST ST | 119 | 10 | 632 | 34 | 21,488 | 1/27/2017 | 82 | R | AC | 87 | \$7,044 | 43,154 | SLURRY & CRACK SEAL |
| BOYSEN LANE | 8TH ST | 6TH ST | 120 | 10 | 873 | 34 | 29,682 | 1/27/2017 | 81 | R | AC | 86 | \$9,730 | 39,765 | SLURRY & CRACK SEAL |
| CARMEL CIRCLE | IST ST | NORTH CUL-DE-SAC | 123 | 10 | 495 | 30 | 14,850 | 1/27/2017 | 93 | R | AC | 94 | \$4,868 | 15,070 | SLURRY & CRACK SEAL |
| CARMEN HEIGHTS | 9TH ST | 7TH ST | 124 | 10 | 576 | 34 | 19,584 | 1/27/2017 | 78 | R | AC | 84 | \$6,420 | 35,844 | SLURRY & CRACK SEAL |
| CEDAR ST | 9TH ST | 7TH ST | 125 | 15 | 711 | 19 | 13,509 | 1/27/2017 | 84 | R | AC | 89 | \$4,428 | 47,819 | SLURRY & CRACK SEAL |
| CHARDONNAY ST | 1ST ST | NORTH CUL-DE-SAC | 126 | 10 | 565 | 31 | 17,515 | 1/27/2017 | 93 | R | AC | 94 | \$5,742 | 15,064 | SLURRY & CRACK SEAL |
| CHERRY STREET | 1ST ST | PLUM ST | 128 | 10 | 484 | 33 | 15,972 | 1/27/2017 | 84 | R | AC | 89 | \$5,236 | 31,755 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-------------------|---------------------|----------------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----|----------|--------|---------------------|
| DOGWOOD DRIVE | 5TH ST | 120' N OF 1ST ST | 129 | 10 | 883 | 33 | 29,139 | 1/27/2017 | 80 | C | AC | 85 | \$9,552 | 49,444 | SLURRY & CRACK SEAL |
| EDWARDS RD | PARKS ST | 10TH ST | 130 | 10B | 327 | 19 | 6,213 | 1/27/2017 | 91 | C | AC/AC | 93 | \$2,037 | 22,413 | SLURRY & CRACK SEAL |
| EDWARDS RD | 100' S OF 8TH ST | 7TH ST | 130 | 17 | 518 | 36 | 18,648 | 1/27/2017 | 76 | C | AC/AC | 82 | \$6,113 | 47,028 | SLURRY & CRACK SEAL |
| ELM STREET | 11TH ST | 9TH ST | 131 | 10 | 654 | 18 | 11,772 | 1/27/2017 | 87 | R | AC/AC | 92 | \$3,859 | 47,460 | SLURRY & CRACK SEAL |
| ELM STREET | 9TH ST | 7TH ST | 131 | 13 | 707 | 18 | 12,726 | 1/27/2017 | 87 | R | AC/AC | 92 | \$4,172 | 47,460 | SLURRY & CRACK SEAL |
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 74 | \$4,909 | 45,147 | SLURRY & CRACK SEAL |
| FIR COURT | SOUTH DEAD END | 11TH ST | 133 | 10 | 692 | 33 | 22,836 | 1/27/2017 | 79 | R | AC/AC | 85 | \$7,486 | 46,201 | SLURRY & CRACK SEAL |
| GRAYSTONE DRIVE | 7TH ST | GRAYSTONE PL | 134 | 10 | 367 | 33 | 12,111 | 1/27/2017 | 82 | R | AC/AC | 88 | \$3,970 | 46,460 | SLURRY & CRACK SEAL |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 89 | \$3,018 | 48,781 | SLURRY & CRACK SEAL |
| HAWTHORNE COURT | 3RD ST | NORH CUL-DE-SAC | 135 | 10 | 416 | 27 | 11,232 | 1/27/2017 | 92 | R | AC/AC | 94 | \$3,682 | 17,490 | SLURRY & CRACK SEAL |
| IONE STREET | 1ST ST | END OF PAVEMENT | 137 | 10 | 869 | 32 | 27,808 | 1/27/2017 | 93 | R | AC/AC | 95 | \$9,115 | 15,361 | SLURRY & CRACK SEAL |
| JAMES COURT | SOUTH CUL-DE-SAC | 11TH ST | 138 | 10 | 264 | 34 | 8,976 | 1/27/2017 | 78 | R | AC | 84 | \$2,943 | 35,844 | SLURRY & CRACK SEAL |
| LOCUST STREET | SOUTH DEAD END | 9TH ST | 141 | 10 | 640 | 20 | 12,800 | 1/27/2017 | 91 | R | AC/AC | 95 | \$4,196 | 38,225 | SLURRY & CRACK SEAL |
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 87 | \$9,808 | 53,435 | SLURRY & CRACK SEAL |
| MAPLE STREET | BEG. OF PAVEMENT | 10TH ST | 144 | 10 | 379 | 24 | 9,096 | 1/27/2017 | 91 | R | AC | 93 | \$2,982 | 19,142 | SLURRY & CRACK SEAL |
| MAPLE STREET | 10TH ST | 8TH ST | 145 | 10 | 713 | 18 | 12,834 | 1/27/2017 | 82 | R | AC | 87 | \$4,207 | 33,363 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 71 | \$10,255 | 37,687 | SLURRY & CRACK SEAL |
| NAMITZ COURT | 3RD ST | NORTH CUL-DE-SAC | 147 | 10 | 507 | 34 | 17,238 | 1/27/2017 | 84 | R | AC | 89 | \$5,651 | 47,819 | SLURRY & CRACK SEAL |
| NIEDERBERGER ROAD | ST HWY 99W | CHARLES ST | 148 | 10 | 604 | 22 | 13,288 | 1/27/2017 | 68 | C | AC/AC | 75 | \$4,356 | 53,314 | SLURRY & CRACK SEAL |
| OAK STREET | 10TH ST | 9TH ST | 149 | 10 | 344 | 34 | 11,696 | 1/27/2017 | 78 | R | AC | 84 | \$3,834 | 45,124 | SLURRY & CRACK SEAL |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 86 | \$5,595 | 52,394 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|----------------|------------------------------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----------|----------|---------|--------------------------|
| PARKS DRIVE | EDWARDS ST | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | 151 | 05 | 680 | 19 | 12,920 | 1/27/2017 | 91 | C | AC/AC | 93 | \$4,235 | 22,413 | SLURRY & CRACK SEAL |
| PARKS DRIVE | CEDAR ST | MAPLE ST | 151 | 15 | 935 | 22 | 20,570 | 1/27/2017 | 89 | C | AC/AC | 93 | \$6,743 | 57,222 | SLURRY & CRACK SEAL |
| PEACH STREET | 1ST ST | PLUM ST | 152 | 10 | 474 | 33 | 15,642 | 1/27/2017 | 80 | R | AC | 85 | \$5,128 | 35,095 | SLURRY & CRACK SEAL |
| PLUM STREET | CHERRY ST | PEACH ST | 153 | 10 | 293 | 33 | 9,669 | 1/27/2017 | 81 | R | AC | 86 | \$3,170 | 34,511 | SLURRY & CRACK SEAL |
| RED HILLS DRIVE | UPLAND DR W. | UPLAND DR E | 154 | 15 | 915 | 16 | 14,640 | 1/27/2017 | 87 | R | AC | 92 | \$4,799 | 40,857 | SLURRY & CRACK SEAL |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 89 | \$3,505 | 49,960 | SLURRY & CRACK SEAL |
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 76 | \$5,974 | 42,102 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 90 | \$3,682 | 51,358 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 86 | \$4,532 | 57,133 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 84 | \$5,729 | 52,802 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | 9TH ST | NORTH DEAD END | 159 | 15 | 775 | 34 | 26,350 | 1/27/2017 | 83 | R | AC | 88 | \$8,637 | 32,845 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 160 | 05 | 547 | 20 | 10,940 | 1/27/2017 | 66 | R | ST | 100 | \$3,586 | 46,058 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 160 | 10 | 2,076 | 20 | 41,520 | 1/27/2017 | 63 | R | ST | 100 | \$13,610 | 53,813 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | \$370,685 | | | |
| 8TH STREET | LOCUST ST | W & P RAILROAD | 108 | 17 | 535 | 16 | 8,560 | 1/27/2017 | 29 | R | AC | 100 | \$40,708 | 10,376 | RECONSTRUCT SURFACE (AC) |
| ALDER ST | 9TH ST | 7TH ST | 114 | 25 | 825 | 20 | 16,500 | 1/27/2017 | 16 | R | AC | 100 | \$78,467 | 10,376 | RECONSTRUCT SURFACE (AC) |
| CHARLES STREET | NEIDERBERGE R | 13TH ST | 127 | 10 | 619 | 31 | 19,189 | 1/27/2017 | 25 | R | AC | 100 | \$91,255 | 10,376 | RECONSTRUCT SURFACE (AC) |
| CHARLES STREET | 13TH ST | 11TH ST | 127 | 15 | 632 | 31 | 19,592 | 1/27/2017 | 26 | R | AC | 100 | \$93,171 | 10,376 | RECONSTRUCT SURFACE (AC) |
| RED HILLS DRIVE | 9TH ST | 90 DEGREE CORNER (#891) | 154 | 10 | 693 | 20 | 13,860 | 1/27/2017 | 10 | R | AC | 100 | \$65,912 | 10,376 | RECONSTRUCT SURFACE (AC) |
| WALNUT DRIVE | UPLAND DR | 1ST ST | 161 | 10 | 801 | 19 | 15,219 | 1/27/2017 | 21 | R | AC | 100 | \$72,375 | 10,376 | RECONSTRUCT SURFACE (AC) |
| Treatment Total | | | | | | | | | | | | \$441,888 | | | |
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 84 | \$23 | 799,644 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp | Surf | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------|------------------|-----------|------------|--------|-------|------------------|------------------------|-----------|--------------------|-----|----------|---------|------------------------------|
| | | | | | | | | | PCI | Type | | | | |
| 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 102 | 10 | 222 | 31 | 6,882 | 1/27/2017 | 83 | R AC | 82 | \$22 | 711,589 | SEAL CRACKS |
| BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 121 | 10 | 445 | 34 | 15,130 | 1/27/2017 | 84 | R AC | 82 | \$47 | 556,515 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | \$92 | | |
| **LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R AC/AC | 100 | \$0 | | 0 RECONSTRUCT STRUCTURE (AC) |
| Treatment Total | | | | | | | | | | | | \$0 | | |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C AC/AC | 100 | \$47,859 | 38,987 | THIN AC OVERLAY(1.5 INCHES) |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R AC | 100 | \$6,331 | 37,135 | THIN AC OVERLAY(1.5 INCHES) |
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C AC/AC | 100 | \$14,796 | 35,112 | THIN AC OVERLAY(1.5 INCHES) |
| Treatment Total | | | | | | | | | | | | \$68,986 | | |
| Year 2018 Area Total | | | | | | | 1,459,963 | Year 2018 Total | | \$1,044,375 | | | | |

Year: 2019

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp | Surf | PCI | Cost | Rating | Treatment |
|-----------------|----------------|---------------------|-----------|------------|--------|-------|--------|-----------|-----------|---------|-----|----------|--------|---------------------------------------------------|
| | | | | | | | | | PCI | Type | | | | |
| BEECH STREET | 11TH ST | 10TH ST | 118 | 10 | 355 | 34 | 12,070 | 1/27/2017 | 55 | R AC | 100 | \$24,865 | 23,367 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | \$24,865 | | |
| 1ST STREET | IONE ST | PEACH ST | 100 | 15 | 645 | 35 | 22,575 | 1/27/2017 | 93 | C AC | 94 | \$7,622 | 33,251 | SLURRY & CRACK SEAL |
| 3RD STREET | HEMLOCK ST | HAWTHORNE ST | 104 | 20 | 507 | 34 | 17,238 | 1/27/2017 | 96 | R AC | 94 | \$5,820 | 16,387 | SLURRY & CRACK SEAL |
| 7TH STREET | ST HWY 99W | LINDEN LN | 107 | 15 | 780 | 33 | 25,740 | 1/27/2017 | 72 | R AC | 77 | \$8,691 | 41,983 | SLURRY & CRACK SEAL |
| 9TH STREET | HOUSE #920 | 405' E OF RED HILLS | 109 | 23 | 839 | 30 | 25,170 | 1/27/2017 | 75 | C AC | 77 | \$8,498 | 33,670 | SLURRY & CRACK SEAL |
| 10TH STREET | LOCUST ST | ST HWY 99W | 110 | 15 | 756 | 17 | 12,852 | 1/27/2017 | 73 | R AC | 77 | \$4,339 | 32,107 | SLURRY & CRACK SEAL |
| 11TH STREET | JAMES CT | ALDER ST | 111 | 25 | 496 | 33 | 16,368 | 1/27/2017 | 74 | C AC | 77 | \$5,527 | 33,714 | SLURRY & CRACK SEAL |
| ALDER ST | 11TH ST | 9TH ST | 114 | 20 | 1,029 | 22 | 22,638 | 1/27/2017 | 73 | R AC | 78 | \$7,643 | 44,080 | SLURRY & CRACK SEAL |
| FALCONCREST DR | 11TH ST | TOMAHAWK PL | 132 | 10 | 962 | 34 | 32,708 | 1/27/2017 | 72 | R AC/AC | 78 | \$11,043 | 44,690 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2019

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------------------------------|------------------|-----------|------------|--------|-------|----------------|------------------------|----------|------------------|-----------|-----|-----------|-----------|--------------------------|
| LINDEN LANE | 9TH ST | 7TH ST | 140 | 10 | 678 | 22 | 14,916 | 1/27/2017 | 93 | R | AC/AC | 94 | \$5,036 | 19,649 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 78 | \$10,562 | 40,940 | SLURRY & CRACK SEAL |
| SPRUCE STREET | 3RD ST | NORTH CUL-DE-SAC | 156 | 10 | 420 | 27 | 11,340 | 1/27/2017 | 95 | R | AC | 94 | \$3,829 | 17,115 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | | \$78,610 | | |
| 8TH STREET | EDWARDS RD | LOCUST ST | 108 | 15 | 737 | 16 | 11,792 | 1/27/2017 | 31 | R | AC | 100 | \$57,760 | 10,074 | RECONSTRUCT SURFACE (AC) |
| MYRTLE STREET | NEIDERBERGE R | 13TH ST | 146 | 10 | 615 | 31 | 19,065 | 1/27/2017 | 32 | R | AC | 100 | \$93,385 | 10,074 | RECONSTRUCT SURFACE (AC) |
| Treatment Total | | | | | | | | | | | | | \$151,145 | | |
| 2ND STREET | ALDER ST | WALNUT ST | 101 | 10 | 544 | 35 | 19,040 | 1/27/2017 | 98 | R | AC | 89 | \$30 | 600,823 | SEAL CRACKS |
| ALPINE ST | IONE ST | END OF PAVEMENT | 115 | 10 | 963 | 33 | 31,779 | 1/27/2017 | 97 | R | AC | 89 | \$50 | 602,741 | SEAL CRACKS |
| BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 121 | 15 | 506 | 34 | 17,204 | 1/27/2017 | 97 | R | AC | 89 | \$28 | 602,741 | SEAL CRACKS |
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 87 | \$4 | 2,077,093 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | | \$112 | | |
| Year 2019 Area Total | | | | | | | 348,531 | Year 2019 Total | | \$254,732 | | | | | |

Year: 2020

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|---------------|------------------------------|-----------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|----------|--------|---------------------|
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 88 | \$2,944 | 29,910 | SLURRY & CRACK SEAL |
| 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 102 | 10 | 222 | 31 | 6,882 | 1/27/2017 | 83 | R | AC | 86 | \$2,394 | 28,083 | SLURRY & CRACK SEAL |
| 8TH STREET | ROAD NARROWS/PAVEMENT CHANGE | EDWARDS RD | 108 | 10 | 592 | 34 | 20,128 | 1/27/2017 | 78 | C | AC | 78 | \$7,000 | 33,042 | SLURRY & CRACK SEAL |
| EDWARDS RD | 7TH ST | 5TH ST | 130 | 20 | 861 | 36 | 30,996 | 1/27/2017 | 74 | C | AC/AC | 78 | \$10,779 | 54,871 | SLURRY & CRACK SEAL |
| LAUREL STREET | 1ST ST | VIEWMONT DR | 139 | 10 | 621 | 31 | 19,251 | 1/27/2017 | 97 | R | AC/AC | 93 | \$6,695 | 19,593 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2020

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------------------------------|----------------------------|-----------|------------|--------|-------|----------------|------------------------|---------------|------------------|-----------|-----|-----------|-----------|-----------------------------|
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 92 | \$1,653 | 26,914 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | WALNUT ST | ALDER ST | 158 | 15 | 662 | 20 | 13,240 | 1/27/2017 | 74 | R | AC | 78 | \$4,605 | 40,801 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | FALCONCREST DR | TOMAHAWK PL | 159 | 10 | 767 | 34 | 26,078 | 1/27/2017 | 74 | R | AC | 78 | \$9,069 | 42,422 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | | \$45,139 | | |
| MYRTLE STREET | 13TH ST | 11TH ST | 146 | 15 | 639 | 31 | 19,809 | 1/27/2017 | 34 | R | AC | 100 | \$99,940 | 9,781 | RECONSTRUCT SURFACE (AC) |
| RED HILLS DRIVE | 90 DEGREE CORNER (#891) | UPLAND DR W | 154 | 13 | 757 | 20 | 15,140 | 1/27/2017 | 34 | R | AC | 100 | \$76,384 | 9,781 | RECONSTRUCT SURFACE (AC) |
| Treatment Total | | | | | | | | | | | | | \$176,324 | | |
| DOGWOOD DRIVE | 120' N OF 1ST ST | VIEWMONT DR | 129 | 15 | 490 | 31 | 15,190 | 1/27/2017 | 99 | R | AC | 88 | \$30 | 679,843 | SEAL CRACKS |
| HEMLOCK STREET | 3RD ST | 1ST ST | 136 | 10 | 634 | 32 | 20,288 | 1/27/2017 | 97 | R | AC/AC | 88 | \$7 | 3,891,338 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | | \$37 | | |
| EDWARDS RD | 5TH ST | NORTH DEAD END @ RR TRACKS | 130 | 25 | 1,221 | 17 | 20,757 | 1/27/2017 | 75 | R | AC/AC | 100 | \$25,447 | 26,555 | THIN AC OVERLAY(1.5 INCHES) |
| Treatment Total | | | | | | | | | | | | | \$25,447 | | |
| Year 2020 Area Total | | | | | | | 220,977 | Year 2020 Total | | \$246,947 | | | | | |

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|----------------|--------------|-----------|------------|--------|-------|-------|-----------|---------------|----|-----------|-----|----------|--------|---------------------------------------------------|
| ALDER ST | SOUTH DEAD END | 11TH ST | 114 | 15 | 282 | 25 | 7,050 | 1/27/2017 | 58 | R | AC | 100 | \$15,408 | 21,942 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | | \$15,408 | | |
| 3RD STREET | ST HWY 99W | NAMITZ CT | 104 | 15 | 330 | 20 | 6,600 | 1/27/2017 | 36 | R | AC | 100 | \$34,298 | 9,496 | RECONSTRUCT SURFACE (AC) |
| Treatment Total | | | | | | | | | | | | | \$34,298 | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year 2021 Area Total 13,650 Year 2021 Total \$49,706

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp | Last PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|------------------------|------------------|----------------------|-----------|------------|--------|-------|--------|-----------|------|----------|-------|-----------|-----------------|-----------|--------------------------|-----------|
| ALPINE ST | IONE ST | END OF PAVEMENT | 115 | 10 | 963 | 33 | 31,779 | 1/27/2017 | 97 | R | AC | 91 | \$11,724 | 24,249 | SLURRY & CRACK SEAL | |
| BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 121 | 10 | 445 | 34 | 15,130 | 1/27/2017 | 84 | R | AC | 81 | \$5,582 | 23,355 | SLURRY & CRACK SEAL | |
| BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 121 | 15 | 506 | 34 | 17,204 | 1/27/2017 | 97 | R | AC | 91 | \$6,347 | 24,249 | SLURRY & CRACK SEAL | |
| HEMLOCK STREET | 3RD ST | 1ST ST | 136 | 10 | 634 | 32 | 20,288 | 1/27/2017 | 97 | R | AC/AC | 92 | \$7,485 | 23,497 | SLURRY & CRACK SEAL | |
| Treatment Total | | | | | | | | | | | | | \$31,138 | | | |
| **13TH STREET | 150' E OF MYRTLE | WEST DEAD END | 113 | 10 | 497 | 35 | 17,395 | 1/27/2017 | 40 | R | AC | 100 | \$93,106 | 9,218 | RECONSTRUCT SURFACE (AC) | |
| Treatment Total | | | | | | | | | | | | | \$93,106 | | | |
| 1ST STREET | ST. HWY 99W | IONE ST | 100 | 10 | 351 | 36 | 12,636 | 1/27/2017 | 82 | C | AC | 80 | \$50 | 767,096 | SEAL CRACKS | |
| 1ST STREET | PEACH ST | HEMLOCK ST/CARMEL ST | 100 | 17 | 510 | 35 | 17,850 | 1/27/2017 | 88 | C | AC | 85 | \$49 | 882,703 | SEAL CRACKS | |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | C | AC | 84 | \$72 | 1,151,925 | SEAL CRACKS | |
| 1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | R | AC | 88 | \$15 | 1,837,133 | SEAL CRACKS | |
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | R | AC | 88 | \$13 | 1,837,133 | SEAL CRACKS | |
| 5TH STREET | EDWARDS RD | W & P RAILROAD | 105 | 10 | 651 | 36 | 23,436 | 1/27/2017 | 84 | C | AC/AC | 83 | \$70 | 1,024,385 | SEAL CRACKS | |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | C | AC/AC | 83 | \$29 | 1,285,742 | SEAL CRACKS | |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | C | AC | 81 | \$72 | 979,601 | SEAL CRACKS | |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C | AC/AC | 86 | \$77 | 1,252,904 | SEAL CRACKS | |
| 6TH STREET | EAST DEAD END | EDWARDS RD | 106 | 10 | 570 | 34 | 19,380 | 1/27/2017 | 81 | R | AC | 81 | \$69 | 733,757 | SEAL CRACKS | |
| 7TH STREET | EDWARDS RD | LOCUST ST | 107 | 10 | 566 | 17 | 9,622 | 1/27/2017 | 78 | R | AC | 81 | \$36 | 891,198 | SEAL CRACKS | |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | R | AC | 80 | \$125 | 1,021,845 | SEAL CRACKS | |
| 7TH STREET | EAST DEAD END | VIEWCREST DR | 107 | 20 | 794 | 34 | 26,996 | 1/27/2017 | 81 | R | AC | 81 | \$95 | 733,757 | SEAL CRACKS | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|--------------|------------------------|------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|------|-----------|-------------|
| 8TH STREET | LOCUST ST | W & P RAILROAD | 108 | 17 | 535 | 16 | 8,560 | 1/27/2017 | 29 | R | AC | 87 | \$20 | 675,842 | SEAL CRACKS |
| 9TH STREET | EDWARDS RD | LOCUST ST | 109 | 10 | 951 | 17 | 16,167 | 1/27/2017 | 86 | R | AC | 84 | \$46 | 724,922 | SEAL CRACKS |
| 9TH STREET | ALDER ST | HOUSE #920 | 109 | 20 | 712 | 22 | 15,664 | 1/27/2017 | 82 | C | AC | 80 | \$62 | 767,079 | SEAL CRACKS |
| 9TH STREET | 405' E OF RED HILLS DR | RED HILLS DR | 109 | 25 | 405 | 22 | 8,910 | 1/27/2017 | 84 | C | AC | 82 | \$32 | 811,885 | SEAL CRACKS |
| 10TH STREET | CEDAR ST | LOCUST ST | 110 | 12 | 535 | 17 | 9,095 | 1/27/2017 | 84 | R | AC | 86 | \$22 | 1,039,931 | SEAL CRACKS |
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | R | AC | 88 | \$2 | 1,837,133 | SEAL CRACKS |
| 11TH STREET | BEECH ST | CEDAR ST | 111 | 10 | 239 | 20 | 4,780 | 1/27/2017 | 91 | R | AC | 86 | \$12 | 694,740 | SEAL CRACKS |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | R | AC | 89 | \$8 | 1,159,255 | SEAL CRACKS |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | R | AC | 81 | \$59 | 1,044,766 | SEAL CRACKS |
| 11TH STREET | CHARLES ST | END OF PAVEMENT | 111 | 35 | 528 | 33 | 17,424 | 1/27/2017 | 81 | R | AC | 81 | \$62 | 733,755 | SEAL CRACKS |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | R | AC | 88 | \$6 | 1,837,133 | SEAL CRACKS |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| ALDER ST | NEIDERBERGER | DEAD END NORTH | 114 | 10 | 454 | 36 | 16,344 | 1/27/2017 | 88 | R | AC | 85 | \$43 | 715,845 | SEAL CRACKS |
| ALDER ST | 9TH ST | 7TH ST | 114 | 25 | 825 | 20 | 16,500 | 1/27/2017 | 16 | R | AC | 87 | \$37 | 675,842 | SEAL CRACKS |
| ALDER ST | 7TH ST | UPLAND DR | 114 | 30 | 489 | 25 | 12,225 | 1/27/2017 | 84 | R | AC | 86 | \$31 | 982,216 | SEAL CRACKS |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | R | AC/AC | 86 | \$30 | 1,680,749 | SEAL CRACKS |
| ALDER ST | 2ND ST | 1ST ST | 114 | 40 | 337 | 34 | 11,458 | 1/27/2017 | 83 | R | AC | 83 | \$37 | 735,418 | SEAL CRACKS |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | R | AC | 86 | \$54 | 1,143,034 | SEAL CRACKS |
| ARROWHEAD PL | VIEWCREST DR | CUL-DE-SAC | 116 | 10 | 385 | 34 | 13,090 | 1/27/2017 | 80 | R | AC | 81 | \$49 | 727,128 | SEAL CRACKS |
| ASH STREET | EDWARDS DR | NORTH CUL-DE-SAC | 117 | 05 | 299 | 33 | 9,867 | 1/27/2017 | 78 | R | AC | 81 | \$37 | 891,198 | SEAL CRACKS |
| BIRCH STREET | 3RD ST | 1ST ST | 119 | 10 | 632 | 34 | 21,488 | 1/27/2017 | 82 | R | AC | 84 | \$62 | 942,981 | SEAL CRACKS |
| BOYSEN LANE | 8TH ST | 6TH ST | 120 | 10 | 873 | 34 | 29,682 | 1/27/2017 | 81 | R | AC | 83 | \$96 | 852,754 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|------------------|----------------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|-------|-----------|-------------|
| CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | R | AC | 88 | \$11 | 1,837,133 | SEAL CRACKS |
| CARMEL CIRCLE | 1ST ST | NORTH CUL-DE-SAC | 123 | 10 | 495 | 30 | 14,850 | 1/27/2017 | 93 | R | AC | 87 | \$35 | 689,725 | SEAL CRACKS |
| CARMEN HEIGHTS | 9TH ST | 7TH ST | 124 | 10 | 576 | 34 | 19,584 | 1/27/2017 | 78 | R | AC | 79 | \$79 | 713,281 | SEAL CRACKS |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | R | AC | 88 | \$10 | 1,837,133 | SEAL CRACKS |
| CEDAR ST | 9TH ST | 7TH ST | 125 | 15 | 711 | 19 | 13,509 | 1/27/2017 | 84 | R | AC | 86 | \$32 | 1,092,714 | SEAL CRACKS |
| CHARDONNAY ST | 1ST ST | NORTH CUL-DE-SAC | 126 | 10 | 565 | 31 | 17,515 | 1/27/2017 | 93 | R | AC | 87 | \$41 | 689,714 | SEAL CRACKS |
| CHARLES STREET | NEIDERBERGER | 13TH ST | 127 | 10 | 619 | 31 | 19,189 | 1/27/2017 | 25 | R | AC | 87 | \$43 | 675,842 | SEAL CRACKS |
| CHARLES STREET | 13TH ST | 11TH ST | 127 | 15 | 632 | 31 | 19,592 | 1/27/2017 | 26 | R | AC | 87 | \$44 | 675,842 | SEAL CRACKS |
| CHERRY STREET | 1ST ST | PLUM ST | 128 | 10 | 484 | 33 | 15,972 | 1/27/2017 | 84 | R | AC | 83 | \$49 | 734,119 | SEAL CRACKS |
| DOGWOOD DRIVE | 5TH ST | 120' N OF 1ST ST | 129 | 10 | 883 | 33 | 29,139 | 1/27/2017 | 80 | C | AC | 80 | \$110 | 952,864 | SEAL CRACKS |
| EDWARDS RD | PARKS ST | 10TH ST | 130 | 10B | 327 | 19 | 6,213 | 1/27/2017 | 91 | C | AC/AC | 85 | \$13 | 1,195,687 | SEAL CRACKS |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | C | AC/AC | 86 | \$45 | 1,252,904 | SEAL CRACKS |
| EDWARDS RD | 100' S OF 8TH ST | 7TH ST | 130 | 17 | 518 | 36 | 18,648 | 1/27/2017 | 76 | C | AC/AC | 77 | \$84 | 894,428 | SEAL CRACKS |
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 73 | \$78 | 860,951 | SEAL CRACKS |
| FIR COURT | SOUTH DEAD END | 11TH ST | 133 | 10 | 692 | 33 | 22,836 | 1/27/2017 | 79 | R | AC/AC | 82 | \$72 | 1,025,191 | SEAL CRACKS |
| GRAYSTONE DRIVE | 7TH ST | GRAYSTONE PL | 134 | 10 | 367 | 33 | 12,111 | 1/27/2017 | 82 | R | AC/AC | 85 | \$27 | 1,280,075 | SEAL CRACKS |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 87 | \$12 | 2,019,908 | SEAL CRACKS |
| HAWTHORNE COURT | 3RD ST | NORH CUL-DE-SAC | 135 | 10 | 416 | 27 | 11,232 | 1/27/2017 | 92 | R | AC/AC | 87 | \$12 | 1,472,109 | SEAL CRACKS |
| IONE STREET | 1ST ST | END OF PAVEMENT | 137 | 10 | 869 | 32 | 27,808 | 1/27/2017 | 93 | R | AC/AC | 87 | \$27 | 1,548,359 | SEAL CRACKS |
| JAMES COURT | SOUTH CUL-DE-SAC | 11TH ST | 138 | 10 | 264 | 34 | 8,976 | 1/27/2017 | 78 | R | AC | 79 | \$37 | 713,281 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|------------------|------------------------------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|------|-----------|-------------|
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R | AC/AC | 87 | \$15 | 675,842 | SEAL CRACKS |
| LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | R | AC/AC | 88 | \$20 | 1,837,133 | SEAL CRACKS |
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 85 | \$65 | 1,485,966 | SEAL CRACKS |
| MAPLE STREET | BEG. OF PAVEMENT | 10TH ST | 144 | 10 | 379 | 24 | 9,096 | 1/27/2017 | 91 | R | AC | 86 | \$22 | 694,740 | SEAL CRACKS |
| MAPLE STREET | 10TH ST | 8TH ST | 145 | 10 | 713 | 18 | 12,834 | 1/27/2017 | 82 | R | AC | 82 | \$44 | 725,856 | SEAL CRACKS |
| NAMITZ COURT | 3RD ST | NORTH CUL-DE-SAC | 147 | 10 | 507 | 34 | 17,238 | 1/27/2017 | 84 | R | AC | 86 | \$41 | 1,092,714 | SEAL CRACKS |
| OAK STREET | 10TH ST | 9TH ST | 149 | 10 | 344 | 34 | 11,696 | 1/27/2017 | 78 | R | AC | 81 | \$43 | 932,557 | SEAL CRACKS |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 84 | \$51 | 1,144,085 | SEAL CRACKS |
| PARKS DRIVE | EDWARDS ST | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | 151 | 05 | 680 | 19 | 12,920 | 1/27/2017 | 91 | C | AC/AC | 85 | \$27 | 1,195,687 | SEAL CRACKS |
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C | AC/AC | 86 | \$24 | 1,252,904 | SEAL CRACKS |
| PEACH STREET | 1ST ST | PLUM ST | 152 | 10 | 474 | 33 | 15,642 | 1/27/2017 | 80 | R | AC | 81 | \$58 | 727,128 | SEAL CRACKS |
| PLUM STREET | CHERRY ST | PEACH ST | 153 | 10 | 293 | 33 | 9,669 | 1/27/2017 | 81 | R | AC | 81 | \$34 | 733,757 | SEAL CRACKS |
| RED HILLS DRIVE | 9TH ST | 90 DEGREE CORNER (#891) | 154 | 10 | 693 | 20 | 13,860 | 1/27/2017 | 10 | R | AC | 87 | \$31 | 675,842 | SEAL CRACKS |
| RED HILLS DRIVE | UPLAND DR W. | UPLAND DR E | 154 | 15 | 915 | 16 | 14,640 | 1/27/2017 | 87 | R | AC | 88 | \$30 | 993,944 | SEAL CRACKS |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 87 | \$25 | 1,139,657 | SEAL CRACKS |
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 73 | \$97 | 763,664 | SEAL CRACKS |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 88 | \$24 | 1,184,826 | SEAL CRACKS |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 82 | \$45 | 1,258,963 | SEAL CRACKS |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 82 | \$59 | 1,128,570 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (1) Unconstrained Needs

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | | |
|-----------------------------|----------------|----------------|-----------|------------|--------|-------|------------------|------------------------|----------|----|-----------|-----|----------|---------|-----------------------------|--|--|
| VIEWCREST DRIVE | 9TH ST | NORTH DEAD END | 159 | 15 | 775 | 34 | 26,350 | 1/27/2017 | 83 | R | AC | 83 | \$85 | 735,415 | SEAL CRACKS | | |
| WALNUT DRIVE | UPLAND DR | 1ST ST | 161 | 10 | 801 | 19 | 15,219 | 1/27/2017 | 21 | R | AC | 87 | \$34 | 675,842 | SEAL CRACKS | | |
| WALNUT DRIVE | 1ST ST | VIEWMONT DR | 161 | 15 | 734 | 17 | 12,478 | 1/27/2017 | 53 | R | ST | 87 | \$28 | 675,842 | SEAL CRACKS | | |
| Treatment Total | | | | | | | | | | | | | \$3,352 | | | | |
| VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 160 | 05 | 547 | 20 | 10,940 | 1/27/2017 | 66 | R | ST | 100 | \$14,229 | 26,276 | THIN AC OVERLAY(1.5 INCHES) | | |
| VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 160 | 10 | 2,076 | 20 | 41,520 | 1/27/2017 | 63 | R | ST | 100 | \$54,001 | 26,276 | THIN AC OVERLAY(1.5 INCHES) | | |
| Treatment Total | | | | | | | | | | | | | \$68,230 | | | | |
| Year 2022 Area Total | | | | | | | 1,388,251 | Year 2022 Total | | | | | | | \$195,826 | | |
| Total Section Area: | | | | | | | 3,431,372 | Grand Total | | | | | | | \$1,791,586 | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-----------|-----|------|----------|------|------|----------|------|
| 2018 | \$358,000 | 20% | 2020 | \$90,000 | 100% | 2022 | \$90,000 | 100% |
| 2019 | \$90,000 | 0% | 2021 | \$90,000 | 0% | | | |

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp | PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|----------------|------------------|-----------|------------|--------|-------|--------|-----------|------|-----|----|-----------|-----------|----------|--------|---------------------------------------------------|
| **1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | | R | AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | | R | AC | 100 | \$32,080 | 25,431 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | | R | AC | 100 | \$4,120 | 25,026 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | | R | AC | 100 | \$14,880 | 25,560 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| **CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | | R | AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | | R | AC | 100 | \$25,296 | 24,429 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | | C | AC/AC | 100 | \$48,756 | 28,012 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | | R | AC | 100 | \$12,636 | 25,181 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| **LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | | R | AC/AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | | \$137,768 | | | |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | | C | AC | 89 | \$8,387 | 54,056 | SLURRY & CRACK SEAL |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | | C | AC/AC | 86 | \$3,153 | 56,046 | SLURRY & CRACK SEAL |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | | C | AC | 86 | \$6,602 | 49,728 | SLURRY & CRACK SEAL |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | | R | AC | 82 | \$10,644 | 49,638 | SLURRY & CRACK SEAL |
| 9TH STREET | ST HWY 99W | ALDER ST | 109 | 15 | 1,329 | 22 | 29,238 | 1/27/2017 | 65 | | C | AC | 71 | \$9,584 | 30,148 | SLURRY & CRACK SEAL |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | | R | AC | 92 | \$1,327 | 49,182 | SLURRY & CRACK SEAL |
| 11TH STREET | ST HWY 99W | JAMES CT | 111 | 20 | 344 | 33 | 11,352 | 1/27/2017 | 70 | | C | AC | 75 | \$3,721 | 33,042 | SLURRY & CRACK SEAL |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | | R | AC | 83 | \$5,301 | 50,116 | SLURRY & CRACK SEAL |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | | R | AC/AC | 89 | \$5,932 | 49,532 | SLURRY & CRACK SEAL |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | | R | AC | 88 | \$7,200 | 50,521 | SLURRY & CRACK SEAL |
| ELM STREET | 11TH ST | 9TH ST | 131 | 10 | 654 | 18 | 11,772 | 1/27/2017 | 87 | | R | AC/AC | 92 | \$3,859 | 47,460 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-------------------|---------------------|----------------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----------|----------|---------|-----------------------------|
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 74 | \$4,909 | 45,147 | SLURRY & CRACK SEAL |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 89 | \$3,018 | 48,781 | SLURRY & CRACK SEAL |
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 87 | \$9,808 | 53,435 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 71 | \$10,255 | 37,687 | SLURRY & CRACK SEAL |
| NIEDERBERGER ROAD | ST HWY 99W | CHARLES ST | 148 | 10 | 604 | 22 | 13,288 | 1/27/2017 | 68 | C | AC/AC | 75 | \$4,356 | 53,314 | SLURRY & CRACK SEAL |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 86 | \$5,595 | 52,394 | SLURRY & CRACK SEAL |
| PARKS DRIVE | CEDAR ST | MAPLE ST | 151 | 15 | 935 | 22 | 20,570 | 1/27/2017 | 89 | C | AC/AC | 93 | \$6,743 | 57,222 | SLURRY & CRACK SEAL |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 89 | \$3,505 | 49,960 | SLURRY & CRACK SEAL |
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 76 | \$5,974 | 42,102 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 90 | \$3,682 | 51,358 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 86 | \$4,532 | 57,133 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 84 | \$5,729 | 52,802 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 160 | 05 | 547 | 20 | 10,940 | 1/27/2017 | 66 | R | ST | 100 | \$3,586 | 46,058 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 160 | 10 | 2,076 | 20 | 41,520 | 1/27/2017 | 63 | R | ST | 100 | \$13,610 | 53,813 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | \$151,012 | | | |
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 84 | \$23 | 799,644 | SEAL CRACKS |
| 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 102 | 10 | 222 | 31 | 6,882 | 1/27/2017 | 83 | R | AC | 82 | \$22 | 711,589 | SEAL CRACKS |
| BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 121 | 10 | 445 | 34 | 15,130 | 1/27/2017 | 84 | R | AC | 82 | \$47 | 556,515 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | \$92 | | | |
| **LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R | AC/AC | 100 | \$0 | 0 | RECONSTRUCT STRUCTURE (AC) |
| Treatment Total | | | | | | | | | | | | \$0 | | | |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C | AC/AC | 100 | \$47,859 | 38,987 | THIN AC OVERLAY(1.5 INCHES) |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R | AC | 100 | \$6,331 | 37,135 | THIN AC OVERLAY(1.5 INCHES) |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|----------------|--------------|-----------|------------|--------|-------|----------------|------------------------|---------------|------------------|-----------|-----|----------|--------|-----------------------------|
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C | AC/AC | 100 | \$14,796 | 35,112 | THIN AC OVERLAY(1.5 INCHES) |
| Treatment Total | | | | | | | | | | | | | \$68,986 | | |
| Year 2019 Area Total | | | | | | | 684,447 | Year 2019 Total | | \$357,858 | | | | | |

Year: 2019

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|------------------------------------------|---------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----|----------|-----------|---------------------------------------------------|
| BEECH STREET | 11TH ST | 10TH ST | 118 | 10 | 355 | 34 | 12,070 | 1/27/2017 | 55 | R | AC | 100 | \$24,865 | 23,367 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | | \$24,865 | | |
| 7TH STREET | ST HWY 99W | LINDEN LN | 107 | 15 | 780 | 33 | 25,740 | 1/27/2017 | 72 | R | AC | 77 | \$8,691 | 41,983 | SLURRY & CRACK SEAL |
| 9TH STREET | HOUSE #920 | 405' E OF RED HILLS | 109 | 23 | 839 | 30 | 25,170 | 1/27/2017 | 75 | C | AC | 77 | \$8,498 | 33,670 | SLURRY & CRACK SEAL |
| 10TH STREET | LOCUST ST | ST HWY 99W | 110 | 15 | 756 | 17 | 12,852 | 1/27/2017 | 73 | R | AC | 77 | \$4,339 | 32,107 | SLURRY & CRACK SEAL |
| 11TH STREET | JAMES CT | ALDER ST | 111 | 25 | 496 | 33 | 16,368 | 1/27/2017 | 74 | C | AC | 77 | \$5,527 | 33,714 | SLURRY & CRACK SEAL |
| ALDER ST | 11TH ST | 9TH ST | 114 | 20 | 1,029 | 22 | 22,638 | 1/27/2017 | 73 | R | AC | 78 | \$7,643 | 44,080 | SLURRY & CRACK SEAL |
| ELM STREET | 9TH ST | 7TH ST | 131 | 13 | 707 | 18 | 12,726 | 1/27/2017 | 87 | R | AC/AC | 91 | \$4,297 | 47,578 | SLURRY & CRACK SEAL |
| FALCONCREST DR | 11TH ST | TOMAHAWK PL | 132 | 10 | 962 | 34 | 32,708 | 1/27/2017 | 72 | R | AC/AC | 78 | \$11,043 | 44,690 | SLURRY & CRACK SEAL |
| GRAYSTONE DRIVE | 7TH ST | GRAYSTONE PL | 134 | 10 | 367 | 33 | 12,111 | 1/27/2017 | 82 | R | AC/AC | 87 | \$4,089 | 45,651 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 78 | \$10,562 | 40,940 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | | \$64,689 | | |
| 2ND STREET | ALDER ST | WALNUT ST | 101 | 10 | 544 | 35 | 19,040 | 1/27/2017 | 98 | R | AC | 89 | \$30 | 600,823 | SEAL CRACKS |
| ALPINE ST | IONE ST | END OF PAVEMENT | 115 | 10 | 963 | 33 | 31,779 | 1/27/2017 | 97 | R | AC | 89 | \$50 | 602,741 | SEAL CRACKS |
| BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 121 | 15 | 506 | 34 | 17,204 | 1/27/2017 | 97 | R | AC | 89 | \$28 | 602,741 | SEAL CRACKS |
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 87 | \$4 | 2,077,093 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

| | | |
|----------------------|-----------------|-----------------|
| | Treatment Total | \$112 |
| Year 2019 Area Total | 276,442 | Year 2019 Total |
| | | \$89,666 |

Year: 2020

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp | PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | |
|----------------------|------------------|------------------|-----------|------------|--------|-------|--------|-----------|-----------|-----|-------|-----------|----------|-----------|---------------------|-----------------|----------|
| 5TH STREET | EDWARDS RD | W & P RAILROAD | 105 | 10 | 651 | 36 | 23,436 | 1/27/2017 | 84 | C | AC/AC | 86 | \$8,150 | 42,394 | SLURRY & CRACK SEAL | | |
| 7TH STREET | EDWARDS RD | LOCUST ST | 107 | 10 | 566 | 17 | 9,622 | 1/27/2017 | 78 | R | AC | 82 | \$3,346 | 40,639 | SLURRY & CRACK SEAL | | |
| 10TH STREET | CEDAR ST | LOCUST ST | 110 | 12 | 535 | 17 | 9,095 | 1/27/2017 | 84 | R | AC | 87 | \$3,163 | 44,337 | SLURRY & CRACK SEAL | | |
| ALDER ST | 7TH ST | UPLAND DR | 114 | 30 | 489 | 25 | 12,225 | 1/27/2017 | 84 | R | AC | 87 | \$4,252 | 42,311 | SLURRY & CRACK SEAL | | |
| ASH STREET | EDWARDS DR | NORTH CUL-DE-SAC | 117 | 05 | 299 | 33 | 9,867 | 1/27/2017 | 78 | R | AC | 82 | \$3,432 | 40,639 | SLURRY & CRACK SEAL | | |
| BIRCH STREET | 3RD ST | 1ST ST | 119 | 10 | 632 | 34 | 21,488 | 1/27/2017 | 82 | R | AC | 85 | \$7,473 | 41,442 | SLURRY & CRACK SEAL | | |
| BOYSEN LANE | 8TH ST | 6TH ST | 120 | 10 | 873 | 34 | 29,682 | 1/27/2017 | 81 | R | AC | 84 | \$10,322 | 38,278 | SLURRY & CRACK SEAL | | |
| CEDAR ST | 9TH ST | 7TH ST | 125 | 15 | 711 | 19 | 13,509 | 1/27/2017 | 84 | R | AC | 88 | \$4,698 | 46,220 | SLURRY & CRACK SEAL | | |
| DOGWOOD DRIVE | 5TH ST | 120' N OF 1ST ST | 129 | 10 | 883 | 33 | 29,139 | 1/27/2017 | 80 | C | AC | 82 | \$10,133 | 42,716 | SLURRY & CRACK SEAL | | |
| EDWARDS RD | 100' S OF 8TH ST | 7TH ST | 130 | 17 | 518 | 36 | 18,648 | 1/27/2017 | 76 | C | AC/AC | 79 | \$6,485 | 43,779 | SLURRY & CRACK SEAL | | |
| FIR COURT | SOUTH DEAD END | 11TH ST | 133 | 10 | 692 | 33 | 22,836 | 1/27/2017 | 79 | R | AC/AC | 83 | \$7,941 | 43,569 | SLURRY & CRACK SEAL | | |
| LOCUST STREET | SOUTH DEAD END | 9TH ST | 141 | 10 | 640 | 20 | 12,800 | 1/27/2017 | 91 | R | AC/AC | 94 | \$4,452 | 41,352 | SLURRY & CRACK SEAL | | |
| NAMITZ COURT | 3RD ST | NORTH CUL-DE-SAC | 147 | 10 | 507 | 34 | 17,238 | 1/27/2017 | 84 | R | AC | 88 | \$5,995 | 46,220 | SLURRY & CRACK SEAL | | |
| OAK STREET | 10TH ST | 9TH ST | 149 | 10 | 344 | 34 | 11,696 | 1/27/2017 | 78 | R | AC | 82 | \$4,068 | 41,913 | SLURRY & CRACK SEAL | | |
| RED HILLS DRIVE | UPLAND DR W. | UPLAND DR E | 154 | 15 | 915 | 16 | 14,640 | 1/27/2017 | 87 | R | AC | 90 | \$5,091 | 41,734 | SLURRY & CRACK SEAL | | |
| Treatment Total | | | | | | | | | | | | | \$89,001 | | | | |
| DOGWOOD DRIVE | 120' N OF 1ST ST | VIEWMONT DR | 129 | 15 | 490 | 31 | 15,190 | 1/27/2017 | 99 | R | AC | 88 | \$30 | 679,843 | SEAL CRACKS | | |
| HEMLOCK STREET | 3RD ST | 1ST ST | 136 | 10 | 634 | 32 | 20,288 | 1/27/2017 | 97 | R | AC/AC | 88 | \$7 | 3,891,338 | SEAL CRACKS | | |
| Treatment Total | | | | | | | | | | | | | \$37 | | | | |
| Year 2020 Area Total | | 291,399 | | | | | | | | | | | | | | Year 2020 Total | \$89,038 |

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------------------|----------------------------|-----------|------------|--------|-------|----------------|------------------------|------|---------------|-------|-----------------|-----------------|----------|--------|-------------------------------------------------|
| ALDER ST | SOUTH DEAD END | 11TH ST | 114 | 15 | 282 | 25 | 7,050 | 1/27/2017 | 58 | R | AC | 100 | \$15,408 | 21,942 | 3 | INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| | | | | | | | | | | | | | Treatment Total | \$15,408 | | |
| 1ST STREET | IONE ST | PEACH ST | 100 | 15 | 645 | 35 | 22,575 | 1/27/2017 | 93 | C | AC | 91 | \$8,086 | 36,114 | | SLURRY & CRACK SEAL |
| 1ST STREET | PEACH ST | HEMLOCK ST/CARMEL ST | 100 | 17 | 510 | 35 | 17,850 | 1/27/2017 | 88 | C | AC | 86 | \$6,394 | 36,705 | | SLURRY & CRACK SEAL |
| 8TH STREET | ROAD NARROWS/PAVEMENT CHANGE | EDWARDS RD | 108 | 10 | 592 | 34 | 20,128 | 1/27/2017 | 78 | C | AC | 76 | \$7,210 | 30,506 | | SLURRY & CRACK SEAL |
| EDWARDS RD | 7TH ST | 5TH ST | 130 | 20 | 861 | 36 | 30,996 | 1/27/2017 | 74 | C | AC/AC | 76 | \$11,102 | 51,096 | | SLURRY & CRACK SEAL |
| UPLAND DRIVE | WALNUT ST | ALDER ST | 158 | 15 | 662 | 20 | 13,240 | 1/27/2017 | 74 | R | AC | 77 | \$4,743 | 38,863 | | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | FALCONCREST DR | TOMAHAWK PL | 159 | 10 | 767 | 34 | 26,078 | 1/27/2017 | 74 | R | AC | 77 | \$9,341 | 40,335 | | SLURRY & CRACK SEAL |
| | | | | | | | | | | | | | Treatment Total | \$46,876 | | |
| EDWARDS RD | 5TH ST | NORTH DEAD END @ RR TRACKS | 130 | 25 | 1,221 | 17 | 20,757 | 1/27/2017 | 75 | R | AC/AC | 100 | \$26,211 | 27,040 | | THIN AC OVERLAY(1.5 INCHES) |
| | | | | | | | | | | | | | Treatment Total | \$26,211 | | |
| Year 2021 Area Total | | | | | | | 158,674 | Year 2021 Total | | | | \$88,495 | | | | |

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-------------|------------------------|--------------|-----------|------------|--------|-------|--------|-----------|------|---------------|----|-----------|---------|--------|--------|---------------------|
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 85 | \$3,124 | 30,410 | | SLURRY & CRACK SEAL |
| 6TH STREET | EAST DEAD END | EDWARDS RD | 106 | 10 | 570 | 34 | 19,380 | 1/27/2017 | 81 | R | AC | 81 | \$7,150 | 32,108 | | SLURRY & CRACK SEAL |
| 7TH STREET | EAST DEAD END | VIEWCREST DR | 107 | 20 | 794 | 34 | 26,996 | 1/27/2017 | 81 | R | AC | 81 | \$9,960 | 32,108 | | SLURRY & CRACK SEAL |
| 9TH STREET | EDWARDS RD | LOCUST ST | 109 | 10 | 951 | 17 | 16,167 | 1/27/2017 | 86 | R | AC | 85 | \$5,965 | 31,337 | | SLURRY & CRACK SEAL |
| 9TH STREET | 405' E OF RED HILLS DR | RED HILLS DR | 109 | 25 | 405 | 22 | 8,910 | 1/27/2017 | 84 | C | AC | 80 | \$3,288 | 32,248 | | SLURRY & CRACK SEAL |
| 11TH STREET | BEECH ST | CEDAR ST | 111 | 10 | 239 | 20 | 4,780 | 1/27/2017 | 91 | R | AC | 88 | \$1,764 | 28,364 | | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp | PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|------------------------------------------|------------------------------------------|-----------|------------|--------|-------|--------|-----------|------|-----|-------|-----------|----------|-----------|---------------------|-----------|
| 11TH STREET | CHARLES ST | END OF PAVEMENT | 111 | 35 | 528 | 33 | 17,424 | 1/27/2017 | 81 | R | AC | 81 | \$6,429 | 32,108 | SLURRY & CRACK SEAL | |
| ALDER ST | 2ND ST | 1ST ST | 114 | 40 | 337 | 34 | 11,458 | 1/27/2017 | 83 | R | AC | 82 | \$4,228 | 32,024 | SLURRY & CRACK SEAL | |
| ARROWHEAD PL | VIEWCREST DR | CUL-DE-SAC | 116 | 10 | 385 | 34 | 13,090 | 1/27/2017 | 80 | R | AC | 80 | \$4,830 | 32,058 | SLURRY & CRACK SEAL | |
| CHERRY STREET | 1ST ST | PLUM ST | 128 | 10 | 484 | 33 | 15,972 | 1/27/2017 | 84 | R | AC | 83 | \$5,893 | 31,923 | SLURRY & CRACK SEAL | |
| EDWARDS RD | PARKS ST | 10TH ST | 130 | 10B | 327 | 19 | 6,213 | 1/27/2017 | 91 | C | AC/AC | 88 | \$2,293 | 37,098 | SLURRY & CRACK SEAL | |
| MAPLE STREET | BEG. OF PAVEMENT | 10TH ST | 144 | 10 | 379 | 24 | 9,096 | 1/27/2017 | 91 | R | AC | 88 | \$3,356 | 28,364 | SLURRY & CRACK SEAL | |
| MAPLE STREET | 10TH ST | 8TH ST | 145 | 10 | 713 | 18 | 12,834 | 1/27/2017 | 82 | R | AC | 81 | \$4,735 | 31,818 | SLURRY & CRACK SEAL | |
| PARKS DRIVE | EDWARDS ST | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | 151 | 05 | 680 | 19 | 12,920 | 1/27/2017 | 91 | C | AC/AC | 88 | \$4,767 | 37,098 | SLURRY & CRACK SEAL | |
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 89 | \$1,754 | 34,037 | SLURRY & CRACK SEAL | |
| PEACH STREET | 1ST ST | PLUM ST | 152 | 10 | 474 | 33 | 15,642 | 1/27/2017 | 80 | R | AC | 80 | \$5,771 | 32,058 | SLURRY & CRACK SEAL | |
| PLUM STREET | CHERRY ST | PEACH ST | 153 | 10 | 293 | 33 | 9,669 | 1/27/2017 | 81 | R | AC | 81 | \$3,568 | 32,108 | SLURRY & CRACK SEAL | |
| VIEWCREST DRIVE | 9TH ST | NORTH DEAD END | 159 | 15 | 775 | 34 | 26,350 | 1/27/2017 | 83 | R | AC | 82 | \$9,721 | 32,024 | SLURRY & CRACK SEAL | |
| Treatment Total | | | | | | | | | | | | | \$88,596 | | | |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | C | AC | 84 | \$72 | 1,151,925 | SEAL CRACKS | |
| 1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | R | AC | 88 | \$15 | 1,837,133 | SEAL CRACKS | |
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | R | AC | 88 | \$13 | 1,837,133 | SEAL CRACKS | |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | C | AC/AC | 83 | \$29 | 1,285,742 | SEAL CRACKS | |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | C | AC | 81 | \$72 | 979,601 | SEAL CRACKS | |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C | AC/AC | 86 | \$77 | 1,252,904 | SEAL CRACKS | |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | R | AC | 80 | \$125 | 1,021,845 | SEAL CRACKS | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|-----------------|----------------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----|------|-----------|-------------|
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | R | AC | 88 | \$2 | 1,837,133 | SEAL CRACKS |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | R | AC | 89 | \$8 | 1,159,255 | SEAL CRACKS |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | R | AC | 81 | \$59 | 1,044,766 | SEAL CRACKS |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | R | AC | 88 | \$6 | 1,837,133 | SEAL CRACKS |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | R | AC/AC | 86 | \$30 | 1,680,749 | SEAL CRACKS |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | R | AC | 86 | \$54 | 1,143,034 | SEAL CRACKS |
| CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | R | AC | 88 | \$11 | 1,837,133 | SEAL CRACKS |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | R | AC | 88 | \$10 | 1,837,133 | SEAL CRACKS |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | C | AC/AC | 86 | \$45 | 1,252,904 | SEAL CRACKS |
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 73 | \$78 | 860,951 | SEAL CRACKS |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 87 | \$12 | 2,019,908 | SEAL CRACKS |
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R | AC/AC | 87 | \$15 | 675,842 | SEAL CRACKS |
| LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | R | AC/AC | 88 | \$20 | 1,837,133 | SEAL CRACKS |
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 85 | \$65 | 1,485,966 | SEAL CRACKS |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 84 | \$51 | 1,144,085 | SEAL CRACKS |
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C | AC/AC | 86 | \$24 | 1,252,904 | SEAL CRACKS |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 87 | \$25 | 1,139,657 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (2) Current Funding

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | |
|-----------------|----------------|--------------|-----------|------------|--------|-------|-----------------------------|-----------|------------------|----|------------------------|-----|------------------|-----------|-------------|--|
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 73 | \$97 | 763,664 | SEAL CRACKS | |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 88 | \$24 | 1,184,826 | SEAL CRACKS | |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 82 | \$45 | 1,258,963 | SEAL CRACKS | |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 82 | \$59 | 1,128,570 | SEAL CRACKS | |
| | | | | | | | | | | | | | Treatment Total | | \$1,153 | |
| | | | | | | | Year 2022 Area Total | | 724,124 | | Year 2022 Total | | \$89,749 | | | |
| | | | | | | | Total Section Area: | | 2,135,086 | | Grand Total | | \$714,806 | | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

| Year | Budget | PM | Year | Budget | PM | Year | Budget | PM |
|------|-----------|-----|------|-----------|----|------|-----------|-----|
| 2018 | \$358,000 | 20% | 2020 | \$200,000 | 0% | 2022 | \$200,000 | 50% |
| 2019 | \$200,000 | 50% | 2021 | \$200,000 | 0% | | | |

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp | PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|----------------|------------------|-----------|------------|--------|-------|--------|-----------|-----------|-----|-------|-----------|-----------|--------|---------------------------------------------------|-----------|
| **1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | R | AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | R | AC | 100 | \$32,080 | 25,431 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | R | AC | 100 | \$4,120 | 25,026 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | R | AC | 100 | \$14,880 | 25,560 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| **CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | R | AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | R | AC | 100 | \$25,296 | 24,429 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | C | AC/AC | 100 | \$48,756 | 28,012 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | R | AC | 100 | \$12,636 | 25,181 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| **LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | R | AC/AC | 100 | \$0 | 0 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| Treatment Total | | | | | | | | | | | | | \$137,768 | | | |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | C | AC | 89 | \$8,387 | 54,056 | SLURRY & CRACK SEAL | |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | C | AC/AC | 86 | \$3,153 | 56,046 | SLURRY & CRACK SEAL | |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | C | AC | 86 | \$6,602 | 49,728 | SLURRY & CRACK SEAL | |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | R | AC | 82 | \$10,644 | 49,638 | SLURRY & CRACK SEAL | |
| 9TH STREET | ST HWY 99W | ALDER ST | 109 | 15 | 1,329 | 22 | 29,238 | 1/27/2017 | 65 | C | AC | 71 | \$9,584 | 30,148 | SLURRY & CRACK SEAL | |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | R | AC | 92 | \$1,327 | 49,182 | SLURRY & CRACK SEAL | |
| 11TH STREET | ST HWY 99W | JAMES CT | 111 | 20 | 344 | 33 | 11,352 | 1/27/2017 | 70 | C | AC | 75 | \$3,721 | 33,042 | SLURRY & CRACK SEAL | |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | R | AC | 83 | \$5,301 | 50,116 | SLURRY & CRACK SEAL | |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | R | AC/AC | 89 | \$5,932 | 49,532 | SLURRY & CRACK SEAL | |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | R | AC | 88 | \$7,200 | 50,521 | SLURRY & CRACK SEAL | |
| ELM STREET | 11TH ST | 9TH ST | 131 | 10 | 654 | 18 | 11,772 | 1/27/2017 | 87 | R | AC/AC | 92 | \$3,859 | 47,460 | SLURRY & CRACK SEAL | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-------------------|---------------------|----------------------------|-----------|------------|--------|-------|--------|-----------|---------------|----|-----------|-----------|----------|---------|-----------------------------|
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 74 | \$4,909 | 45,147 | SLURRY & CRACK SEAL |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 89 | \$3,018 | 48,781 | SLURRY & CRACK SEAL |
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 87 | \$9,808 | 53,435 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 71 | \$10,255 | 37,687 | SLURRY & CRACK SEAL |
| NIEDERBERGER ROAD | ST HWY 99W | CHARLES ST | 148 | 10 | 604 | 22 | 13,288 | 1/27/2017 | 68 | C | AC/AC | 75 | \$4,356 | 53,314 | SLURRY & CRACK SEAL |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 86 | \$5,595 | 52,394 | SLURRY & CRACK SEAL |
| PARKS DRIVE | CEDAR ST | MAPLE ST | 151 | 15 | 935 | 22 | 20,570 | 1/27/2017 | 89 | C | AC/AC | 93 | \$6,743 | 57,222 | SLURRY & CRACK SEAL |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 89 | \$3,505 | 49,960 | SLURRY & CRACK SEAL |
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 76 | \$5,974 | 42,102 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 90 | \$3,682 | 51,358 | SLURRY & CRACK SEAL |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 86 | \$4,532 | 57,133 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 84 | \$5,729 | 52,802 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 160 | 05 | 547 | 20 | 10,940 | 1/27/2017 | 66 | R | ST | 100 | \$3,586 | 46,058 | SLURRY & CRACK SEAL |
| VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 160 | 10 | 2,076 | 20 | 41,520 | 1/27/2017 | 63 | R | ST | 100 | \$13,610 | 53,813 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | \$151,012 | | | |
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 84 | \$23 | 799,644 | SEAL CRACKS |
| 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 102 | 10 | 222 | 31 | 6,882 | 1/27/2017 | 83 | R | AC | 82 | \$22 | 711,589 | SEAL CRACKS |
| BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 121 | 10 | 445 | 34 | 15,130 | 1/27/2017 | 84 | R | AC | 82 | \$47 | 556,515 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | \$92 | | | |
| **LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R | AC/AC | 100 | \$0 | 0 | RECONSTRUCT STRUCTURE (AC) |
| Treatment Total | | | | | | | | | | | | \$0 | | | |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C | AC/AC | 100 | \$47,859 | 38,987 | THIN AC OVERLAY(1.5 INCHES) |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R | AC | 100 | \$6,331 | 37,135 | THIN AC OVERLAY(1.5 INCHES) |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2018

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|----------------|--------------|-----------|------------|--------|-------|----------------|------------------------|----------|------------------|-----------|-----|----------|--------|-----------------------------|
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C | AC/AC | 100 | \$14,796 | 35,112 | THIN AC OVERLAY(1.5 INCHES) |
| Treatment Total | | | | | | | | | | | | | \$68,986 | | |
| Year 2019 Area Total | | | | | | | 684,447 | Year 2019 Total | | \$357,858 | | | | | |

Year: 2019

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|------------------------|----------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|----------|--------|---------------------------------------------------|
| BEECH STREET | 11TH ST | 10TH ST | 118 | 10 | 355 | 34 | 12,070 | 1/27/2017 | 55 | R | AC | 100 | \$24,865 | 23,367 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| Treatment Total | | | | | | | | | | | | | \$24,865 | | |
| 1ST STREET | ST. HWY 99W | IONE ST | 100 | 10 | 351 | 36 | 12,636 | 1/27/2017 | 82 | C | AC | 84 | \$4,267 | 38,089 | SLURRY & CRACK SEAL |
| 1ST STREET | PEACH ST | HEMLOCK ST/CARMEL ST | 100 | 17 | 510 | 35 | 17,850 | 1/27/2017 | 88 | C | AC | 90 | \$6,027 | 38,897 | SLURRY & CRACK SEAL |
| 5TH STREET | EDWARDS RD | W & P RAILROAD | 105 | 10 | 651 | 36 | 23,436 | 1/27/2017 | 84 | C | AC/AC | 87 | \$7,913 | 41,869 | SLURRY & CRACK SEAL |
| 7TH STREET | EDWARDS RD | LOCUST ST | 107 | 10 | 566 | 17 | 9,622 | 1/27/2017 | 78 | R | AC | 83 | \$3,249 | 42,179 | SLURRY & CRACK SEAL |
| 7TH STREET | ST HWY 99W | LINDEN LN | 107 | 15 | 780 | 33 | 25,740 | 1/27/2017 | 72 | R | AC | 77 | \$8,691 | 41,983 | SLURRY & CRACK SEAL |
| 9TH STREET | ALDER ST | HOUSE #920 | 109 | 20 | 712 | 22 | 15,664 | 1/27/2017 | 82 | C | AC | 84 | \$5,289 | 38,090 | SLURRY & CRACK SEAL |
| 9TH STREET | HOUSE #920 | 405' E OF RED HILLS | 109 | 23 | 839 | 30 | 25,170 | 1/27/2017 | 75 | C | AC | 77 | \$8,498 | 33,670 | SLURRY & CRACK SEAL |
| 9TH STREET | 405' E OF RED HILLS DR | RED HILLS DR | 109 | 25 | 405 | 22 | 8,910 | 1/27/2017 | 84 | C | AC | 86 | \$3,009 | 38,811 | SLURRY & CRACK SEAL |
| 10TH STREET | CEDAR ST | LOCUST ST | 110 | 12 | 535 | 17 | 9,095 | 1/27/2017 | 84 | R | AC | 88 | \$3,071 | 45,109 | SLURRY & CRACK SEAL |
| 10TH STREET | LOCUST ST | ST HWY 99W | 110 | 15 | 756 | 17 | 12,852 | 1/27/2017 | 73 | R | AC | 77 | \$4,339 | 32,107 | SLURRY & CRACK SEAL |
| 11TH STREET | JAMES CT | ALDER ST | 111 | 25 | 496 | 33 | 16,368 | 1/27/2017 | 74 | C | AC | 77 | \$5,527 | 33,714 | SLURRY & CRACK SEAL |
| ALDER ST | 11TH ST | 9TH ST | 114 | 20 | 1,029 | 22 | 22,638 | 1/27/2017 | 73 | R | AC | 78 | \$7,643 | 44,080 | SLURRY & CRACK SEAL |
| ALDER ST | 7TH ST | UPLAND DR | 114 | 30 | 489 | 25 | 12,225 | 1/27/2017 | 84 | R | AC | 88 | \$4,128 | 42,908 | SLURRY & CRACK SEAL |
| ASH STREET | EDWARDS DR | NORTH CUL-DE-SAC | 117 | 05 | 299 | 33 | 9,867 | 1/27/2017 | 78 | R | AC | 83 | \$3,332 | 42,179 | SLURRY & CRACK SEAL |
| BIRCH STREET | 3RD ST | 1ST ST | 119 | 10 | 632 | 34 | 21,488 | 1/27/2017 | 82 | R | AC | 86 | \$7,255 | 42,420 | SLURRY & CRACK SEAL |
| BOYSEN LANE | 8TH ST | 6TH ST | 120 | 10 | 873 | 34 | 29,682 | 1/27/2017 | 81 | R | AC | 85 | \$10,021 | 39,152 | SLURRY & CRACK SEAL |
| CEDAR ST | 9TH ST | 7TH ST | 125 | 15 | 711 | 19 | 13,509 | 1/27/2017 | 84 | R | AC | 88 | \$4,561 | 47,153 | SLURRY & CRACK SEAL |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2019

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------------------------------|------------------|-----------|------------|--------|-------|----------------|------------------------|---------------|------------------|-----------|-----------|----------|-----------|---------------------|
| DOGWOOD DRIVE | 5TH ST | 120' N OF 1ST ST | 129 | 10 | 883 | 33 | 29,139 | 1/27/2017 | 80 | C | AC | 83 | \$9,838 | 46,092 | SLURRY & CRACK SEAL |
| EDWARDS RD | PARKS ST | 10TH ST | 130 | 10B | 327 | 19 | 6,213 | 1/27/2017 | 91 | C | AC/AC | 92 | \$2,098 | 28,274 | SLURRY & CRACK SEAL |
| EDWARDS RD | 100' S OF 8TH ST | 7TH ST | 130 | 17 | 518 | 36 | 18,648 | 1/27/2017 | 76 | C | AC/AC | 80 | \$6,296 | 45,523 | SLURRY & CRACK SEAL |
| ELM STREET | 9TH ST | 7TH ST | 131 | 13 | 707 | 18 | 12,726 | 1/27/2017 | 87 | R | AC/AC | 91 | \$4,297 | 47,578 | SLURRY & CRACK SEAL |
| FALCONCREST DR | 11TH ST | TOMAHAWK PL | 132 | 10 | 962 | 34 | 32,708 | 1/27/2017 | 72 | R | AC/AC | 78 | \$11,043 | 44,690 | SLURRY & CRACK SEAL |
| FIR COURT | SOUTH DEAD END | 11TH ST | 133 | 10 | 692 | 33 | 22,836 | 1/27/2017 | 79 | R | AC/AC | 84 | \$7,710 | 44,942 | SLURRY & CRACK SEAL |
| GRAYSTONE DRIVE | 7TH ST | GRAYSTONE PL | 134 | 10 | 367 | 33 | 12,111 | 1/27/2017 | 82 | R | AC/AC | 87 | \$4,089 | 45,651 | SLURRY & CRACK SEAL |
| JAMES COURT | SOUTH CUL-DE-SAC | 11TH ST | 138 | 10 | 264 | 34 | 8,976 | 1/27/2017 | 78 | R | AC | 82 | \$3,031 | 35,047 | SLURRY & CRACK SEAL |
| LOCUST STREET | SOUTH DEAD END | 9TH ST | 141 | 10 | 640 | 20 | 12,800 | 1/27/2017 | 91 | R | AC/AC | 94 | \$4,322 | 40,012 | SLURRY & CRACK SEAL |
| MAPLE STREET | CUL-DE-SAC S OF 5TH | NORTH CUL-DE-SAC | 145 | 15 | 869 | 36 | 31,284 | 1/27/2017 | 63 | R | AC | 78 | \$10,562 | 40,940 | SLURRY & CRACK SEAL |
| NAMITZ COURT | 3RD ST | NORTH CUL-DE-SAC | 147 | 10 | 507 | 34 | 17,238 | 1/27/2017 | 84 | R | AC | 88 | \$5,820 | 47,153 | SLURRY & CRACK SEAL |
| OAK STREET | 10TH ST | 9TH ST | 149 | 10 | 344 | 34 | 11,696 | 1/27/2017 | 78 | R | AC | 83 | \$3,949 | 43,565 | SLURRY & CRACK SEAL |
| RED HILLS DRIVE | UPLAND DR W. | UPLAND DR E | 154 | 15 | 915 | 16 | 14,640 | 1/27/2017 | 87 | R | AC | 91 | \$4,943 | 41,518 | SLURRY & CRACK SEAL |
| Treatment Total | | | | | | | | | | | | \$174,818 | | | |
| 2ND STREET | ALDER ST | WALNUT ST | 101 | 10 | 544 | 35 | 19,040 | 1/27/2017 | 98 | R | AC | 89 | \$30 | 600,823 | SEAL CRACKS |
| ALPINE ST | IONE ST | END OF PAVEMENT | 115 | 10 | 963 | 33 | 31,779 | 1/27/2017 | 97 | R | AC | 89 | \$50 | 602,741 | SEAL CRACKS |
| BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 121 | 15 | 506 | 34 | 17,204 | 1/27/2017 | 97 | R | AC | 89 | \$28 | 602,741 | SEAL CRACKS |
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 87 | \$4 | 2,077,093 | SEAL CRACKS |
| Treatment Total | | | | | | | | | | | | \$112 | | | |
| Year 2019 Area Total | | | | | | | 602,612 | Year 2019 Total | | \$199,795 | | | | | |

** - Treatment from Project Selection

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2020

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | |
|-----------------------------|------------------------------|----------------------------|-----------|------------|--------|-------|----------------|------------------------|---------------|----|-----------|-----|-----------|-----------|---------------------------------------------------|--|
| WALNUT DRIVE | 1ST ST | VIEWMONT DR | 161 | 15 | 734 | 17 | 12,478 | 1/27/2017 | 53 | R | ST | 100 | \$26,476 | 22,502 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) | |
| Treatment Total | | | | | | | | | | | | | \$26,476 | | | |
| 1ST STREET | IONE ST | PEACH ST | 100 | 15 | 645 | 35 | 22,575 | 1/27/2017 | 93 | C | AC | 92 | \$7,851 | 35,286 | SLURRY & CRACK SEAL | |
| 8TH STREET | ROAD NARROWS/PAVEMENT CHANGE | EDWARDS RD | 108 | 10 | 592 | 34 | 20,128 | 1/27/2017 | 78 | C | AC | 78 | \$7,000 | 33,042 | SLURRY & CRACK SEAL | |
| ARROWHEAD PL | VIEWCREST DR | CUL-DE-SAC | 116 | 10 | 385 | 34 | 13,090 | 1/27/2017 | 80 | R | AC | 83 | \$4,552 | 33,976 | SLURRY & CRACK SEAL | |
| EDWARDS RD | 7TH ST | 5TH ST | 130 | 20 | 861 | 36 | 30,996 | 1/27/2017 | 74 | C | AC/AC | 78 | \$10,779 | 54,871 | SLURRY & CRACK SEAL | |
| UPLAND DRIVE | WALNUT ST | ALDER ST | 158 | 15 | 662 | 20 | 13,240 | 1/27/2017 | 74 | R | AC | 78 | \$4,605 | 40,801 | SLURRY & CRACK SEAL | |
| VIEWCREST DRIVE | FALCONCREST DR | TOMAHAWK PL | 159 | 10 | 767 | 34 | 26,078 | 1/27/2017 | 74 | R | AC | 78 | \$9,069 | 42,422 | SLURRY & CRACK SEAL | |
| Treatment Total | | | | | | | | | | | | | \$43,856 | | | |
| 8TH STREET | EDWARDS RD | LOCUST ST | 108 | 15 | 737 | 16 | 11,792 | 1/27/2017 | 31 | R | AC | 100 | \$59,493 | 9,781 | RECONSTRUCT SURFACE (AC) | |
| 8TH STREET | LOCUST ST | W & P RAILROAD | 108 | 17 | 535 | 16 | 8,560 | 1/27/2017 | 29 | R | AC | 100 | \$43,187 | 9,781 | RECONSTRUCT SURFACE (AC) | |
| Treatment Total | | | | | | | | | | | | | \$102,680 | | | |
| DOGWOOD DRIVE | 120' N OF 1ST ST | VIEWMONT DR | 129 | 15 | 490 | 31 | 15,190 | 1/27/2017 | 99 | R | AC | 88 | \$30 | 679,843 | SEAL CRACKS | |
| HEMLOCK STREET | 3RD ST | 1ST ST | 136 | 10 | 634 | 32 | 20,288 | 1/27/2017 | 97 | R | AC/AC | 88 | \$7 | 3,891,338 | SEAL CRACKS | |
| Treatment Total | | | | | | | | | | | | | \$37 | | | |
| EDWARDS RD | 5TH ST | NORTH DEAD END @ RR TRACKS | 130 | 25 | 1,221 | 17 | 20,757 | 1/27/2017 | 75 | R | AC/AC | 100 | \$25,447 | 26,555 | THIN AC OVERLAY(1.5 INCHES) | |
| Treatment Total | | | | | | | | | | | | | \$25,447 | | | |
| Year 2020 Area Total | | | | | | | 215,172 | Year 2020 Total | | | | | | | \$198,496 | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2021

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Last Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------------------|------------------------------------------|------------------------------------------|-----------|------------|--------|-------|----------------|------------------------|---------------|------------------|-----------|-----|-----------------|-----------|---------------------------------------------------|
| ALDER ST | SOUTH DEAD END | 11TH ST | 114 | 15 | 282 | 25 | 7,050 | 1/27/2017 | 58 | R | AC | 100 | \$15,408 | 21,942 | 3 INCH OVERLAY w/Edge Grind curbed (or Pulverize) |
| | | | | | | | | | | | | | Treatment Total | \$15,408 | |
| 6TH STREET | EAST DEAD END | EDWARDS RD | 106 | 10 | 570 | 34 | 19,380 | 1/27/2017 | 81 | R | AC | 82 | \$6,942 | 33,057 | SLURRY & CRACK SEAL |
| 7TH STREET | EAST DEAD END | VIEWCREST DR | 107 | 20 | 794 | 34 | 26,996 | 1/27/2017 | 81 | R | AC | 82 | \$9,670 | 33,057 | SLURRY & CRACK SEAL |
| 11TH STREET | CHARLES ST | END OF PAVEMENT | 111 | 35 | 528 | 33 | 17,424 | 1/27/2017 | 81 | R | AC | 82 | \$6,241 | 33,057 | SLURRY & CRACK SEAL |
| ALDER ST | 2ND ST | 1ST ST | 114 | 40 | 337 | 34 | 11,458 | 1/27/2017 | 83 | R | AC | 84 | \$4,104 | 32,715 | SLURRY & CRACK SEAL |
| CARMEN HEIGHTS | 9TH ST | 7TH ST | 124 | 10 | 576 | 34 | 19,584 | 1/27/2017 | 78 | R | AC | 79 | \$7,015 | 32,932 | SLURRY & CRACK SEAL |
| MAPLE STREET | 10TH ST | 8TH ST | 145 | 10 | 713 | 18 | 12,834 | 1/27/2017 | 82 | R | AC | 83 | \$4,597 | 32,598 | SLURRY & CRACK SEAL |
| PARKS DRIVE | EDWARDS ST | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | 151 | 05 | 680 | 19 | 12,920 | 1/27/2017 | 91 | C | AC/AC | 89 | \$4,628 | 35,374 | SLURRY & CRACK SEAL |
| PARKS DRIVE | 200' E .OF CEDAR ST/PARKS ST (SOUTH LEG) | CEDAR ST | 151 | 10 | 198 | 24 | 4,752 | 1/27/2017 | 93 | C | AC/AC | 91 | \$1,703 | 31,097 | SLURRY & CRACK SEAL |
| PEACH STREET | 1ST ST | PLUM ST | 152 | 10 | 474 | 33 | 15,642 | 1/27/2017 | 80 | R | AC | 81 | \$5,603 | 33,092 | SLURRY & CRACK SEAL |
| PLUM STREET | CHERRY ST | PEACH ST | 153 | 10 | 293 | 33 | 9,669 | 1/27/2017 | 81 | R | AC | 82 | \$3,464 | 33,057 | SLURRY & CRACK SEAL |
| VIEWCREST DRIVE | 9TH ST | NORTH DEAD END | 159 | 15 | 775 | 34 | 26,350 | 1/27/2017 | 83 | R | AC | 84 | \$9,438 | 32,714 | SLURRY & CRACK SEAL |
| | | | | | | | | | | | | | Treatment Total | \$63,405 | |
| 3RD STREET | ST HWY 99W | NAMITZ CT | 104 | 15 | 330 | 20 | 6,600 | 1/27/2017 | 36 | R | AC | 100 | \$34,298 | 9,496 | RECONSTRUCT SURFACE (AC) |
| ALDER ST | 9TH ST | 7TH ST | 114 | 25 | 825 | 20 | 16,500 | 1/27/2017 | 16 | R | AC | 100 | \$85,743 | 9,496 | RECONSTRUCT SURFACE (AC) |
| | | | | | | | | | | | | | Treatment Total | \$120,041 | |
| Year 2021 Area Total | | | | | | | 207,159 | Year 2021 Total | | \$198,854 | | | | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | |
|-----------------|------------------|------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----------|----------|--------|---------------------|--|
| 1ST STREET | BRIER ST | ALDER ST | 100 | 25 | 249 | 34 | 8,466 | 1/27/2017 | 85 | R | AC | 85 | \$3,124 | 30,410 | SLURRY & CRACK SEAL | |
| 2ND PLACE | ALDER ST | WEST CUL-DE-SAC | 102 | 10 | 222 | 31 | 6,882 | 1/27/2017 | 83 | R | AC | 83 | \$2,539 | 28,083 | SLURRY & CRACK SEAL | |
| 3RD STREET | HEMLOCK ST | HAWTHORNE ST | 104 | 20 | 507 | 34 | 17,238 | 1/27/2017 | 96 | R | AC | 90 | \$6,360 | 25,408 | SLURRY & CRACK SEAL | |
| 9TH STREET | EDWARDS RD | LOCUST ST | 109 | 10 | 951 | 17 | 16,167 | 1/27/2017 | 86 | R | AC | 85 | \$5,965 | 31,337 | SLURRY & CRACK SEAL | |
| 11TH STREET | BEECH ST | CEDAR ST | 111 | 10 | 239 | 20 | 4,780 | 1/27/2017 | 91 | R | AC | 88 | \$1,764 | 28,364 | SLURRY & CRACK SEAL | |
| ALDER ST | NEIDERBERGER | DEAD END NORTH | 114 | 10 | 454 | 36 | 16,344 | 1/27/2017 | 88 | R | AC | 87 | \$6,030 | 30,383 | SLURRY & CRACK SEAL | |
| ALPINE ST | IONE ST | END OF PAVEMENT | 115 | 10 | 963 | 33 | 31,779 | 1/27/2017 | 97 | R | AC | 91 | \$11,724 | 24,249 | SLURRY & CRACK SEAL | |
| BRIER AVENUE | SOUTH CUL-DE-SAC | 120' N OF 1ST ST | 121 | 10 | 445 | 34 | 15,130 | 1/27/2017 | 84 | R | AC | 81 | \$5,582 | 23,355 | SLURRY & CRACK SEAL | |
| BRIER AVENUE | 120' N OF 1ST ST | VIEWMONT DR | 121 | 15 | 506 | 34 | 17,204 | 1/27/2017 | 97 | R | AC | 91 | \$6,347 | 24,249 | SLURRY & CRACK SEAL | |
| CARMEL CIRCLE | IST ST | NORTH CUL-DE-SAC | 123 | 10 | 495 | 30 | 14,850 | 1/27/2017 | 93 | R | AC | 89 | \$5,479 | 26,900 | SLURRY & CRACK SEAL | |
| CHARDONNAY ST | 1ST ST | NORTH CUL-DE-SAC | 126 | 10 | 565 | 31 | 17,515 | 1/27/2017 | 93 | R | AC | 89 | \$6,462 | 26,898 | SLURRY & CRACK SEAL | |
| CHERRY STREET | 1ST ST | PLUM ST | 128 | 10 | 484 | 33 | 15,972 | 1/27/2017 | 84 | R | AC | 83 | \$5,893 | 31,923 | SLURRY & CRACK SEAL | |
| HAWTHORNE COURT | 3RD ST | NORH CUL-DE-SAC | 135 | 10 | 416 | 27 | 11,232 | 1/27/2017 | 92 | R | AC/AC | 90 | \$4,144 | 28,005 | SLURRY & CRACK SEAL | |
| HEMLOCK STREET | 3RD ST | 1ST ST | 136 | 10 | 634 | 32 | 20,288 | 1/27/2017 | 97 | R | AC/AC | 92 | \$7,485 | 23,497 | SLURRY & CRACK SEAL | |
| IONE STREET | 1ST ST | END OF PAVEMENT | 137 | 10 | 869 | 32 | 27,808 | 1/27/2017 | 93 | R | AC/AC | 90 | \$10,259 | 27,135 | SLURRY & CRACK SEAL | |
| LAUREL STREET | 1ST ST | VIEWMONT DR | 139 | 10 | 621 | 31 | 19,251 | 1/27/2017 | 97 | R | AC/AC | 91 | \$7,103 | 24,971 | SLURRY & CRACK SEAL | |
| LINDEN LANE | 9TH ST | 7TH ST | 140 | 10 | 678 | 22 | 14,916 | 1/27/2017 | 93 | R | AC/AC | 90 | \$5,503 | 27,133 | SLURRY & CRACK SEAL | |
| MAPLE STREET | BEG. OF PAVEMENT | 10TH ST | 144 | 10 | 379 | 24 | 9,096 | 1/27/2017 | 91 | R | AC | 88 | \$3,356 | 28,364 | SLURRY & CRACK SEAL | |
| SPRUCE STREET | 3RD ST | NORTH CUL-DE-SAC | 156 | 10 | 420 | 27 | 11,340 | 1/27/2017 | 95 | R | AC | 90 | \$4,184 | 25,752 | SLURRY & CRACK SEAL | |
| Treatment Total | | | | | | | | | | | | \$109,303 | | | | |
| 1ST STREET | HEMLOCK ST | DOGWOOD ST | 100 | 20 | 731 | 35 | 25,585 | 1/27/2017 | 84 | C | AC | 84 | \$72 | 1,151, | SEAL CRACKS | |
| 1ST STREET | ALDER ST | WALNUT ST | 100 | 30 | 555 | 34 | 18,870 | 1/27/2017 | 44 | R | AC | 88 | \$15 | 1,837, | SEAL CRACKS | |
| | | | | | | | | | | | | | | 925 | | |
| | | | | | | | | | | | | | | 133 | | |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment |
|-----------------|-----------------|----------------------------|-----------|------------|--------|-------|--------|-----------|----------|----|-----------|-----|-------|-----------|-------------|
| 3RD STREET | NAMITZ CT | HEMLOCK ST | 104 | 17 | 802 | 20 | 16,040 | 1/27/2017 | 44 | R | AC | 88 | \$13 | 1,837,133 | SEAL CRACKS |
| 5TH STREET | W & P RAILROAD | ST HWY 99W | 105 | 15 | 229 | 42 | 9,618 | 1/27/2017 | 81 | C | AC/AC | 83 | \$29 | 1,285,742 | SEAL CRACKS |
| 5TH STREET | ST HWY 99W | POST OFFICE | 105 | 20 | 411 | 49 | 20,139 | 1/27/2017 | 81 | C | AC | 81 | \$72 | 979,601 | SEAL CRACKS |
| 5TH STREET | POST OFFICE | UPLAND DR | 105 | 25 | 1,336 | 31 | 41,416 | 1/27/2017 | 66 | C | AC/AC | 86 | \$77 | 1,252,904 | SEAL CRACKS |
| 7TH STREET | LINDEN LN | ALDER ST | 107 | 17 | 984 | 33 | 32,472 | 1/27/2017 | 76 | R | AC | 80 | \$125 | 1,021,845 | SEAL CRACKS |
| 10TH STREET | ST HWY 99W | WEST DEAD END | 110 | 20 | 103 | 20 | 2,060 | 1/27/2017 | 47 | R | AC | 88 | \$2 | 1,837,133 | SEAL CRACKS |
| 11TH STREET | CEDAR ST | ELM ST | 111 | 15 | 253 | 16 | 4,048 | 1/27/2017 | 87 | R | AC | 89 | \$8 | 1,159,255 | SEAL CRACKS |
| 11TH STREET | ALDER ST | CHARLES ST | 111 | 30 | 490 | 33 | 16,170 | 1/27/2017 | 77 | R | AC | 81 | \$59 | 1,044,766 | SEAL CRACKS |
| 12TH STREET | MAPLE ST | RR TRACKS | 112 | 10 | 248 | 30 | 7,440 | 1/27/2017 | 44 | R | AC | 88 | \$6 | 1,837,133 | SEAL CRACKS |
| 12TH STREET | RR TRACKS | ST HWY 99W | 112 | 15 | 249 | 22 | 5,478 | 1/27/2017 | 63 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| ALDER ST | UPLAND DR | 2ND ST | 114 | 35 | 517 | 35 | 18,095 | 1/27/2017 | 83 | R | AC/AC | 86 | \$30 | 1,680,749 | SEAL CRACKS |
| ALDER ST | 1ST ST | VIEWMONT DR | 114 | 45 | 646 | 34 | 21,964 | 1/27/2017 | 83 | R | AC | 86 | \$54 | 1,143,034 | SEAL CRACKS |
| CANYON DR | 1ST ST | NORTH CUL-DE-SAC | 122 | 10 | 433 | 33 | 14,289 | 1/27/2017 | 19 | R | AC | 88 | \$11 | 1,837,133 | SEAL CRACKS |
| CEDAR ST | PARKS DR | 10TH ST | 125 | 10 | 744 | 17 | 12,648 | 1/27/2017 | 51 | R | AC | 88 | \$10 | 1,837,133 | SEAL CRACKS |
| EDWARDS RD | 10TH ST | 100' S OF 8TH ST | 130 | 15 | 717 | 34 | 24,378 | 1/27/2017 | 52 | C | AC/AC | 86 | \$45 | 1,252,904 | SEAL CRACKS |
| ELM STREET | 7TH ST | EDWARDS DR | 131 | 15 | 416 | 36 | 14,976 | 1/27/2017 | 67 | R | AC/AC | 73 | \$78 | 860,951 | SEAL CRACKS |
| GRAYSTONE PLACE | WEST CUL-DE-SAC | DEAD END E OF GRAYSTONE DR | 134 | 15 | 279 | 33 | 9,207 | 1/27/2017 | 84 | R | AC/AC | 87 | \$12 | 2,019,908 | SEAL CRACKS |
| LOCUST STREET | 9TH ST | 8TH ST | 141 | 15 | 351 | 18 | 6,318 | 1/27/2017 | 47 | R | AC | 88 | \$5 | 1,837,133 | SEAL CRACKS |
| LOCUST STREET | 8TH ST | 7TH ST | 141 | 20 | 349 | 18 | 6,282 | 1/27/2017 | 78 | R | AC/AC | 87 | \$15 | 675,842 | SEAL CRACKS |
| LOCUST STREET | 7TH ST | 5TH ST | 141 | 25 | 702 | 36 | 25,272 | 1/27/2017 | 53 | R | AC/AC | 88 | \$20 | 1,837,133 | SEAL CRACKS |

** - Treatment from Project Selection

Scenarios Criteria:

Scenarios - Sections Selected for Treatment

Interest: 3.00%

Inflation: 3.00%

Printed: 02/21/2017

Scenario: (3) Increase PCI 5 points (to 78)

Year: 2022

| Street Name | Begin Location | End Location | Street ID | Section ID | Length | Width | Area | Last Insp | Insp PCI | FC | Surf Type | PCI | Cost | Rating | Treatment | | |
|-----------------------------|----------------|-----------------|-----------|------------|--------|-------|------------------|------------------------|----------|----|-----------|-----|----------|-----------|-----------------------------|--|--|
| LOGAN LANE | 8TH ST | 6TH ST | 142 | 10 | 880 | 34 | 29,920 | 1/27/2017 | 81 | R | AC/AC | 85 | \$65 | 1,485,966 | SEAL CRACKS | | |
| OLIVER COURT | 1ST ST | WEST CUL-DE-SAC | 150 | 10 | 502 | 34 | 17,068 | 1/27/2017 | 80 | R | AC | 84 | \$51 | 1,144,085 | SEAL CRACKS | | |
| PARKS DRIVE | MAPLE ST | ST HWY 99W | 151 | 20 | 582 | 22 | 12,804 | 1/27/2017 | 73 | C | AC/AC | 86 | \$24 | 1,252,904 | SEAL CRACKS | | |
| SCOTSMAN COURT | SOUTH DEAD END | 7TH ST | 155 | 10 | 324 | 33 | 10,692 | 1/27/2017 | 84 | R | AC | 87 | \$25 | 1,139,657 | SEAL CRACKS | | |
| TOMAHAWK PLACE | VIEWCREST DR | CUL-DE-SAC | 157 | 10 | 536 | 34 | 18,224 | 1/27/2017 | 69 | R | AC | 73 | \$97 | 763,664 | SEAL CRACKS | | |
| UPLAND DRIVE | RED HILLS DR | WALNUT ST | 158 | 10 | 624 | 18 | 11,232 | 1/27/2017 | 85 | R | AC | 88 | \$24 | 1,184,826 | SEAL CRACKS | | |
| UPLAND DRIVE | ALDER ST | 5TH ST | 158 | 20 | 384 | 36 | 13,824 | 1/27/2017 | 80 | C | AC/AC | 82 | \$45 | 1,258,963 | SEAL CRACKS | | |
| VIEWCREST DRIVE | TOMAHAWK PL | 9TH ST | 159 | 13 | 514 | 34 | 17,476 | 1/27/2017 | 78 | R | AC | 82 | \$59 | 1,128,570 | SEAL CRACKS | | |
| Treatment Total | | | | | | | | | | | | | \$1,153 | | | | |
| VIEWMONT DRIVE | DOGWOOD DR | ALDER ST | 160 | 05 | 547 | 20 | 10,940 | 1/27/2017 | 66 | R | ST | 100 | \$14,229 | 26,276 | THIN AC OVERLAY(1.5 INCHES) | | |
| VIEWMONT DRIVE | ALDER ST | HOUSE #709 | 160 | 10 | 2,076 | 20 | 41,520 | 1/27/2017 | 63 | R | ST | 100 | \$54,001 | 26,276 | THIN AC OVERLAY(1.5 INCHES) | | |
| Treatment Total | | | | | | | | | | | | | \$68,230 | | | | |
| Year 2022 Area Total | | | | | | | 832,723 | Year 2022 Total | | | | | | | \$178,686 | | |
| Total Section Area: | | | | | | | 2,542,113 | Grand Total | | | | | | | \$1,133,689 | | |

** - Treatment from Project Selection

Scenarios Criteria: