

# CITY OF MORRO BAY



## 2022 Pavement Management Program Update Final Report August 2022



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**Section I**  
**Executive Summary**

## EXECUTIVE SUMMARY

The City of Morro Bay currently maintains approximately 53.5 centerline miles of roads representing 8,680,410 square feet of pavement with a replacement value of approximately \$160,947,000 as calculated by the Metropolitan Transportation Commission's (MTC) StreetSaver® Program.

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

## INTRODUCTION

A Pavement Management Program has several distinctive uses:

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

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



## WORK PERFORMED

### *Pavement Distress Survey and Database Update*

For this update, PEI performed inspections on approximately 53.5 centerline miles of road. Field inspections were completed in June 2022.

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

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

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

## FINDINGS

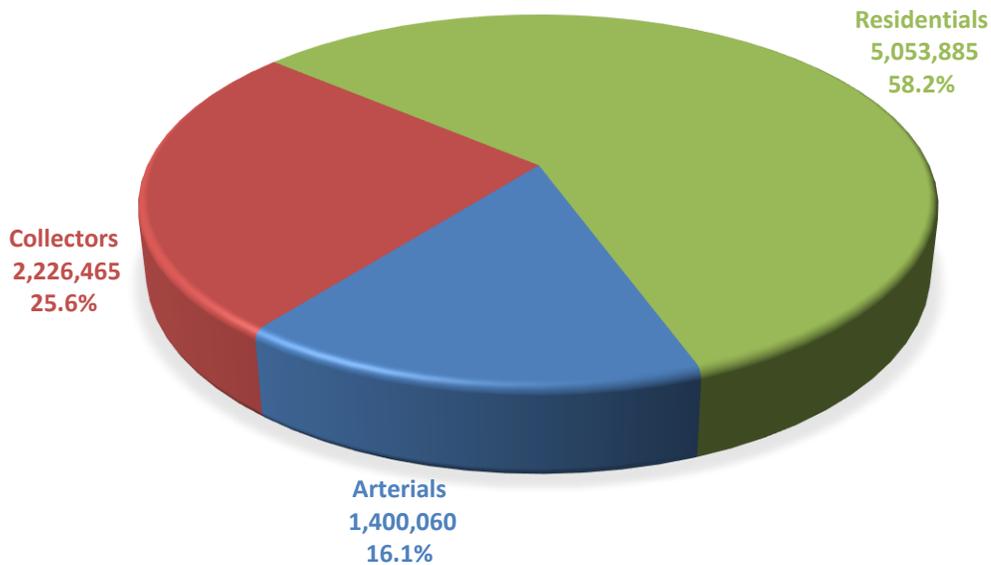
The updated Pavement Management Program showed that the City's overall average PCI is **63**.

The breakdown by functional classification is as follows:

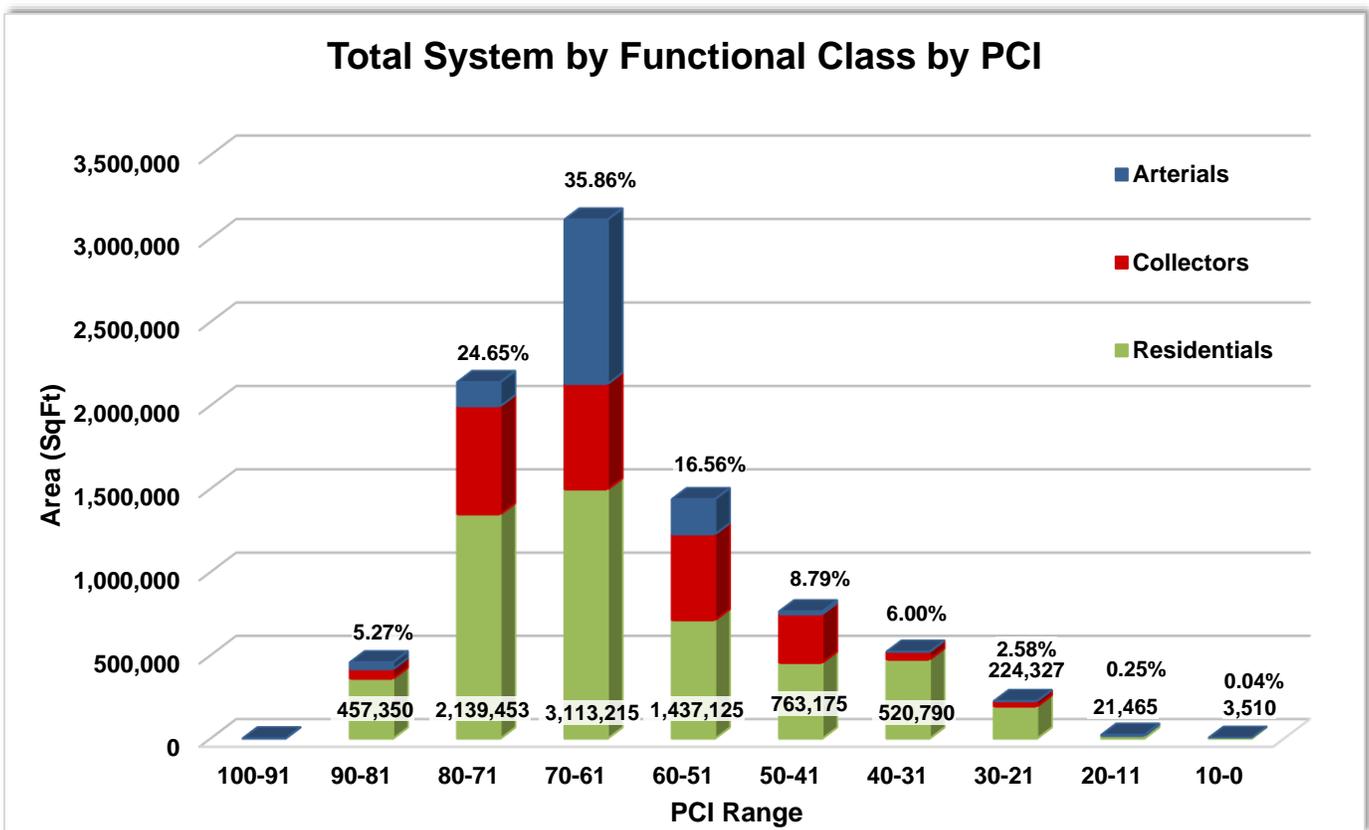
Functional Classification	Centerline Miles	Lane Miles	Pavement Area (sq. ft.)	Percent of System	Average PCI
Arterial	6.95	13.90	1,400,060	16.13%	65
Collector	12.13	24.26	2,226,465	25.65%	62
Residential	34.43	68.64	5,053,885	58.22%	62
<b>Totals</b>	<b>53.51</b>	<b>106.80</b>	<b>8,680,410</b>	<b>100.00%</b>	<b>63</b>



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



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





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

Condition Category Breakdown				
Condition	PCI Range	% of System	Area (Sq Ft)	Centerline Miles
Excellent	100-91	0.00%	0	0.00
Good	90-71	29.92%	2,596,803	16.33
Fair	70-51	52.42%	4,550,340	27.21
Poor	50-31	14.79%	1,283,965	8.07
Failed	30-0	2.87%	249,302	1.90

The analysis shows that **82.3%** of the City's pavement are in **Good to Fair** condition, and **17.7%** are in **Poor to Failed** Condition. Details of each street segment are provided in **Section IV: Reference Reports**.

## BUDGET ANALYSIS

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

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

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



Treatment Category	Typical Treatment
<b>Light Maintenance</b>	<ul style="list-style-type: none"> <li>• Slurry Seal or Micro-Surface</li> <li>• Fog Seal or Scrub Seal</li> </ul>
<b>Heavy Maintenance</b>	<ul style="list-style-type: none"> <li>• Chip Seal, Cape Seal</li> <li>• Slurry Seal or Micro-Surface with Digouts</li> <li>• Thin Maintenance Overlay (TMO)</li> </ul>
<b>Light Rehab.</b>	<ul style="list-style-type: none"> <li>• Overlay (2" and under) or Thin Mill and Fill</li> </ul>
<b>Heavy Rehab.</b>	<ul style="list-style-type: none"> <li>• Overlay (greater than 2") or Thick Mill and Fill</li> <li>• Cold-In-Place Recycling</li> <li>• Full Depth Reclamation</li> <li>• Pulverize and Resurfacing</li> </ul>
<b>Reconstruct</b>	<ul style="list-style-type: none"> <li>• Full Section Reconstruction</li> </ul>

### **Decision Tree Unit Prices**

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

To account for potential ADA Curb Ramp repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street section, the unit costs include a 30% increase for the Arterials, a 20% increase for the Collectors, and a 5% increase for Residentials. The unit costs also include a 15% allowance to account for "Soft Costs". As well as a 10% contingency. These prices are in today's dollars (2022) and do not account for inflation.

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

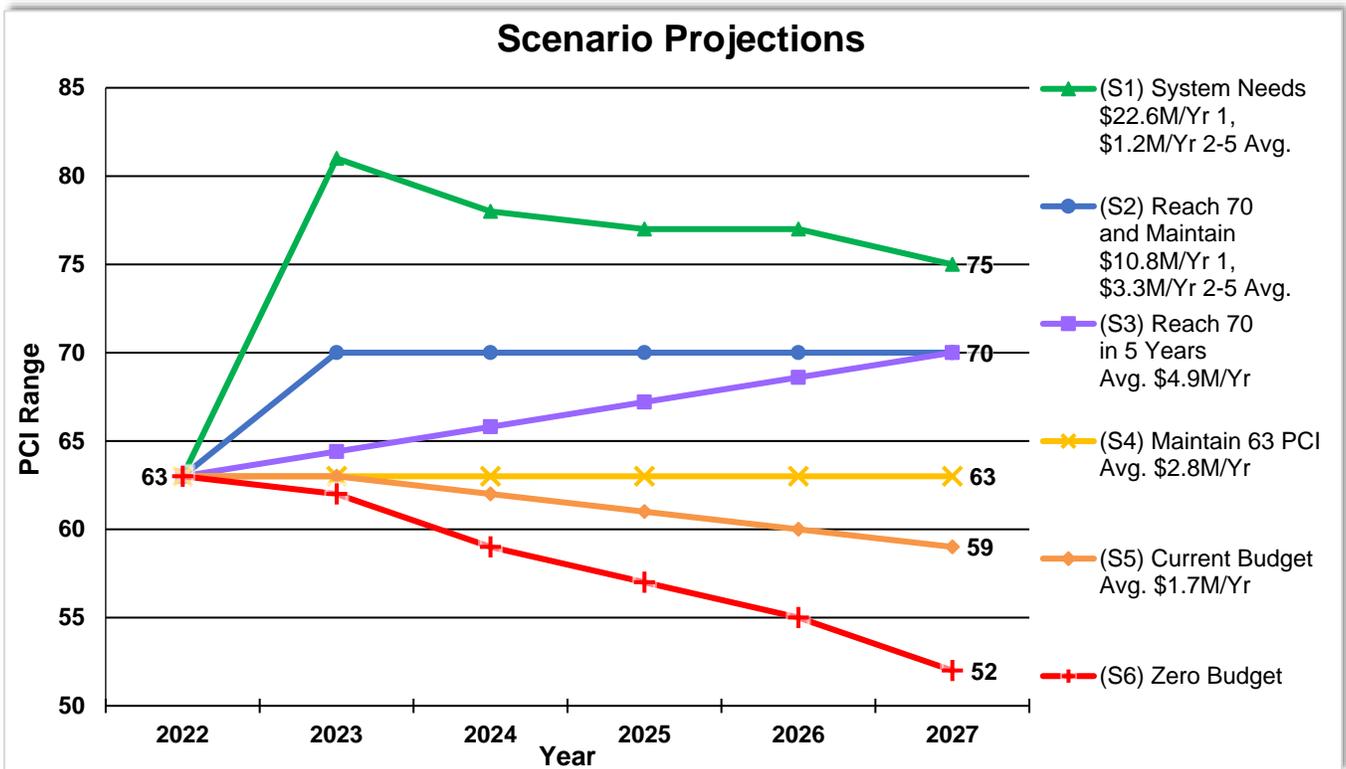
Treatment	Arterial	Collector	Residential
Cost/ Sq Yd			
Crack Seal (\$\$/LF)	\$1.56	\$1.25	\$1.25
Light Maintenance	\$5.63	\$4.50	\$4.50
Heavy Maintenance	\$20.93	\$16.31	\$14.63
Light Rehab	\$59.29	\$52.20	\$43.88
Heavy Rehab	\$90.68	\$78.30	\$70.20
Reconstruct	\$226.69	\$182.70	\$143.33



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

### **Budget Scenario Projections**

PEI generated Six (6) scenario projections which are represented graphically below:



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

- Scenario 1: Unconstrained Budget/ System Needs Analysis. (\$22.6M for Year 1, \$1.2M/Yr. Avg. for Years 2-5.)
- Scenario 2: Amount of funding needed to Reach a Network Average PCI of 70 in Year 1, then Maintain 70 PCI through Year 5. (\$10.8M Year 1, \$3.3M/Yr Avg. for Years 2-5.)
- Scenario 3: Amount of funding needed to Reach a Network Average PCI of 70 in 5 years. (\$4.9M/Yr. Avg.)
- Scenario 4: Amount of funding needed to Maintain the Network Average PCI at 63. (\$2.8M/Yr. Avg.)
- Scenario 5: Projected Network Average PCI with Current Funding of \$1.7M/Yr.
- Scenario 6: Represents the impact to the PCI if Zero dollars are spent

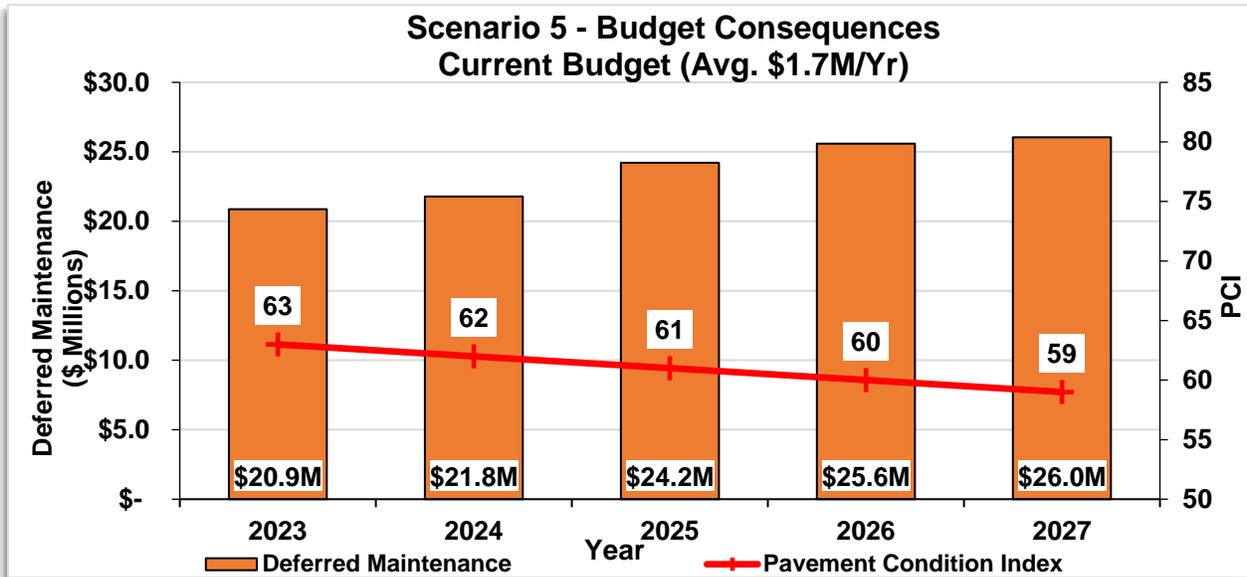
The full report for the various budget scenarios can be found in **Appendix B**.



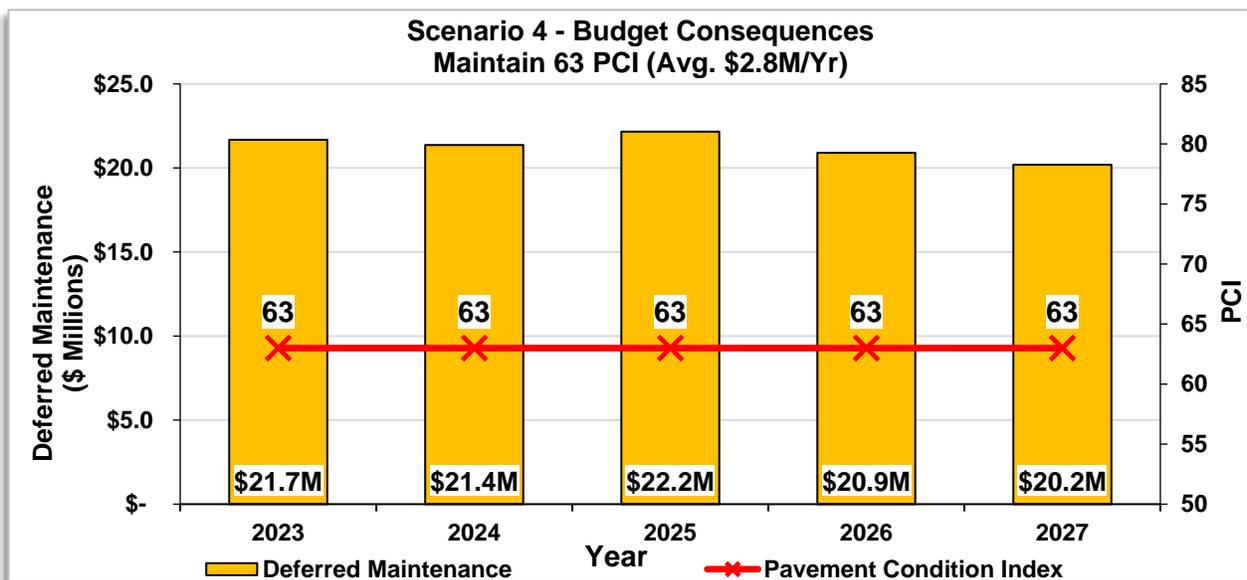
## Budget Consequences

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

With the projected current funding of \$1.7 million per year, the network average PCI is forecasted to decrease from 63 to 59, a 4 PCI point drop over the next 5 years. The backlog of deferred maintenance is estimated to grow from \$20.8 million to \$26 million after 5 years, a 25% increase.

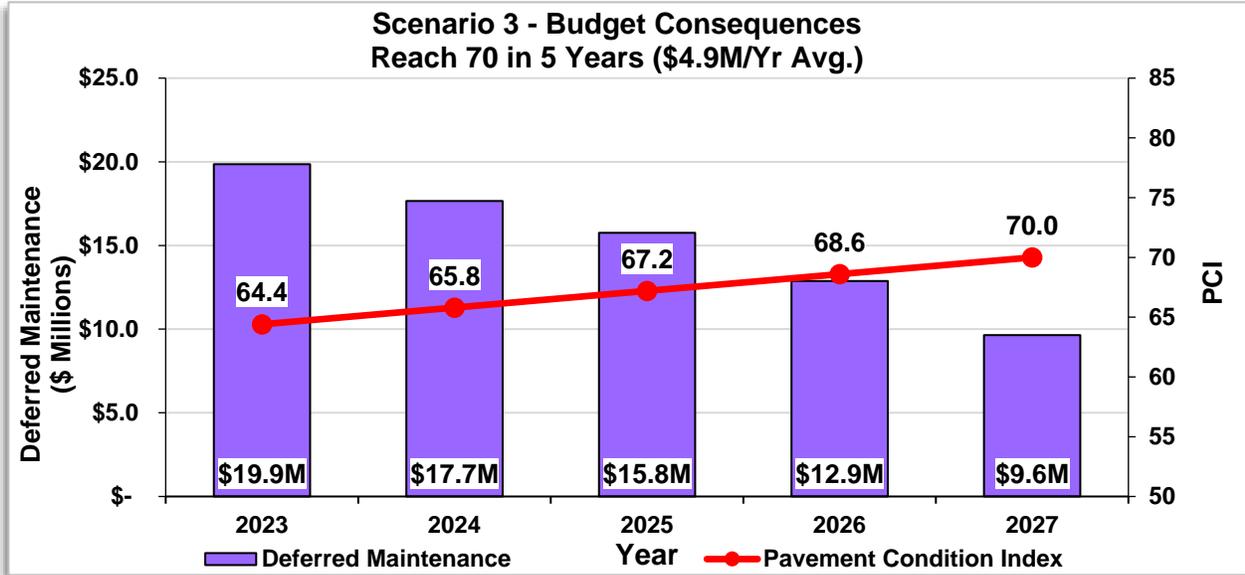


To maintain the current PCI of 63, it is projected that an average funding level of \$2.8M/Yr is necessary. At this funding level the backlog of deferred maintenance will shrink from \$21.7 million to \$20.2 million, a decrease of 6.8%.

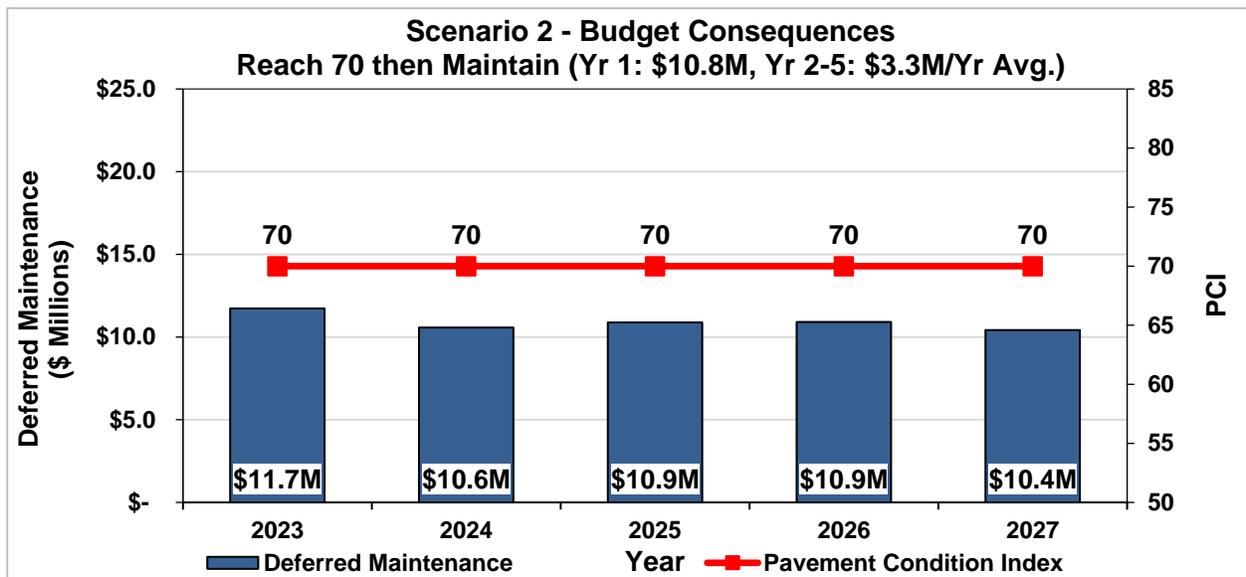




To reach a network Average PCI of 70 in 5 Years, it is projected that an average funding level of \$4.9M/Yr is necessary. At this funding level the backlog of deferred maintenance will shrink from \$19.9 million to \$9.6 million, a decrease of 51.4%.



To increase the PCI to a network average of 70 in year one then maintain it through year 5, it is projected that a funding level of \$10.8M/ for Year 1, and an average of \$3.3M/Yr for years 2-5 is necessary. At this funding level the backlog of deferred maintenance will shrink from \$11.7 million to \$10.4 million, a decrease of 11.1%.





## CONCLUSIONS AND RECOMMENDATIONS

This Executive Summary provides a review of the 2022 Pavement Management Program Update performed by PEI. PEI inspected all road segments in the City of Morro Bay. The average overall PCI for the City is 63, and 82.3% of the City's pavement are in Good to Fair condition. To maintain the system at its current overall PCI of 63, the City will need to spend an average of \$2.8 million annually over the next 5 years.

A review of the City's street system, by functional classification, shows that the Arterial streets have the highest average PCI of 66, the Collector streets have an average PCI of 62, and the Residential streets have an average PCI of 62. As a general rule, agencies typically try to keep their arterials in the best condition because they carry the bulk of the traffic and loading, followed by collectors, then the residential/ local streets.

Moving forward, PEI recommends the City carefully evaluate the overall annual budget to determine the amount it wants to commit to pavement maintenance and rehabilitation projects. We recommend that the City make it a priority to keep the pavements in the Good Category in that condition.

These pavements, specifically the 24.65% of the system in the 80-71 PCI Range, are in a position where strategic Preventative Maintenance Treatments will keep them in the good category. This would keep these pavements from falling from the Good category, to the Fair category, where the cost to apply the right treatment goes from approximately \$0.54 Sq./Ft. (average Light Maintenance treatment costs) to \$3.84 Sq./Ft. (average of Heavy Maintenance and Light Rehab treatment costs).

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

## **Section II**

### **Background**

## BACKGROUND

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

### PAVEMENT DESIGN BASICS

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

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

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

The Design Life of a pavement is the period of time that a pavement is engineered, or planned, to perform at a satisfactory level. The Service Life of a pavement is the actual amount of time that a pavement performs at that satisfactory level. The design methods used in California are based on a 50 percent reliability rate. So, the average service life, of all pavements constructed using those design procedures, will be the design life. This generally means that about half of the pavements will not last the full design life and the other half will last longer than the design life. Therefore, the expected service life of a pavement is generally expressed in a range of years. For a pavement with a 20-year design life, the expected service life of that pavement will be 17 to 23 years.

### PAVEMENT DETERIORATION

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



## **Fatigue**

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

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

## **Aging**

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

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

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

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

## **TYPICAL PAVEMENT DEFECTS**

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

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

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

For purposes of understanding the levels of these distresses, the condition level descriptions from the ASTM D6433 “Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys” are included herein:

### **Alligator Cracking (Fatigue)**



*Image 1: Alligator Cracking*

#### **Description:**

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

#### **Severity Levels:**

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



## **Block Cracking**



*Image 2: Block Cracking*

### **Description:**

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

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

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



## **Distortions**



*Image 3: Distortions*

### **Description:**

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

### **Severity Levels:**

- L** Distortion produces vehicle vibrations, which are noticeable, but no reduction in speed is necessary for comfort or safety and/or individual distortions cause the vehicle to bounce slightly but create little discomfort.
- M** Distortion produces vehicle vibrations, which are significant, and some reduction in speed is necessary for safety and comfort.
- H** Distortion produces vehicle vibrations, which are so excessive that speed must be reduced considerably for safety and comfort.



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



*Image 4: Longitudinal and Transverse Cracking*

### **Description:**

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

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

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

### **Severity Levels:**

- L** One of the following conditions exists:
- (1) Non-filled crack where the width is less than 10 mm (3/8 in.) or
  - (2) filled crack of any width, where crack filler in satisfactory condition.
- M** One of the following conditions exists:
- (1) non-filled crack width is greater than or equal to 10 mm and less than 75 mm (3/8 to 3 in.)
  - (2) non-filled crack is less than or equal to 75 mm (3 in.) surrounded by light and random cracking, or
  - (3) filled crack is of any width surrounded by light random cracking.
- H** One of the following conditions exists:
- (1) any crack filled or non-filled surrounded by medium or high severity random cracking,
  - (2) non-filled crack greater than 75 mm (3 in.) or
  - (3) A crack of any width where approximately 100 mm (4 in.) of pavement around the crack is severely broken.



## **Patching and Utility Cut Patching**



*Image 5: Patching and Utility Cut Patching*

### **Description:**

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

### **Severity Levels:**

- L** Patch is in good condition and satisfactory. Ride quality\* is rated as low severity or better.
- M** Patch is moderately deteriorated and/or ride quality\* is rated as medium severity.
- H** Patch is badly deteriorated and/or ride quality\* is rated as high severity. Needs replacement soon.

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



## **Rutting and Depressions**



*Image 6: Rutting and Depressions*

### **Description:**

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

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

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

- L**     1/2" to less than 1" (13 to 25mm).
- M**     1" to less than 2" (25 to 50mm).
- H**     equal to or greater than 2" (over 50mm).



## Raveling



*Image 7: Raveling*

### **Description:**

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

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

### **Severity Levels:**

- M** Considerable loss of coarse aggregate greater than 20 per square yard (square meter), and/ or clusters of missing coarse aggregate are present.
- H** Surface is rough and pitted, and it may be completely removed in places.



## Weathering



Image 8: Weathering

### **Description:**

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

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

### **Severity Levels:**

- L** Asphalt surface beginning to show signs of aging which may be accelerated by climatic conditions loss of fine aggregate mix is noticeable and may be accompanied by fading of the asphalt color. Edges of the aggregates are beginning to be exposed (less than 0.05 inches or 1 mm).
- M** Loss of the fine aggregate matrix is noticeable and the edges of the coarse aggregate have been exposed up to 1/4<sup>th</sup> of the width (of the longest side) of the coarse aggregate due to the loss of fine aggregate matrix.
- H** Edges of the coarse aggregate have been exposed greater than 1/4<sup>th</sup> of the width (of the longest side) of the coarse aggregate. There is considerable loss of fine aggregate matrix leading to potential or some loss of coarse aggregate.



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## PAVEMENT MAINTENANCE TREATMENTS

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

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

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

### Crack Sealing

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

### Digouts

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

### Slurry Seals

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

### Cape Seals

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

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



Cape sealed surfaces are fairly coarse compared to new paving. Due to this characteristic, they may not be acceptable to some residential areas.

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

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

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

Thin maintenance overlays are placed to hold the surface together. The asphalt concrete layer is generally 1 to 1-1/2 inches thick. A 3/8 inch aggregate is used with a rubberized asphalt binder, where the rubber has been mixed into solution with the asphalt binder during the refinement process. This is referred to as Terminally Blended Asphalt Rubber Binder.

### **PAVEMENT REHABILITATION TREATMENTS**

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

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

#### Conventional Overlays

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

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

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



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## Pulverization and Resurfacing

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

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

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

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

## RHMA Overlays

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

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

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



### AC Removal and Replacement (Mill and Fill)

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

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

### Reconstruction

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

**Section III**  
**Pavement Management Program Specifics**

## PAVEMENT MANAGEMENT PROGRAM SPECIFICS

This section discusses the characteristics of the Pavement Management Program and its application for the City of Morro Bay.

### BACKGROUND (STREETSAVER®)

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

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

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

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



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

### Implementation

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

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

### **PROGRAM ASSUMPTIONS**

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



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

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

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

Treatment Category	Typical Treatment
<b>Light Maintenance</b>	<ul style="list-style-type: none"><li>• Slurry Seal or Micro-Surface</li><li>• Fog Seal or Scrub Seal</li></ul>
<b>Heavy Maintenance</b>	<ul style="list-style-type: none"><li>• Chip Seal, Cape Seal</li><li>• Slurry Seal or Micro-Surface with Digouts</li><li>• Thin Maintenance Overlay (TMO)</li></ul>
<b>Light Rehab.</b>	<ul style="list-style-type: none"><li>• Overlay (2" and under) or Thin Mill and Fill</li></ul>
<b>Heavy Rehab.</b>	<ul style="list-style-type: none"><li>• Overlay (greater than 2") or Thick Mill and Fill</li><li>• Cold-In-Place Recycling</li><li>• Full Depth Reclamation</li><li>• Pulverize and Resurfacing</li></ul>
<b>Reconstruct</b>	<ul style="list-style-type: none"><li>• Full Section Reconstruction</li></ul>

Table 3: General Treatment Categories with Typical Treatments

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

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

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

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



To account for potential ADA Curb Ramp repairs that may be triggered by applying a maintenance or rehabilitation treatment to a street section, the unit costs include a 30% increase for the Arterials, a 20% increase for the Collectors, and a 5% increase for Residentials. The unit costs also include a 15% allowance to account for “Soft Costs”. As well as a 10% contingency. These prices are in today’s dollars (2022) and do not account for inflation.

Treatment	Arterial	Collector	Residential
Cost/ Sq Yd			
Crack Seal (\$\$/LF)	\$1.56	\$1.25	\$1.25
Light Maintenance	\$5.63	\$4.50	\$4.50
Heavy Maintenance	\$20.93	\$16.31	\$14.63
Light Rehab	\$59.29	\$52.20	\$43.88
Heavy Rehab	\$90.68	\$78.30	\$70.20
Reconstruct	\$226.69	\$182.70	\$143.33

Table 1: General Treatment Unit Costs used in Morro Bay’s StreetSaver® Database.

### Decision Trees / Treatment Strategies

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

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

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

Five general pavement treatment categories were used to account for the various treatments in the decision tree: Reconstruction, Heavy Rehabilitation, Light Rehabilitation, Heavy Maintenance, and Light Maintenance. Specifying a general



treatment category allows the user to stay focused on a budget level analysis rather than moving to a project level analysis.

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

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

### ANNUAL PAVEMENT MAINTENANCE / REHABILITATION PROGRAM

The PCI range of 0 to 100 is broken down into five condition categories for budget calculation purposes. StreetSaver® default PCI breakpoints were Modified during the 2019/2020 Update of the City of Morro Bay's Pavement Management Program.

The breakpoints are as follows:

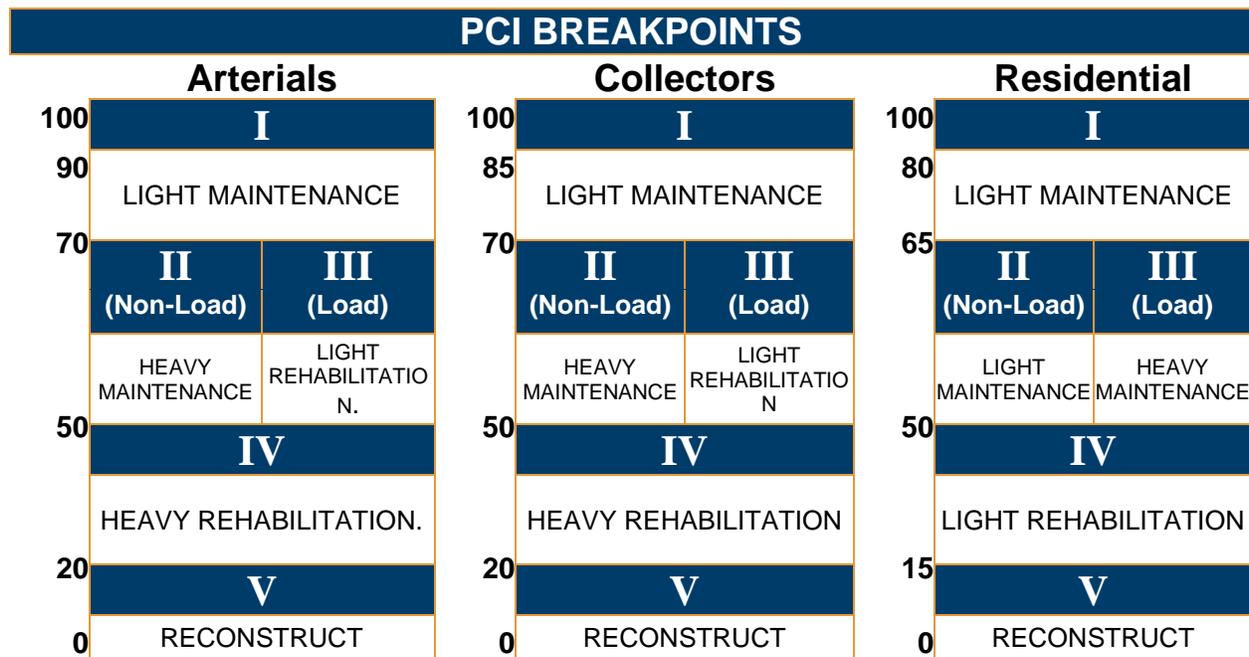


Figure 3: PCI Breakpoints

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



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

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

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

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

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

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

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



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

## **VISUAL EVALUATIONS**

PEI's technical staff evaluated all of the streets. The Visual Evaluations of the streets were performed in accordance with the process described in ASTM D6433 using MTC's Modified pavement distresses described in Section II: Background, of this report. Once the data was entered into the program, PEI completed a quality assurance review of the system and verified the results in the field. The street inventory was based on visual evaluations.

## **PROGRAM UPDATES**

The Pavement Management Program is a dynamic program. It is expected that the City will continue to visually rate their street network and update their StreetSaver<sup>®</sup> database at least every three years. In addition to the visual review, the City should update the database by adding new streets incorporated into the City, as well as any maintenance or rehabilitation treatments applied to any particular street segment.

**Section IV**  
**Reference Reports**

**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	Use	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	Acacia	Acacia Street	10	Main Street	Shasta Ave	R	A	2	21	720	15,120	06/20/2022	55	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Alder	Alder Street	10	Sequoia Street	San Jacinto Street	R	A	2	36	595	21,420	06/26/2022	61	11/15/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 2	Alder	Alder Street	20	San Jacinto Street	San Joaquin Street	R	A	2	36	630	22,680	06/26/2022	47	11/15/2017	SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Alder	Alder Street	30	San Joaquin Street	Elena Street	R	A	2	36	635	22,860	06/26/2022	75	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Allesandro	Allesandro Street	10	Las Tunas Street	La Loma Avenue	R	A	2	26	1,475	38,350	06/21/2022	55	11/16/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Alta	Alta Ct	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	10	Madera Avenue	Kern Avenue	R	O	2	21	895	18,795	06/21/2022	70	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Anchor	Anchor Street	20	Kern Avenue	Piney Avenue	R	O	2	20	1,125	22,500	06/21/2022	71	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	30	Piney Way	Main Street	R	O	2	34	1,310	44,540	06/21/2022	73	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	40	Main Street	West End	R	A	2	38	485	18,430	06/21/2022	70	09/07/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Andros	Andros Street	10	Sandalwood Avenue	Coral Ave	R	A	2	20	350	7,000	06/22/2022	77	11/29/2013	RECONSTRUCT STRUCTURE (AC)	80-71	Good (90-71)
Zone 1	Andros	Andros Street	20	Coral Ave	East End	R	A	2	20	300	6,000	06/22/2022	37			40-31	Poor (50-31)
Zone 4	Arbutus	Arbutus Avenue	10	Carmel St	Ridgeway St	R	A	2	31	600	18,600	06/21/2022	65	10/15/2001	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Arbutus	Arbutus Avenue	20	Ridgeway St	South End	R	A	2	26	550	14,300	06/21/2022	67			70-61	Fair (70-51)
Zone 4	Arcadia	Arcadia Avenue	10	South End	Carmel Street	R	A	2	30	1,200	36,000	06/21/2022	69	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 3	Atascadero	Atascadero Road	10	Embarcadero	Park Street	C	A	2	32	1,260	40,320	06/26/2022	75	11/14/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Atascadero	Atascadero Road	20	Park Street	SB Off Ramp Hwy 1	C	C	2	54	770	41,580	06/26/2022	71	01/01/2015	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Avalon	Avalon Street	10	Main Street	Ironwood Avenue	C	A	2	30	1,420	42,600	06/25/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 2	Avalon	Avalon Street	20	Ironwood Aveune	Laurel Avenue	R	A	2	33	290	9,570	06/25/2022	68	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Azure	Azure Street	10	Coral Street	Sandalwood Avenue	R	A	2	38	505	19,190	06/22/2022	62			70-61	Fair (70-51)
Zone 4	Balboa	Balboa Street	10	Butte Avenue	La Loma Avenue	R	A	2	22	1,930	42,460	06/21/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Bali	Bali Street	10	Sandalwood Avenue	East End	R	A	2	20	640	12,800	06/22/2022	79	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Barlow	Barlow Lane	10	Main Street	North End	R	A	2	26	565	14,690	06/20/2022	34	11/13/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 4	Bay	Bay Avenue	10	Marina Street	Pacific Street	R	O	2	27	375	10,125	06/21/2022	69	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Bayshore	Bayshore Drive	10	Main Street (N)	Main Street (E)	R	A	2	22	1,085	23,870	06/20/2022	69	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Bayview	Bayview Avenue	10	Hill Street	Hillview Street	R	A	2	25	930	23,250	06/25/2022	81	11/10/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 3	Beach	Beach Street	10	Embarcadero	Main Street	MiA	O	2	46	1,190	54,740	06/22/2022	56	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 3	Beach	Beach Street	20	Main Street	Monterey Aveune	R	A	2	46	290	13,340	06/22/2022	77	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Beachcombe	Beachcomber Street	10	Sienna Street	Hatteras Street	R	A	2	20	1,200	24,000	06/22/2022	44	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 1	Beachcombe	Beachcomber Street	20	Java Street	Yerba Buena Street	C	A	2	33	2,190	72,270	06/24/2022	65	09/21/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Beachcombe	Beachcomber Street	30	Yerba Buena Street	North End	R	A	2	22	220	4,840	06/22/2022	26			30-21	Failed (30-0)
Zone 4	BellaVista	Bella Vista Drive	10	Balboa Street	Allesandro St	R	A	2	20	545	10,900	06/21/2022	65	05/15/2003	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	BellaVista	Bella Vista Drive	20	Allesandro St	Quintana St	R	A	2	32	235	7,520	06/21/2022	68			70-61	Fair (70-51)
Zone 4	Bernardo	Bernardo Avenue	10	Luisita Street	Ridgeway Street	R	A	2	20	555	11,100	06/20/2022	74	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	20	Ridgeway Street	Olive Street	R	A	2	21	510	10,710	06/20/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	30	Olive Street	Pacific Street	R	A	2	20	1,600	32,000	06/20/2022	75	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	40	Pacific Street	Morro Bay Blvd	R	A	2	36	345	12,420	06/20/2022	76	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Berwick	Berwick Drive	10	Radcliff Street	Norwich Avenue	R	O	2	33	760	25,080	06/22/2022	60	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 3	Berwick	Berwick Drive	20	Norwich Avenue	Downing Street	R	O	2	33	500	16,500	06/22/2022	62			70-61	Fair (70-51)
Zone 2	Birch	Birch Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	35	620	21,700	06/26/2022	52	11/14/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Birch	Birch Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	36	620	22,320	06/26/2022	66	11/14/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Birch	Birch Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	615	22,140	06/26/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 1	Blanca	Blanca Street	10	Panorama Drive	Tuscan Avenue	R	A	2	20	650	13,000	06/24/2022	53	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Bolton	Bolton Drive	10	Radcliff Street	Norwich Avenue	R	A	2	37	700	25,900	06/21/2022	45	04/28/2017	3 LAYER CAPE	50-41	Poor (50-31)
Zone 3	Bolton	Bolton Drive	20	Norwich Avenue	Downing Street	R	A	2	37	770	28,490	06/21/2022	69	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 2	Bonita	Bonita Street	10	Greenwood Avenue	Main Street	C	A	2	44	970	42,680	06/25/2022	53	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Bradley	Bradley Avenue	10	Kern Avenue	Luisita Street	R	A	2	20	1,400	28,000	06/20/2022	59	11/16/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Butte	Butte Avenue	10	Las Tunas Street	South End	R	A	2	38	350	13,300	06/21/2022	67	11/20/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 4	Cabrillo	Cabrillo Place	10	Main Street	Bradley Avenue	R	A	2	20	600	12,000	06/20/2022	62	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Capri	Capri Street	10	Sandalwood Avenue	East End	R	A	2	20	610	12,200	06/22/2022	43	09/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Carmel	Carmel Street	10	East End	Kings Avenue	R	A	2	20	245	4,900	06/21/2022	78	03/15/2019	SHALLOW PATCH	80-71	Good (90-71)
Zone 4	Carmel	Carmel Street	20	Kings Avenue	Arbutus Avenue	R	A	2	26	910	23,660	06/21/2022	79	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Carmel	Carmel Street	30	Arbutus Avenue	Pecho Street	R	A	2	30	320	9,600	06/21/2022	65	08/10/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 2	Casitas	Casitas Street	10	Laurel Avenue	Nutmeg Avenue	R	A	2	21	280	5,880	06/25/2022	59	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Cedar	Cedar Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	34	11/15/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Cedar	Cedar Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	40	620	24,800	06/26/2022	80	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Cedar	Cedar Avenue	30	San Joaquin Street	Elena Street	R	A	2	31	590	18,290	06/26/2022	74	11/15/2017	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Center	Center Court	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	68	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Cerrito	Cerrito Place	10	Olive Street	Shasta Avenue	R	O	2	21	530	11,130	06/20/2022	66	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Clarabelle	Clarabelle Drive	110	Radcliff Street	Downing Street	R	O	2	35	1,370	47,950	06/22/2022	69	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Coleman	Coleman Drive	10	West End	Embarcadero Rd	MiA	A	2	23	2,200	50,600	06/26/2022	61			70-61	Fair (70-51)
Zone 2	Conejo	Conejo Street	10	Koa Avenue	Laurel Ave	R	A	2	23	185	4,255	06/25/2022	58	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 1	Coral	Coral Avenue	10	Emerald Circle (South End)	Emerald Circle (North)	R	A	2	37	580	21,460	06/24/2022	77	07/15/2005	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Coral	Coral Avenue	30	Indigo Cir	San Jacinto St	C	A	2	45	495	22,275	06/24/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Coral	Coral Avenue	40	San Jacinto Street	Island St. (North End)	R	A	2	20	1,720	34,400	06/24/2022	73	42853	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	Coral	Coral Avenue	50	South End	Java Street	R	A	2	18	270	4,860	06/22/2022	15	37756	SLURRY SEAL	20-11	Failed (30-0)
Zone 1	Coral	Coral Avenue	20NB	Emerald Cir	Indigo Ave	R	A	1	17	2,145	36,465	06/24/2022	45			50-41	Poor (50-31)
Zone 1	Coral	Coral Avenue	20SB	Indigo Ave	Emerald Cir	R	A	1	17	2,100	35,700	06/24/2022	50			50-41	Poor (50-31)
Zone 2	Cuesta	Cuesta Street	10	Laurel Avenue	Nutmeg Avenue	R	A	2	23	400	9,200	06/25/2022	36	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 4	Cypress	Cypress Avenue	10	Main Street	North End	R	A	2	18	155	2,790	06/20/2022	66	03/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Damar	Damar Street	10	Sandalwood Avenue	East End	R	A	2	20	595	11,900	06/22/2022	65	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Dana	Dana Way	10	Cabrillo Place	Kern Avenue	R	A	2	17	410	6,970	06/20/2022	64	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Dawson	Dawson Street	10	Tuscan Avenue	Panorama Drive	R	O	2	23	590	13,570	06/24/2022	69	12/18/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Dogwood	Dogwood Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	29	07/27/2018	SHALLOW PATCH	30-21	Failed (30-0)
Zone 2	Dogwood	Dogwood Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	40	620	24,800	06/26/2022	36	10/15/2001	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Dogwood	Dogwood Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	575	20,700	06/26/2022	65	11/20/2017	MICRO SURFACING	70-61	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 3	Downing	Downing Street	10	Bolton Dr	North End	R	O	2	38	745	28,310	06/22/2022	65	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Driftwood	Driftwood Street	10	Morro Ave	Main Street	R	A	2	48	325	15,600	06/21/2022	66	03/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Driftwood	Driftwood Street	20	Main Street	Piney Way	R	A	2	36	1,320	47,520	06/21/2022	60	10/15/2001	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Dunbar	Dunbar Street	10	Prescott Drive	End	R	A	2	33	255	8,415	06/21/2022	28	11/02/2018	SHALLOW PATCH	30-21	Failed (30-0)
Zone 3	Dunes	Dunes Street	10	West End	Main Street	R	O	2	46	925	42,550	06/26/2022	74	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Dunes	Dunes Street	20	Main Street	Kennedy Way/ Shasta Ave	R	A	2	46	1,030	47,380	06/26/2022	43	04/28/2017	MICRO SURFACING	50-41	Poor (50-31)
Zone 1	Easter	Easter Street	10	Highway 1	West End	R	A	2	20	1,010	20,200	06/22/2022	50	07/27/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 2	Elena	Elena Street	10	Main Street	Greenwood Avenue	C	A	2	42	960	40,320	06/25/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	Elena	Elena Street	20	Greenwood Avenue	Koa Avenue	C	A	2	32	885	28,320	06/25/2022	66	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 2	Elm	Elm Street	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	57	12/18/2013	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Elm	Elm Street	20	San Jacinto Street	San Joaquin Street	R	A	2	36	625	22,500	06/26/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	Elm	Elm Street	30	San Joaquin Street	Elena Street	R	A	2	36	550	19,800	06/26/2022	81	04/28/2017	CHIP SEAL AND SLURRY SEAL	90-81	Good (90-71)
Zone 2	Elm	Elm Street	40	Bonita Street	Pico St (North End)	R	A	2	33	1,000	33,000	06/25/2022	70	03/12/2019	SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Emerald	Emerald Circle	10	Emerald Circle (Round About)	Emerald Cir	R	A	2	36	2,300	82,800	06/22/2022	83	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 3	Errol	Errol Street	10	Main Street	East End	R	A	2	29	590	17,110	06/22/2022	35	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 4	Estero	Estero Avenue	10	Piney Way	Olive Street	R	A	2	21	410	8,610	06/20/2022	70	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Estero	Estero Avenue	20	Olive Street	Pacific Street	R	A	2	21	1,580	33,180	06/20/2022	65	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Fairview	Fairview Avenue	10	South End	Kings Avenue	R	A	2	25	1,170	29,250	06/21/2022	40	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 4	Fig	Fig Street	10	Main Street	West End	R	A	2	17	150	2,550	06/20/2022	20			20-11	Failed (30-0)
Zone 2	Fir	Fir Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	40	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 2	Fir	Fir Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	36	625	22,500	06/26/2022	72	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	Fir	Fir Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	525	18,900	06/26/2022	67	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Formosa	Formosa Street	10	Sandalwood Avenue	East End	R	A	2	20	545	10,900	06/22/2022	49	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Fresno	Fresno Avenue	10	Luisita Street	Ridgeway Street	R	A	2	20	545	10,900	06/20/2022	60	10/16/2012	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Fresno	Fresno Avenue	20	Ridgeway Street	Olive Street	R	A	2	20	455	9,100	06/20/2022	64	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Fresno	Fresno Avenue	30	Olive Street	Pacific Street	R	A	2	21	1,605	33,705	06/20/2022	66	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Front	Front Street	10	Harbor Street	Embarcadero Rd (N)	R	A	2	48	380	18,240	06/26/2022	58	11/13/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Front	Front Street	20	Harbor Street	Embarcadero Rd (S)	R	A	2	37	430	15,910	06/26/2022	67	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Gilbert	Gilbert Street	10	Sandalwood Avenue	East End	R	A	2	20	520	10,400	06/22/2022	44	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 2	Greenwood	Greenwood Avenue	10	End	San Jacinto Street	R	A	2	36	620	22,320	06/25/2022	49	04/28/2017	CHIP SEAL AND SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Greenwood	Greenwood Avenue	20	San Jacinto Street	San Joaquin Street	C	A	2	36	625	22,500	06/25/2022	52	04/28/2017	CHIP SEAL AND SLURRY SEAL	60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	30	San Joaquin Street	Elena Street	C	A	2	36	500	18,000	06/25/2022	57	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	40	Elena Street (North)	Avalon Street	C	A	2	40	1,985	79,400	06/25/2022	56	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 3	Harbor	Harbor Street	10	Morro Bay Blvd	Piney Way	C	A	2	37	665	24,605	06/26/2022	77	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 3	Harbor	Harbor Street	20	Piney Way	Main Street	C	A	2	47	1,345	63,215	06/26/2022	53	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Harbor	Harbor Street	30	Main Street	Market Street	C	A	2	47	690	32,430	06/26/2022	63	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Harbor	Harbor Street	40	Market Street	Embarcadero	C	A	2	47	345	16,215	06/26/2022	78	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Hatteras	Hatteras Street	10	Beachcomber Drive	East End	R	A	2	21	795	16,695	06/22/2022	72	04/15/2015	SLURRY SEAL	80-71	Good (90-71)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	Use	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 2	Hemlock	Hemlock Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	32	625	20,000	06/25/2022	40	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 2	Hemlock	Hemlock Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	32	625	20,000	06/25/2022	33	07/15/2002	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Hemlock	Hemlock Avenue	30	San Joaquin Street	Elena Street	R	A	2	32	480	15,360	06/25/2022	82	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 2	Hemlock	Hemlock Avenue	40	Elena Street	Avalon Street	R	A	2	36	1,855	66,780	06/25/2022	35	07/15/2002	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Hill	Hill Street	10	Main Street	Sunset Court	R	A	2	24	785	18,840	06/25/2022	82	04/12/2019	SHALLOW PATCH	90-81	Good (90-71)
Zone 2	Hill	Hill Street	20	Sunset Court	Atascadero	R	A	2	30	675	20,250	06/25/2022	34	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 3	Hillcrest	Hillcrest Drive	10	Radcliff Avenue	Downing Street	R	O	2	38	1,210	45,980	06/21/2022	65	06/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 2	Hillview	Hillview Street	10	Bayview Avenue	Sunset Avenue	R	A	2	25	490	12,250	06/25/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 1	Indigo	Indigo Circle	10	Coral Avenue	Indigo Cir	R	A	2	37	1,360	50,320	06/22/2022	75	07/15/2005	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Ironwood	Ironwood Avenue	10	Del Mar Park	Sequoia Ct	R	A	2	32	550	17,600	06/24/2022	67	07/15/2002	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	20	Sequoia Ct	San Jacinto Street	C	A	2	32	750	24,000	06/24/2022	69	04/15/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	30	San Jacinto Street	San Joaquin Street	C	A	2	32	655	20,960	06/24/2022	69	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	40	San Joaquin Street	Elena Street	C	A	2	32	545	17,440	06/24/2022	48	04/01/2015	SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Ironwood	Ironwood Avenue	50	Elena Street	Avalon Street	C	A	2	36	1,855	66,780	06/24/2022	70	04/13/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	60	Avalon Street	Mimosa Street	C	A	2	42	870	36,540	06/24/2022	74	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Ironwood	Ironwood Avenue	70	Mimosa Street	Highway 41	C	A	2	27	490	13,230	06/24/2022	76	11/15/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 2	IronwoodPI	Ironwood Place	10	Ironwood Avenue	West End	R	A	2	33	380	12,540	06/24/2022	57			60-51	Fair (70-51)
Zone 1	Island	Island Street	10	Panorama Drive	Main Street	R	A	2	22	910	20,020	06/24/2022	33	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 1	Island	Island Street	20	Sandalwood Avenue	Coral Avenue	R	A	2	20	350	7,000	06/22/2022	65	11/14/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 1	Jamaica	Jamaica Street	15	Panorama Drive	Main St	R	A	2	22	880	21,040	06/24/2022	38	11/14/2017	RUBBERIZED CHIP SEAL	40-31	Poor (50-31)
Zone 1	Java	Java Street	15	Panorama Drive	Main St	R	A	2	20	885	19,400	06/24/2022	30			30-21	Failed (30-0)
Zone 1	Java	Java Street	30	Coral Street	Beachcomber Drive	R	A	2	28	650	18,200	06/22/2022	52	11/02/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 2	Juniper	Juniper Avenue	10	North End	Elena Street	R	A	2	37	1,840	68,080	06/25/2022	79	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Juniper	Juniper Avenue	20	Elena St	Avalon St	R	A	2	28	1,890	52,920	06/25/2022	79	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Kennedy	Kennedy Way	10	Quintana Road	Shasta Avenue/ Dunes Street	R	A	2	40	825	33,000	06/26/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Kern	Kern Avenue	10	Morro Bay Blvd	Pacific Street	C	A	2	38	380	14,440	06/20/2022	57	09/07/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Kern	Kern Avenue	15	Pacific St	Ridgeway St	C	A	2	24	2,050	49,200	06/20/2022	57	11/16/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Kern	Kern Avenue	20	Ridgeway Street	Main Street	C	A	2	22	2,480	54,560	06/20/2022	67	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Kings	Kings Avenue	05	Quintana	Las Tunas	C	A	2	39	380	14,820	06/21/2022	62			70-61	Fair (70-51)
Zone 4	Kings	Kings Avenue	10	Las Tunas Street	Balboa Street	C	A	2	37	285	10,545	06/21/2022	40			40-31	Poor (50-31)
Zone 4	Kings	Kings Avenue	15	Balboa Street	Pacific Street	C	A	2	24	300	7,200	06/21/2022	79	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Kings	Kings Avenue	20	Pacific Street	Carmel Street	C	A	2	22	925	20,350	06/21/2022	81	11/29/2013	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 4	Kings	Kings Avenue	30	Carmel Street	Ridgeway Street	C	A	2	22	675	14,850	06/21/2022	81	11/29/2013	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 4	Kings	Kings Avenue	40	Ridgeway Street	South End	R	A	2	20	545	10,900	06/21/2022	41	02/23/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 2	Koa	Koa Avenue	10	Laurel Avenue	North End	R	O	2	23	1,480	34,040	06/25/2022	67	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Kodiak	Kodiak Street	15	Panorama Drive	Main St	R	A	2	20	880	19,700	06/24/2022	68	11/14/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 1	Kodiak	Kodiak Street	30	Beachcomber Drive	East End	R	A	2	21	655	13,755	06/22/2022	77	11/14/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 2	La Jolla	La Jolla Street	10	Main Street	Greenwood Avenue	R	O	2	36	970	34,920	06/25/2022	65	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	USE	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	La Loma	La Loma Street	10	Balboa Street	Allesandro Street	R	A	2	20	675	13,500	06/21/2022	55	11/16/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	La Loma	La Loma Street	15	Allesandro Street	Quintana Road	R	A	2	27	275	7,425	06/21/2022	48			50-41	Poor (50-31)
Zone 4	LasTunas	Las Tunas Street	10	Butte Ave	Kings Ave	R	A	2	35	912	31,920	06/21/2022	69	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	LasTunas	Las Tunas Street	20	Kings Ave	La Loma Dr	R	A	2	25	1,143	28,575	06/21/2022	59			60-51	Fair (70-51)
Zone 2	LasVegas	Las Vegas Street	10	Elm Avenue	Main Street	R	A	2	22	700	15,400	06/25/2022	40	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 2	Laurel	Laurel Avenue	10	North End	South End	R	A	2	22	2,260	49,720	06/25/2022	55	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	LittleMorr	Little Morro Creek Road	10	Radcliff	Bike Park	R	A	2	19	460	8,740	06/26/2022	49	03/13/2019	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	LittleMorr	Little Morro Creek Road	15	Bike Park	COP	R	A	2	19	1,530	29,070	06/26/2022	77	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 3	LittleMorr	Little Morro Creek Road	20	COP	County COP	R	A	2	19	2,015	38,285	06/26/2022	23	05/15/2003	SLURRY SEAL	30-21	Failed (30-0)
Zone 4	Luisita	Luista Street	10	Kern Avenue	Piney Way	R	A	2	20	875	17,500	06/20/2022	44			50-41	Poor (50-31)
Zone 1	Luzon	Luzon Street	15	Panorama Drive	Main St	R	A	2	22	885	20,320	06/24/2022	55	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 1	Luzon	Luzon Street	30	Beachcomber Drive	East End	R	A	2	21	640	13,440	06/22/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Madera	Madera Avenue	10	Pecho Street	Pacific Street	R	A	2	20	780	15,600	06/21/2022	45	05/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Main	Main Street	5	Zanzibar Street	Yerba Buena Street	MiA	A	2	31	200	6,200	06/24/2022	82	05/15/2003	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Main	Main Street	15	Yerba Buena Street	Vashon Street	MiA	A	2	35	375	13,125	06/24/2022	76	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Main	Main Street	20	Vashon Street	C.O.P.	MiA	O	2	36	4,000	144,000	06/24/2022	69	40522	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 1	Main	Main Street	25	C.O.P.	San Jacinto Street	MiA	O	2	36	155	5,580	06/24/2022	16			20-11	Failed (30-0)
Zone 2	Main	Main Street	30	San Jacinto Street	Atascadero Rd	MiA	O	2	37	5,225	193,325	06/26/2022	64	12/10/2010	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Main	Main Street	40	Atascadero Rd	Radcliff	MiA	O	2	35	2,550	89,250	06/20/2022	51	12/10/2010	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	Main	Main Street	50	Radcliff	Quintana Place	MiA	O	2	52	860	44,720	06/20/2022	63	01/01/2012	MILL AND THICK OVERLAY	70-61	Fair (70-51)
Zone 3	Main	Main Street	60	Quintana Place	Surf Street (S)	MiA	O	2	52	640	33,280	06/20/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Main	Main Street	65	Surf Street	Beach Street	MiA	O	2	52	515	26,780	06/20/2022	51	40522	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	Main	Main Street	70	Beach Street	Dunes Street	MiA	O	2	52	350	18,200	06/20/2022	66	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Main	Main Street	80	Dunes Street	Olive Street	MiA	A	2	46	2,800	128,800	06/20/2022	68			70-61	Fair (70-51)
Zone 4	Main	Main Street	90	Olive Street	Cypress Ave	MiA	O	2	26	1,110	28,860	06/20/2022	64	36600	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Main	Main Street	100	Cypress Ave	Piney Ln (Trailer Park)	MiA	O	2	32	1,225	39,200	06/20/2022	52			60-51	Fair (70-51)
Zone 4	Main	Main Street	110	Piney Ln (Trailer Park)	State Park Entrance	MiA	O	2	37	650	24,050	06/20/2022	70			70-61	Fair (70-51)
Zone 2	Maple	Maple Avenue	10	Cuesta Street	North End	R	A	2	20	580	11,600	06/25/2022	79	03/21/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Marengo	Marengo Drive	10	Bella Vista Drive	La Loma Avenue	R	A	2	23	520	11,960	06/21/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Marina	Marina Street	10	Madera Avenue	Kern Avenue	R	O	2	21	885	18,585	06/21/2022	74	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Marina	Marina Street	20	Kern Avenue	Piney Way	R	A	2	20	1,130	22,600	06/21/2022	75	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Marina	Marina Street	30	Piney Way	Shasta Ave	R	A	2	40	315	12,600	06/21/2022	76	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Marina	Marina Street	35	Shasta Ave	Main Street	R	A	2	44	1,015	44,660	06/21/2022	75			80-71	Good (90-71)
Zone 4	Marina	Marina Street	40	Main Street	Embarcadero	C	A	2	45	750	33,750	06/21/2022	75	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Market	Market Avenue	10	Surf Street	Beach Street	R	A	2	46	555	25,530	06/22/2022	55	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Market	Market Avenue	20	Beach Street	Harbor Street	C	A	2	46	650	29,900	06/22/2022	64	04/08/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Market	Market Avenue	30	Harbor Street	Pacific Street	C	A	2	45	640	28,800	06/22/2022	66	04/08/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Mesa	Mesa Street	10	Kern Avenue	Madera Avenue	R	O	2	20	885	17,700	06/21/2022	72	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	USE	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 2	Mimosa	Mimosa Street	10	Hill Street	Ironwood Avenue	R	A	2	33	640	21,120	06/25/2022	80	01/01/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Mindoro	Mindoro Street	15	Panorama Drive	Main St	R	A	2	24	890	21,360	06/24/2022	37	04/28/2017	3 LAYER CAPE	40-31	Poor (50-31)
Zone 1	Mindoro	Mindoro Street	30	Beachcomber Drive	East End	R	A	2	21	620	13,020	06/22/2022	77	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	MindoroWay	Mindoro Way	10	Beachcomber Drive	Mindoro Street	R	A	2	21	325	6,825	06/22/2022	53	11/13/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	MontereyAl	Monterey Alley	10	Surf Street	South End	R	A	2	20	200	4,000	06/22/2022	74			80-71	Good (90-71)
Zone 3	Monterey	Monterey Avenue	10	Surf Street	Beach Street	R	A	2	37	470	17,390	06/22/2022	61	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Monterey	Monterey Avenue	20	Beach Street	Harbor Street	R	A	2	46	665	30,590	06/22/2022	56	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	30	Harbor Street	Morro Bay Blvd	R	A	2	46	335	15,410	06/22/2022	57	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	40	Morro Bay Blvd	Pacific Street	R	A	2	46	335	15,410	06/22/2022	67	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	50	Pacific Street	Marina Street	R	O	2	45	300	13,500	06/21/2022	78	11/13/2017	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Monterey	Monterey Avenue	60	Marina Street	Olive Street	R	O	2	35	1,415	49,525	06/21/2022	64	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Morro	Morro Avenue	10	Scott Street	Surf Street	R	A	2	27	430	11,610	06/22/2022	60	09/15/2003	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Morro	Morro Avenue	20	Surf Street	Beach Street	R	A	2	28	700	19,600	06/22/2022	67	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Morro	Morro Avenue	30	Beach Street	Harbor Street	R	O	2	46	645	29,670	06/22/2022	70	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Morro	Morro Avenue	40	Harbor Street	Morro Bay Blvd	R	O	2	46	345	15,870	06/22/2022	71	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Morro	Morro Avenue	50	Morro Bay Blvd	Pacific Street	R	A	2	46	345	15,870	06/22/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Morro	Morro Avenue	60	Pacific Street	Marina Street	R	A	2	46	345	15,870	06/22/2022	78	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Morro	Morro Avenue	70	Marina St.	South St	R	O	2	40	910	36,400	06/22/2022	37	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	40-31	Poor (50-31)
Zone 4	Morro	Morro Avenue	80	South St	Olive St	R	O	2	37	560	20,720	06/22/2022	69			70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	10	Market Avenue	Main Street	MiA	O	2	46	670	30,820	06/26/2022	70	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	20	Main Street	Piney Way	MiA	O	2	46	1,360	62,560	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	30	Piney Way	Round-About	MiA	O	2	52	1,295	67,340	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	40	Round-About	Round-About	MiA	O	2	20	290	5,800	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	50	Round-About	Bridge Deck	MiA	O	2	40	410	16,400	06/26/2022	45	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	50-41	Poor (50-31)
Zone 4	MorroBayAl	Morro Bay BLVD Alley	10	Piney Way	Bernardo Ave	R	A	2	15	565	8,475	06/26/2022	19			20-11	Failed (30-0)
Zone 4	MorroBayAL	Morro Bay BLVD Alley	20	Bernardo Ave	Kern Ave	R	A	1	15	430	6,450	06/26/2022	46			50-41	Poor (50-31)
Zone 3	Napa	Napa Avenue	10	North End	Harbor Street	R	A	2	46	515	23,690	06/22/2022	50	04/28/2017	MICRO SURFACING	50-41	Poor (50-31)
Zone 4	Napa	Napa Avenue	20	Harbor Street	Morro Bay Blvd	R	A	2	46	335	15,410	06/22/2022	83	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Napa	Napa Avenue	30	Morro Bay Blvd	Pacific Street	R	A	2	41	335	13,735	06/22/2022	75	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Napa	Napa Avenue	40	Pacific Street	Marina Street	R	A	2	34	295	10,030	06/21/2022	83	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Napa	Napa Avenue	50	Marina Street	Olive Street	R	A	2	38	1,435	54,530	06/21/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Nassau	Nassau Street	10	Panorama Drive	Tide Avenue	R	A	2	24	455	10,920	06/24/2022	65	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Nassau	Nassau Street	20	Tide Avenue	Main Street	R	A	2	34	440	14,960	06/24/2022	61	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Nevis	Nevis Street	15	Panorama Drive	Nassau St	R	A	2	25	825	20,625	06/24/2022	62	06/01/2018	DIGOUTS	70-61	Fair (70-51)
Zone 3	Norwich	Norwich Street	10	Hillcrest Drive	Clarabelle Drive	R	A	2	33	405	13,365	06/21/2022	49	12/20/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 3	Norwich	Norwich Street	20	Clarabelle Drive	Prescott Drive	R	A	2	33	405	13,365	06/21/2022	65	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Nutmeg	Nutmeg Avenue	10	South End	North End	R	A	2	23	2,295	52,785	06/25/2022	70	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Oahu	Oahu Street	10	Panorama Drive	Tide Avenue	R	A	2	22	580	12,760	06/24/2022	27	12/18/2013	MICRO SURFACING	30-21	Failed (30-0)



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Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Oahu	Oahu Street	20	Tide Avenue	Main Street	R	O	2	22	420	9,240	06/24/2022	49	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 4	Oak	Oak Street	10	Main Street	Shasta Avenue	R	A	2	26	155	4,030	06/20/2022	74	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Olive	Olive Street	10	Kern Avenue	Piney Way	R	A	2	20	1,110	22,200	06/21/2022	57			60-51	Fair (70-51)
Zone 4	Olive	Olive Street	20	Piney Way	Main Street	R	A	2	37	1,335	49,395	06/21/2022	75	01/02/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Olive	Olive Street	30	Main Street	Morro Avenue	R	O	2	49	300	14,700	06/21/2022	74	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 1	OrcasST	Orcas Street	15	Panorama Drive	Main St	R	A	2	20	1,020	20,400	06/24/2022	70	02/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	OrcasST	Orcas Street	30	Highway 1	West End	R	A	2	21	515	10,815	06/22/2022	35	11/20/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 1	OrcasWY	Orcus Way	10	Orcas Street	East End	R	A	2	21	360	7,560	06/22/2022	32	11/13/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 3	Orton	Orton Street	10	Prescott Drive	End	R	A	2	33	185	6,105	06/21/2022	39	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 4	Pacific	Pacific Street	10	Kings Street	Kern Avenue	C	A	2	20	1,355	27,100	06/21/2022	75	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Pacific	Pacific Street	20	Kern Avenue	Piney Way	C	A	2	32	1,130	36,160	06/21/2022	35	05/18/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 4	Pacific	Pacific Street	30	Piney Way	Main Street	C	A	2	45	1,320	59,400	06/26/2022	53	05/18/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Pacific	Pacific Street	40	Main Street	Embarcadero	C	A	2	45	840	37,800	06/26/2022	70	01/03/2013	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Palm	Palm Avenue	10	Acacia Street	Walnut Street	R	A	2	24	315	7,560	06/20/2022	60	03/15/2019	SHALLOW PATCH	60-51	Fair (70-51)
Zone 1	Panay	Panay Street	15	Panorama Drive	Main St	R	A	2	21	990	23,310	06/24/2022	23	08/17/2018	DIGOUTS	30-21	Failed (30-0)
Zone 1	Panay	Panay Street	30	Beachcomber Street	East End	R	A	2	21	465	9,765	06/22/2022	82	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Panorama	Panorama Drive	10	Blanca Street	Zanzibar Street	R	O	2	22	300	6,600	06/24/2022	75	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	20	Zanzibar Street	Trinidad Street	R	A	2	25	890	22,250	06/24/2022	69	04/01/2015	RECONSTRUCT STRUCTURE (AC)	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	30	Trinidad Street	Nevis Street	R	A	2	20	1,010	20,200	06/24/2022	61	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	40	Nevis Street	Mindoro Street	R	A	2	14	420	5,880	06/24/2022	69	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	50	COP at Mindoro St	Luzon St	R	A	2	14	170	2,380	06/26/2022	75			80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	60	Luzon St	Jamaica St	R	A	1	11	513	5,643	06/24/2022	74			80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	70	Jamaica St	Island St	R	A	1	11	157	1,727	06/26/2022	24			30-21	Failed (30-0)
Zone 3	Park	Park Street	10	Atascadero Road	End	R	O	2	27	470	12,690	06/26/2022	51	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 2	Paula	Paula Street	10	Greenwood Avenue	Juniper Avenue	R	A	2	35	600	21,000	06/24/2022	30	07/15/2002	SLURRY SEAL	30-21	Failed (30-0)
Zone 4	Pecho St	Pecho Street	10	Kings Ave	Kern Ave	R	A	2	20	1,230	24,600	06/21/2022	51			60-51	Fair (70-51)
Zone 3	Pelican PL	Pelican Drive	10	Market Avenue	Dunes Street	R	A	2	26	280	7,280	06/26/2022	62			70-61	Fair (70-51)
Zone 2	Pico	Pico Street	10	East End	Main Street	R	A	2	21	825	17,325	06/25/2022	80	11/20/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 4	PineyLn	Piney Lane	10	Piney Way	South End	R	A	2	17	365	6,205	06/20/2022	77	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Piney	Piney Way	10	Main Street	Luisita Street	C	A	2	38	880	33,440	06/20/2022	68	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Piney	Piney Way	20	Luisita Street	Olive Street	C	A	2	22	730	16,060	06/20/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Piney	Piney Way	30	Olive Street	South Street	C	A	2	28	600	16,800	06/20/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Piney	Piney Way	40	South Street	Morro Bay Blvd	C	A	2	43	1,565	67,295	06/20/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Piney	Piney Way	50	Morro Bay Blvd	Harbor Street	C	A	2	40	335	13,400	06/26/2022	48	07/15/2002	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	Piney	Piney Way	60	Harbor Street	Kennedy Way	C	A	2	30	400	12,000	06/26/2022	77	07/15/2002	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Ponderosa	Ponderosa Street	10	Ironwood Avenue	North End	R	A	2	23	880	20,240	06/24/2022	81	04/28/2017	DOUBLE CHIP SEAL	90-81	Good (90-71)
Zone 3	Prescott	Prescott Drive	10	Radcliff Street	South End	R	A	2	33	815	26,895	06/21/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 3	Preston	Preston Lane	10	Main Street	North End	R	A	2	33	480	15,840	06/22/2022	27			30-21	Failed (30-0)



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Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 3	QuintanaPI	Quintana Place	10	Main Street	End	R	A	2	34	150	5,100	06/21/2022	33	04/01/2015	SLURRY SEAL	40-31	Poor (50-31)
Zone 3	Quintana	Quintana Road	10	Main Street	Morro Bay BLVD	C	O	2	37	3,300	122,100	06/26/2022	72	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Quintana	Quintana Road	20	Morro Bay Blvd	La Loma Avenue	C	A	2	41	2,340	95,940	06/26/2022	44	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 4	Quintana	Quintana Road	30	La Loma Avenue	South Bay Blvd	C	O	2	34	2,910	98,940	06/26/2022	56	12/18/2013	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Quintana	Quintana Road	40	South Bay Blvd	City Limit	R	A	2	30	1,600	48,000	06/26/2022	62	04/15/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Radcliff	Radcliff Street	10	Main Street	East End	C	A	2	39	1,330	51,870	06/21/2022	44	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 1	Rennell	Rennell Street	15	Panorama Drive	Main St	R	O	2	20	1,015	20,725	06/24/2022	79	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Rennell	Rennell Street	30	Beachcomber Drive	East End	R	A	2	21	410	8,610	06/22/2022	21	10/15/2001	SLURRY SEAL	30-21	Failed (30-0)
Zone 2	Reno	Reno Court	10	Bonita Street	North End	R	A	2	33	400	13,200	06/25/2022	39	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 4	Ridgeway	Ridgeway Street	10	Fairview (East End)	Kings Ave	R	A	2	20	425	8,500	06/20/2022	72	11/16/2017	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Ridgeway	Ridgeway Street	15	Kings Ave	Arbutus Ave	C	A	2	20	775	15,500	06/20/2022	49	11/16/2017	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Ridgeway	Ridgeway Street	20	Arbutus Avenue	Kern Avenue	C	A	2	21	295	6,195	06/20/2022	69	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Ridgeway	Ridgeway Street	30	Kern Avenue	Piney Way	R	A	2	21	1,130	23,730	06/20/2022	69	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Rockview	Rockview Street	10	Hill Street	West End	R	A	2	30	365	10,950	06/25/2022	74			80-71	Good (90-71)
Zone 2	Rockview	Rockview Street	20	Conform	Sunset Avenue	R	A	2	13	270	3,510		N/A				Gravel
Zone 1	SanJacinto	San Jacinto Street	10	Sandalwood Avenue	Highway 1	C	A	2	37	775	28,675	06/24/2022	44	04/15/2015	SLURRY SEAL	50-41	Poor (50-31)
Zone 2	SanJacinto	San Jacinto Street	20	Main St	COP at Alder Ave	C	O	2	60	125	7,500	06/26/2022	71	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 2	SanJacinto	San Jacinto Street	30	COP at Alder Ave	COP East of Birch	C	A	2	32	155	4,960	06/26/2022	78			80-71	Good (90-71)
Zone 2	SanJacinto	San Jacinto Street	40	COP East of Birch Ave	Ironwood Ave	C	A	2	36	1,100	39,600	06/26/2022	65	11/02/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 2	SanJoaquin	San Joaquin Street	10	Main Street	Juniper Avenue	R	A	2	35	1,655	57,925	06/25/2022	60	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 2	SanJoaquin	San Joaquin Street	20	Juniper Avenue	East End	R	A	2	38	135	5,130	06/25/2022	61	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	SanJuan	San Juan Street	10	Ironwood Avenue	Koa Avenue	R	A	2	25	485	12,125	06/25/2022	71	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	Sandalwood	Sandalwood Avenue	10	Azure Street	San Jacinto Street	R	A	2	28	265	7,420	06/22/2022	60	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Sandalwood	Sandalwood Avenue	20	San Jacinto Street	Java Street	C	O	2	28	1,930	54,040	06/22/2022	71	04/01/2015	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Scott	Scott Street	10	Morro Avenue	Surf Street	R	A	2	28	815	22,820	06/22/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Scott	Scott Street	20	Surf Street	Beach Street	R	O	2	21	490	10,290	06/22/2022	71	01/01/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Seaview	Seaview Avenue	10	Hill Street	Avalon Street	R	A	2	24	1,010	24,240	06/25/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Selby	Selby Street	10	Prescott Drive	End	R	A	2	33	105	3,465	06/21/2022	35	11/02/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 2	SequoiaCt	Sequoia Court	10	Ironwood Avenue	North End	R	A	2	38	680	25,840	06/24/2022	72	09/15/2003	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Sequoia	Sequoia Street	10	Main Street	Hemlock Avenue	R	O	2	38	1,190	45,220	06/26/2022	64	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Shasta	Shasta Avenue	10	Main Street	Acacia Street	C	A	2	22	755	16,610	06/20/2022	54	10/19/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Shasta	Shasta Avenue	15	Acacia St	Olive St	C	A	2	30	730	21,900	06/20/2022	69			70-61	Fair (70-51)
Zone 4	Shasta	Shasta Avenue	20	Olive Street	South Street	C	A	2	31	570	17,670	06/20/2022	74	11/20/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 4	Shasta	Shasta Avenue	25	South St	Marina St	C	A	2	35	905	31,675	06/20/2022	29			30-21	Failed (30-0)
Zone 4	Shasta	Shasta Avenue	30	Marina Street	Pacific Street	C	A	2	38	300	11,400	06/20/2022	41	10/19/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	40	Pacific Street	Morro Bay Blvd	C	A	2	37	345	12,765	06/26/2022	48	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	50	Morro Bay Blvd	Harbor Street	C	A	2	47	345	16,215	06/26/2022	45	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	Shasta	Shasta Avenue	60	Harbor Street	Dunes Street	C	A	2	47	335	15,745	06/26/2022	51	10/15/2001	SLURRY SEAL	60-51	Fair (70-51)



City of Morro Bay - 2022 PMP Update: Street List Sorted by Name

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Sicily	Sicily Street	15	Panorama Drive	Main St	R	O	2	21	1,000	21,000	06/24/2022	54	07/27/2018	DIGOUTS	60-51	Fair (70-51)
Zone 1	Sicily	Sicily Street	30	Beachcomber Drive	East End	R	A	2	21	350	7,350	06/22/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 1	Sienna	Sienna Street	10	Beachcomber Drive	Terra Street	R	A	2	20	1,100	22,000	06/22/2022	66	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 4	Sierra	Sierra Court	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	SouthBayBL	South Bay BLVD	10	Teresa Way	Quintana Road	MiA	A	2	34	1,015	34,510	06/26/2022	90	04/15/2015	RECONSTRUCT SURFACE (AC)	90-81	Good (90-71)
Zone 4	SouthBayBL	South Bay BLVD	20	Quintana Road	Twin Bridges	MiA	A	2	32	3,045	97,440	06/26/2022	74	11/21/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 4	SouthBayBL	South Bay BLVD	30	Twin Bridges	City Limits	MiA	A	2	34	2,030	69,020	06/26/2022	70	11/21/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	South	South Street	10	Morro Avenue	Main Street	R	O	2	36	300	10,800	06/21/2022	74	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	South	South Street	20	Main Street	Monterey Avenue	R	A	2	36	310	11,160	06/21/2022	78	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	South	South Street	30	Monterey Avenue	Napa Avenue	R	G	2	13	310	4,030		N/A				Gravel
Zone 4	South	South Street	40	Napa Avenue	Piney Way	R	O	2	32	650	20,800	06/21/2022	69	06/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 2	Sunset	Sunset Avenue	8	Atascadero	Rockview Street	R	A	2	27	275	7,425	06/25/2022	55	43010	RECONSTRUCT STRUCTURE (AC)	60-51	Fair (70-51)
Zone 2	Sunset	Sunset Avenue	15	Rockview Street	Crest Street	R	A	2	32	140	4,480	06/25/2022	90	43010	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 2	Sunset	Sunset Avenue	20	Crest Street	Hill Street	R	A	2	34	410	13,940	06/25/2022	73			80-71	Good (90-71)
Zone 2	Sunset	Sunset Avenue	30	Hill Street	Hillview Street	R	A	2	22	715	15,730	06/25/2022	80	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 2	SunsetCt	Sunset Court	10	Hill Street	Sunset Court	R	A	2	33	450	14,850	06/25/2022	64			70-61	Fair (70-51)
Zone 3	SurfAlley	Surf Alley	10	Main Street	East End	R	A	2	20	610	12,200	06/22/2022	67			70-61	Fair (70-51)
Zone 3	Surf	Surf Street	10	East End	Main Street	R	A	2	31	515	15,965	06/22/2022	25	43252	SHALLOW PATCH	30-21	Failed (30-0)
Zone 3	Surf	Surf Street	20	Main Street	Market Avenue	R	A	2	33	780	25,740	06/22/2022	31			40-31	Poor (50-31)
Zone 3	Surf	Surf Street	30	Market Avenue	West End	R	A	2	48	500	24,000	06/22/2022	46	37452	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Tahiti	Tahiti Street	15	Panorama Drive	Main St	R	O	2	24	945	21,840	06/24/2022	70			70-61	Fair (70-51)
Zone 1	Tahiti	Tahiti Street	30	Beachcomber Drive	East End	R	A	2	20	300	6,000	06/22/2022	83	43536	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Teresa	Teresa Ave	10	South Bay Blvd	West End	R	A	2	31	1,050	32,550	06/21/2022	62			70-61	Fair (70-51)
Zone 1	Terra	Terra Street	10	Sandalwood Avenue	Sienna St	R	A	2	20	700	14,000	06/22/2022	80	11/14/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Embarcader	The Embarcadero	10	South End	COP @ 910'	C	O	2	40	910	36,400	06/26/2022	56	05/15/2003	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Embarcader	The Embarcadero	20	COP @ 910"	Beach Street	C	O	2	36	2,790	100,440	06/26/2022	67	05/15/2003	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Embarcader	The Embarcadero	30	Beach Street	Power Plant Entrance	MiA	A	2	54	1,840	99,360	06/26/2022	66	41198	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Embarcader	The Embarcadero	40	Power Plant Entrance	Coleman Drive	MiA	A	2	23	700	16,100	06/26/2022	64			70-61	Fair (70-51)
Zone 3	Embarcader	The Embarcadero	50	Coleman Drive	Morro Creek	RL	G	2	23	1,220	28,060		N/A				Gravel
Zone 3	Embarcader	The Embarcadero	60	Morro Creek	Atascadero Road	C	A	2	31	935	28,985	06/26/2022	45	05/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Tide	Tide Avenue	10	Island Street	Nevis Street	R	A	2	20	1,130	22,600	06/24/2022	46	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 1	Tide	Tide Avenue	20	Nevis Street	Vashon Street	R	O	2	20	1,370	27,400	06/24/2022	75	43280	DIGOUTS	80-71	Good (90-71)
Zone 1	Tide	Tide Avenue	30	Vashon Street	Zanzibar Street	R	A	2	20	535	10,700	06/24/2022	58	03/14/2019	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Toro	Toro Lane	10	Yerba Buena Street	North End	R	A	2	23	420	9,660	06/24/2022	63			70-61	Fair (70-51)
Zone 1	Trinidad	Trinidad Street	15	Panorama Drive	Main St	R	A	2	21	950	21,630	06/24/2022	50	43567	DIGOUTS	50-41	Poor (50-31)
Zone 1	Trinidad	Trinidad Street	30	Beachcomber Drive	East End	R	O	2	20	320	6,400	06/22/2022	58	06/15/1995	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 4	Tulare	Tulare Avenue	10	South End	Carmel Street	R	A	2	26	1,200	31,200	06/21/2022	72			80-71	Good (90-71)
Zone 1	Tuscan	Tuscan Avenie	10	Blanca Street	Whidbey Street	R	A	2	20	700	14,000	06/24/2022	58	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Name**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	USE	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Vashon	Vashon Street	10	Tide Avenue	Main Street	R	A	2	24	385	9,240	06/24/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 1	Vashon	Vashon Street	20	Beachcomber Drive	East End	R	A	2	20	265	5,300	06/22/2022	47	03/12/2019	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Verdon	Verdon Street	10	Sandalwood Avenue	Coral Avenue	R	A	2	20	430	8,600	06/22/2022	81	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Vista	Vista Street	10	Piney Way	Shasta Avenue	R	A	2	29	310	8,990	06/21/2022	79	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Walnut	Walnut Street	10	Main Street	Shasta Avenue	R	A	2	22	420	9,240	06/20/2022	74	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	West	West Avenue	10	Beach Street	Surf Street	R	A	2	30	490	14,700	06/22/2022	82	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Whidbey	Whidbey Street	10	Tuscan Avenue	Panorama Dr	R	O	2	20	255	5,100	06/24/2022	59	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Whidbey	Whidbey Street	15	Panorama Dr	Tide Ave	R	A	2	22	590	12,980	06/24/2022	58	12/22/2017	DIGOUTS	60-51	Fair (70-51)
Zone 1	Whidbey	Whidbey Street	20	Beachcomber Drive	East End	R	A	2	20	250	5,000	06/22/2022	32	09/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 1	WhidbeyWay	Whidbey Way	10	Whidbey Street	Panorama Drive	R	A	2	20	490	9,800	06/24/2022	39	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 1	YerbaBuena	Yerba Buena Street	10	Tuscan Avenue	Panorama Drive	R	O	2	17	380	6,460	06/24/2022	55	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 1	YerbaBuena	Yerba Buena Street	20	Panorama Drive	Highway 1	C	O	2	22	945	20,790	06/24/2022	68	12/18/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	YerbaBuena	Yerba Buena Street	30	Highway 1	Beachcomber Drive	C	A	2	35	200	7,000	06/24/2022	73	12/18/2013	MICRO SURFACING	80-71	Good (90-71)
Zone 1	Zanzibar	Zanzibar Street	10	Tuscan Avenue	Panorama Drive	R	O	2	20	540	10,800	06/24/2022	52	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 1	Zanzibar	Zanzibar Street	20	Panorama Drive	Main Street	R	O	2	20	900	18,000	06/24/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	ST	Lg	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Emerald	Emerald Circle	10	Emerald Circle (Round About)	Emerald Cir	R	A	2	36	2,300	82,800	06/22/2022	83	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Tahiti	Tahiti Street	30	Beachcomber Drive	East End	R	A	2	20	300	6,000	06/22/2022	83	43536	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Coral	Coral Avenue	30	Indigo Cir	San Jacinto St	C	A	2	45	495	22,275	06/24/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Main	Main Street	5	Zanzibar Street	Yerba Buena Street	MiA	A	2	31	200	6,200	06/24/2022	82	05/15/2003	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Panay	Panay Street	30	Beachcomber Street	East End	R	A	2	21	465	9,765	06/22/2022	82	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Vashon	Vashon Street	10	Tide Avenue	Main Street	R	A	2	24	385	9,240	06/24/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 1	Zanzibar	Zanzibar Street	20	Panorama Drive	Main Street	R	O	2	20	900	18,000	06/24/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 1	Verdon	Verdon Street	10	Sandalwood Avenue	Coral Avenue	R	A	2	20	430	8,600	06/22/2022	81	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 1	Sicily	Sicily Street	30	Beachcomber Drive	East End	R	A	2	21	350	7,350	06/22/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 1	Terra	Terra Street	10	Sandalwood Avenue	Sienna St	R	A	2	20	700	14,000	06/22/2022	80	11/14/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 1	Bali	Bali Street	10	Sandalwood Avenue	East End	R	A	2	20	640	12,800	06/22/2022	79	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	Rennell	Rennell Street	15	Panorama Drive	Main St	R	O	2	20	1,015	20,725	06/24/2022	79	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Andros	Andros Street	10	Sandalwood Avenue	Coral Ave	R	A	2	20	350	7,000	06/22/2022	77	11/29/2013	RECONSTRUCT STRUCTURE (AC)	80-71	Good (90-71)
Zone 1	Coral	Coral Avenue	10	Emerald Circle (South End)	Emerald Circle (North)	R	A	2	37	580	21,460	06/24/2022	77	07/15/2005	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Kodiak	Kodiak Street	30	Beachcomber Drive	East End	R	A	2	21	655	13,755	06/22/2022	77	11/14/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 1	Mindoro	Mindoro Street	30	Beachcomber Drive	East End	R	A	2	21	620	13,020	06/22/2022	77	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	Main	Main Street	15	Yerba Buena Street	Vashon Street	MiA	A	2	35	375	13,125	06/24/2022	76	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Indigo	Indigo Circle	10	Coral Avenue	Indigo Cir	R	A	2	37	1,360	50,320	06/22/2022	75	07/15/2005	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	10	Blanca Street	Zanzibar Street	R	O	2	22	300	6,600	06/24/2022	75	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	50	COP at Mindoro St	Luzon St	R	A	2	14	170	2,380	06/26/2022	75			80-71	Good (90-71)
Zone 1	Tide	Tide Avenue	20	Nevis Street	Vashon Street	R	O	2	20	1,370	27,400	06/24/2022	75	43280	DIGOUTS	80-71	Good (90-71)
Zone 1	Luzon	Luzon Street	30	Beachcomber Drive	East End	R	A	2	21	640	13,440	06/22/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	Panorama	Panorama Drive	60	Luzon St	Jamaica St	R	A	1	11	513	5,643	06/24/2022	74			80-71	Good (90-71)
Zone 1	Coral	Coral Avenue	40	San Jacinto Street	Island St. (North End)	R	A	2	20	1,720	34,400	06/24/2022	73	42853	3 LAYER CAPE	80-71	Good (90-71)
Zone 1	YerbaBuena	Yerba Buena Street	30	Highway 1	Beachcomber Drive	C	A	2	35	200	7,000	06/24/2022	73	12/18/2013	MICRO SURFACING	80-71	Good (90-71)
Zone 1	Hatteras	Hatteras Street	10	Beachcomber Drive	East End	R	A	2	21	795	16,695	06/22/2022	72	04/15/2015	SLURRY SEAL	80-71	Good (90-71)
Zone 1	Sandalwood	Sandalwood Avenue	20	San Jacinto Street	Java Street	C	O	2	28	1,930	54,040	06/22/2022	71	04/01/2015	SLURRY SEAL	80-71	Good (90-71)
Zone 1	OrcasST	Orcas Street	15	Panorama Drive	Main St	R	A	2	20	1,020	20,400	06/24/2022	70	02/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Tahiti	Tahiti Street	15	Panorama Drive	Main St	R	O	2	24	945	21,840	06/24/2022	70			70-61	Fair (70-51)
Zone 1	Dawson	Dawson Street	10	Tuscan Avenue	Panorama Drive	R	O	2	23	590	13,570	06/24/2022	69	12/18/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Main	Main Street	20	Vashon Street	C.O.P.	MiA	O	2	36	4,000	144,000	06/24/2022	69	40522	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	20	Zanzibar Street	Trinidad Street	R	A	2	25	890	22,250	06/24/2022	69	04/01/2015	RECONSTRUCT STRUCTURE (AC)	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	40	Nevis Street	Mindoro Street	R	A	2	14	420	5,880	06/24/2022	69	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 1	Kodiak	Kodiak Street	15	Panorama Drive	Main St	R	A	2	20	880	19,700	06/24/2022	68	11/14/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 1	YerbaBuena	Yerba Buena Street	20	Panorama Drive	Highway 1	C	O	2	22	945	20,790	06/24/2022	68	12/18/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Sienna	Sienna Street	10	Beachcomber Drive	Terra Street	R	A	2	20	1,100	22,000	06/22/2022	66	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Beachcombe	Beachcomber Street	20	Java Street	Yerba Buena Street	C	A	2	33	2,190	72,270	06/24/2022	65	09/21/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 1	Damar	Damar Street	10	Sandalwood Avenue	East End	R	A	2	20	595	11,900	06/22/2022	65	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 1	Island	Island Street	20	Sandalwood Avenue	Coral Avenue	R	A	2	20	350	7,000	06/22/2022	65	11/14/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 1	Nassau	Nassau Street	10	Panorama Drive	Tide Avenue	R	A	2	24	455	10,920	06/24/2022	65	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Toro	Toro Lane	10	Yerba Buena Street	North End	R	A	2	23	420	9,660	06/24/2022	63			70-61	Fair (70-51)
Zone 1	Azure	Azure Street	10	Coral Street	Sandalwood Avenue	R	A	2	38	505	19,190	06/22/2022	62			70-61	Fair (70-51)
Zone 1	Nevis	Nevis Street	15	Panorama Drive	Nassau St	R	A	2	25	825	20,625	06/24/2022	62	06/01/2018	DIGOUTS	70-61	Fair (70-51)
Zone 1	Nassau	Nassau Street	20	Tide Avenue	Main Street	R	A	2	34	440	14,960	06/24/2022	61	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 1	Panorama	Panorama Drive	30	Trinidad Street	Nevis Street	R	A	2	20	1,010	20,200	06/24/2022	61	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 1	Sandalwood	Sandalwood Avenue	10	Azure Street	San Jacinto Street	R	A	2	28	265	7,420	06/22/2022	60	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Whidbey	Whidbey Street	10	Tuscan Avenue	Panorama Dr	R	O	2	20	255	5,100	06/24/2022	59	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Tide	Tide Avenue	30	Vashon Street	Zanzibar Street	R	A	2	20	535	10,700	06/24/2022	58	03/14/2019	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Trinidad	Trinidad Street	30	Beachcomber Drive	East End	R	O	2	20	320	6,400	06/22/2022	58	06/15/1995	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 1	Tuscan	Tuscan Avenue	10	Blanca Street	Whidbey Street	R	A	2	20	700	14,000	06/24/2022	58	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 1	Whidbey	Whidbey Street	15	Panorama Dr	Tide Ave	R	A	2	22	590	12,980	06/24/2022	58	12/22/2017	DIGOUTS	60-51	Fair (70-51)
Zone 1	Luzon	Luzon Street	15	Panorama Drive	Main St	R	A	2	22	885	20,320	06/24/2022	55	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 1	YerbaBuena	Yerba Buena Street	10	Tuscan Avenue	Panorama Drive	R	O	2	17	380	6,460	06/24/2022	55	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 1	Sicily	Sicily Street	15	Panorama Drive	Main St	R	O	2	21	1,000	21,000	06/24/2022	54	07/27/2018	DIGOUTS	60-51	Fair (70-51)
Zone 1	Blanca	Blanca Street	10	Panorama Drive	Tuscan Avenue	R	A	2	20	650	13,000	06/24/2022	53	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	MindoroWay	Mindoro Way	10	Beachcomber Drive	Mindoro Street	R	A	2	21	325	6,825	06/22/2022	53	11/13/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 1	Java	Java Street	30	Coral Street	Beachcomber Drive	R	A	2	28	650	18,200	06/22/2022	52	11/02/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 1	Zanzibar	Zanzibar Street	10	Tuscan Avenue	Panorama Drive	R	O	2	20	540	10,800	06/24/2022	52	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 1	Coral	Coral Avenue	20SB	Indigo Ave	Emerald Cir	R	A	1	17	2,100	35,700	06/24/2022	50			50-41	Poor (50-31)
Zone 1	Easter	Easter Street	10	Highway 1	West End	R	A	2	20	1,010	20,200	06/22/2022	50	07/27/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 1	Trinidad	Trinidad Street	15	Panorama Drive	Main St	R	A	2	21	950	21,630	06/24/2022	50	43567	DIGOUTS	50-41	Poor (50-31)
Zone 1	Formosa	Formosa Street	10	Sandalwood Avenue	East End	R	A	2	20	545	10,900	06/22/2022	49	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Oahu	Oahu Street	20	Tide Avenue	Main Street	R	O	2	22	420	9,240	06/24/2022	49	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 1	Vashon	Vashon Street	20	Beachcomber Drive	East End	R	A	2	20	265	5,300	06/22/2022	47	03/12/2019	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Tide	Tide Avenue	10	Island Street	Nevis Street	R	A	2	20	1,130	22,600	06/24/2022	46	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	SI	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 1	Coral	Coral Avenue	20NB	Emerald Cir	Indigo Ave	R	A	1	17	2,145	36,465	06/24/2022	45			50-41	Poor (50-31)
Zone 1	Beachcombe	Beachcomber Street	10	Sienna Street	Hatteras Street	R	A	2	20	1,200	24,000	06/22/2022	44	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 1	Gilbert	Gilbert Street	10	Sandalwood Avenue	East End	R	A	2	20	520	10,400	06/22/2022	44	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 1	SanJacinto	San Jacinto Street	10	Sandalwood Avenue	Highway 1	C	A	2	37	775	28,675	06/24/2022	44	04/15/2015	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	Capri	Capri Street	10	Sandalwood Avenue	East End	R	A	2	20	610	12,200	06/22/2022	43	09/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 1	WhidbeyWay	Whidbey Way	10	Whidbey Street	Panorama Drive	R	A	2	20	490	9,800	06/24/2022	39	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 1	Jamaica	Jamaica Street	15	Panorama Drive	Main St	R	A	2	22	880	21,040	06/24/2022	38	11/14/2017	RUBBERIZED CHIP SEAL	40-31	Poor (50-31)
Zone 1	Andros	Andros Street	20	Coral Ave	East End	R	A	2	20	300	6,000	06/22/2022	37			40-31	Poor (50-31)
Zone 1	Mindoro	Mindoro Street	15	Panorama Drive	Main St	R	A	2	24	890	21,360	06/24/2022	37	04/28/2017	3 LAYER CAPE	40-31	Poor (50-31)
Zone 1	OrcasST	Orcas Street	30	Highway 1	West End	R	A	2	21	515	10,815	06/22/2022	35	11/20/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 1	Island	Island Street	10	Panorama Drive	Main Street	R	A	2	22	910	20,020	06/24/2022	33	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 1	OrcasWY	Orcus Way	10	Orcas Street	East End	R	A	2	21	360	7,560	06/22/2022	32	11/13/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 1	Whidbey	Whidbey Street	20	Beachcomber Drive	East End	R	A	2	20	250	5,000	06/22/2022	32	09/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 1	Java	Java Street	15	Panorama Drive	Main St	R	A	2	20	885	19,400	06/24/2022	30			30-21	Failed (30-0)
Zone 1	Oahu	Oahu Street	10	Panorama Drive	Tide Avenue	R	A	2	22	580	12,760	06/24/2022	27	12/18/2013	MICRO SURFACING	30-21	Failed (30-0)
Zone 1	Beachcombe	Beachcomber Street	30	Yerba Buena Street	North End	R	A	2	22	220	4,840	06/22/2022	26			30-21	Failed (30-0)
Zone 1	Panorama	Panorama Drive	70	Jamaica St	Island St	R	A	1	11	157	1,727	06/26/2022	24			30-21	Failed (30-0)
Zone 1	Panay	Panay Street	15	Panorama Drive	Main St	R	A	2	21	990	23,310	06/24/2022	23	08/17/2018	DIGOUTS	30-21	Failed (30-0)
Zone 1	Rennell	Rennell Street	30	Beachcomber Drive	East End	R	A	2	21	410	8,610	06/22/2022	21	10/15/2001	SLURRY SEAL	30-21	Failed (30-0)
Zone 1	Main	Main Street	25	C.O.P.	San Jacinto Street	MiA	O	2	36	155	5,580	06/24/2022	16			20-11	Failed (30-0)
Zone 1	Coral	Coral Avenue	50	South End	Java Street	R	A	2	18	270	4,860	06/22/2022	15	37756	SLURRY SEAL	20-11	Failed (30-0)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	ST	USE	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 2	Sunset	Sunset Avenue	15	Rockview Street	Crest Street	R	A	2	32	140	4,480	06/25/2022	90	43010	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 2	Hemlock	Hemlock Avenue	30	San Joaquin Street	Elena Street	R	A	2	32	480	15,360	06/25/2022	82	03/12/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 2	Hill	Hill Street	10	Main Street	Sunset Court	R	A	2	24	785	18,840	06/25/2022	82	04/12/2019	SHALLOW PATCH	90-81	Good (90-71)
Zone 2	Hillview	Hillview Street	10	Bayview Avenue	Sunset Avenue	R	A	2	25	490	12,250	06/25/2022	82	04/28/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 2	Bayview	Bayview Avenue	10	Hill Street	Hillview Street	R	A	2	25	930	23,250	06/25/2022	81	11/10/2017	3 LAYER CAPE	90-81	Good (90-71)
Zone 2	Elm	Elm Street	30	San Joaquin Street	Elena Street	R	A	2	36	550	19,800	06/26/2022	81	04/28/2017	CHIP SEAL AND SLURRY SEAL	90-81	Good (90-71)
Zone 2	Ponderosa	Ponderosa Street	10	Ironwood Avenue	North End	R	A	2	23	880	20,240	06/24/2022	81	04/28/2017	DOUBLE CHIP SEAL	90-81	Good (90-71)
Zone 2	Cedar	Cedar Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	40	620	24,800	06/26/2022	80	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Mimosa	Mimosa Street	10	Hill Street	Ironwood Avenue	R	A	2	33	640	21,120	06/25/2022	80	01/01/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Pico	Pico Street	10	East End	Main Street	R	A	2	21	825	17,325	06/25/2022	80	11/20/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 2	Seaview	Seaview Avenue	10	Hill Street	Avalon Street	R	A	2	24	1,010	24,240	06/25/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Sunset	Sunset Avenue	30	Hill Street	Hillview Street	R	A	2	22	715	15,730	06/25/2022	80	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 2	Juniper	Juniper Avenue	10	North End	Elena Street	R	A	2	37	1,840	68,080	06/25/2022	79	03/12/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Juniper	Juniper Avenue	20	Elena St	Avalon St	R	A	2	28	1,890	52,920	06/25/2022	79	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Maple	Maple Avenue	10	Cuesta Street	North End	R	A	2	20	580	11,600	06/25/2022	79	03/21/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Birch	Birch Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	615	22,140	06/26/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	Elena	Elena Street	10	Main Street	Greenwood Avenue	C	A	2	42	960	40,320	06/25/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	Elm	Elm Street	20	San Jacinto Street	San Joaquin Street	R	A	2	36	625	22,500	06/26/2022	78	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	SanJacinto	San Jacinto Street	30	COP at Alder Ave	COP East of Birch	C	A	2	32	155	4,960	06/26/2022	78			80-71	Good (90-71)
Zone 2	Avalon	Avalon Street	10	Main Street	Ironwood Avenue	C	A	2	30	1,420	42,600	06/25/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 2	Ironwood	Ironwood Avenue	70	Mimosa Street	Highway 41	C	A	2	27	490	13,230	06/24/2022	76	11/15/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 2	Alder	Alder Street	30	San Joaquin Street	Elena Street	R	A	2	36	635	22,860	06/26/2022	75	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Cedar	Cedar Avenue	30	San Joaquin Street	Elena Street	R	A	2	31	590	18,290	06/26/2022	74	11/15/2017	SLURRY SEAL	80-71	Good (90-71)
Zone 2	Ironwood	Ironwood Avenue	60	Avalon Street	Mimosa Street	C	A	2	42	870	36,540	06/24/2022	74	11/15/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 2	Rockview	Rockview Street	10	Hill Street	West End	R	A	2	30	365	10,950	06/25/2022	74			80-71	Good (90-71)
Zone 2	Sunset	Sunset Avenue	20	Crest Street	Hill Street	R	A	2	34	410	13,940	06/25/2022	73			80-71	Good (90-71)
Zone 2	Fir	Fir Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	36	625	22,500	06/26/2022	72	04/28/2017	CHIP SEAL AND SLURRY SEAL	80-71	Good (90-71)
Zone 2	SequoiaCt	Sequoia Court	10	Ironwood Avenue	North End	R	A	2	38	680	25,840	06/24/2022	72	09/15/2003	SLURRY SEAL	80-71	Good (90-71)
Zone 2	SanJacinto	San Jacinto Street	20	Main St	COP at Alder Ave	C	O	2	60	125	7,500	06/26/2022	71	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 2	SanJuan	San Juan Street	10	Ironwood Avenue	Koa Avenue	R	A	2	25	485	12,125	06/25/2022	71	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 2	Elm	Elm Street	40	Bonita Street	Pico St (North End)	R	A	2	33	1,000	33,000	06/25/2022	70	03/12/2019	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	50	Elena Street	Avalon Street	C	A	2	36	1,855	66,780	06/24/2022	70	04/13/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 2	Nutmeg	Nutmeg Avenue	10	South End	North End	R	A	2	23	2,295	52,785	06/25/2022	70	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	20	Sequoia Ct	San Jacinto Street	C	A	2	32	750	24,000	06/24/2022	69	04/15/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	30	San Jacinto Street	San Joaquin Street	C	A	2	32	655	20,960	06/24/2022	69	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Avalon	Avalon Street	20	Ironwood Aveune	Laurel Avenue	R	A	2	33	290	9,570	06/25/2022	68	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Fir	Fir Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	525	18,900	06/26/2022	67	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Ironwood	Ironwood Avenue	10	Del Mar Park	Sequoia Ct	R	A	2	32	550	17,600	06/24/2022	67	07/15/2002	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	Koa	Koa Avenue	10	Laurel Avenue	North End	R	O	2	23	1,480	34,040	06/25/2022	67	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	Birch	Birch Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	36	620	22,320	06/26/2022	66	11/14/2017	MICRO SURFACING	70-61	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 2	Elena	Elena Street	20	Greenwood Avenue	Koa Avenue	C	A	2	32	885	28,320	06/25/2022	66	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 2	Dogwood	Dogwood Avenue	30	San Joaquin Street	Elena Street	R	A	2	36	575	20,700	06/26/2022	65	11/20/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 2	La Jolla	La Jolla Street	10	Main Street	Greenwood Avenue	R	O	2	36	970	34,920	06/25/2022	65	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 2	SanJacinto	San Jacinto Street	40	COP East of Birch Ave	Ironwood Ave	C	A	2	36	1,100	39,600	06/26/2022	65	11/02/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 2	Main	Main Street	30	San Jacinto Street	Atascadero Rd	MiA	O	2	37	5,225	193,325	06/26/2022	64	12/10/2010	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 2	Sequoia	Sequoia Street	10	Main Street	Hemlock Avenue	R	O	2	38	1,190	45,220	06/26/2022	64	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 2	SunsetCt	Sunset Court	10	Hill Street	Sunset Court	R	A	2	33	450	14,850	06/25/2022	64			70-61	Fair (70-51)
Zone 2	Alder	Alder Street	10	Sequoia Street	San Jacinto Street	R	A	2	36	595	21,420	06/26/2022	61	11/15/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 2	SanJoaquin	San Joaquin Street	20	Juniper Avenue	East End	R	A	2	38	135	5,130	06/25/2022	61	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 2	SanJoaquin	San Joaquin Street	10	Main Street	Juniper Avenue	R	A	2	35	1,655	57,925	06/25/2022	60	04/08/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 2	Casitas	Casitas Street	10	Laurel Avenue	Nutmeg Avenue	R	A	2	21	280	5,880	06/25/2022	59	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Conejo	Conejo Street	10	Koa Avenue	Laurel Ave	R	A	2	23	185	4,255	06/25/2022	58	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Elm	Elm Street	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	57	12/18/2013	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	30	San Joaquin Street	Elena Street	C	A	2	36	500	18,000	06/25/2022	57	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 2	IronwoodPl	Ironwood Place	10	Ironwood Avenue	West End	R	A	2	33	380	12,540	06/24/2022	57			60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	40	Elena Street (North)	Avalon Street	C	A	2	40	1,985	79,400	06/25/2022	56	04/28/2017	3 LAYER CAPE	60-51	Fair (70-51)
Zone 2	Laurel	Laurel Avenue	10	North End	South End	R	A	2	22	2,260	49,720	06/25/2022	55	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Sunset	Sunset Avenue	8	Atascadero	Rockview Street	R	A	2	27	275	7,425	06/25/2022	55	43010	RECONSTRUCT STRUCTURE (AC)	60-51	Fair (70-51)
Zone 2	Bonita	Bonita Street	10	Greenwood Avenue	Main Street	C	A	2	44	970	42,680	06/25/2022	53	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 2	Birch	Birch Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	35	620	21,700	06/26/2022	52	11/14/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	20	San Jacinto Street	San Joaquin Street	C	A	2	36	625	22,500	06/25/2022	52	04/28/2017	CHIP SEAL AND SLURRY SEAL	60-51	Fair (70-51)
Zone 2	Greenwood	Greenwood Avenue	10	End	San Jacinto Street	R	A	2	36	620	22,320	06/25/2022	49	04/28/2017	CHIP SEAL AND SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Ironwood	Ironwood Avenue	40	San Joaquin Street	Elena Street	C	A	2	32	545	17,440	06/24/2022	48	04/01/2015	SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Alder	Alder Street	20	San Jacinto Street	San Joaquin Street	R	A	2	36	630	22,680	06/26/2022	47	11/15/2017	SLURRY SEAL	50-41	Poor (50-31)
Zone 2	Fir	Fir Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	47	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 2	Hemlock	Hemlock Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	32	625	20,000	06/25/2022	40	12/18/2013	MICRO SURFACING	40-31	Poor (50-31)
Zone 2	LasVegas	Las Vegas Street	10	Elm Avenue	Main Street	R	A	2	22	700	15,400	06/25/2022	40	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 2	Reno	Reno Court	10	Bonita Street	North End	R	A	2	33	400	13,200	06/25/2022	39	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Cuesta	Cuesta Street	10	Laurel Avenue	Nutmeg Avenue	R	A	2	23	400	9,200	06/25/2022	36	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Dogwood	Dogwood Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	40	620	24,800	06/26/2022	36	10/15/2001	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Hemlock	Hemlock Avenue	40	Elena Street	Avalon Street	R	A	2	36	1,855	66,780	06/25/2022	35	07/15/2002	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Cedar	Cedar Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	34	11/15/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Hill	Hill Street	20	Sunset Court	Atascadero	R	A	2	30	675	20,250	06/25/2022	34	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Hemlock	Hemlock Avenue	20	San Jacinto Street	San Joaquin Street	R	A	2	32	625	20,000	06/25/2022	33	07/15/2002	SLURRY SEAL	40-31	Poor (50-31)
Zone 2	Paula	Paula Street	10	Greenwood Avenue	Juniper Avenue	R	A	2	35	600	21,000	06/24/2022	30	07/15/2002	SLURRY SEAL	30-21	Failed (30-0)
Zone 2	Dogwood	Dogwood Avenue	10	Sequoia Street	San Jacinto Street	R	A	2	36	625	22,500	06/26/2022	29	07/27/2018	SHALLOW PATCH	30-21	Failed (30-0)
Zone 2	Rockview	Rockview Street	20	Conform	Sunset Avenue	R	G	2	13	270	3,510		N/A				Gravel



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 3	West	West Avenue	10	Beach Street	Surf Street	R	A	2	30	490	14,700	06/22/2022	82	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 3	Main	Main Street	60	Quintana Place	Surf Street (S)	MiA	O	2	52	640	33,280	06/20/2022	80	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Harbor	Harbor Street	40	Market Street	Embarcadero	C	A	2	47	345	16,215	06/26/2022	78	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Beach	Beach Street	20	Main Street	Monterey Aveune	R	A	2	46	290	13,340	06/22/2022	77	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Harbor	Harbor Street	10	Morro Bay Blvd	Piney Way	C	A	2	37	665	24,605	06/26/2022	77	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 3	LittleMorr	Little Morro Creek Road	15	Bike Park	COP	R	A	2	19	1,530	29,070	06/26/2022	77	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Piney	Piney Way	60	Harbor Street	Kennedy Way	C	A	2	30	400	12,000	06/26/2022	77	07/15/2002	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Prescott	Prescott Drive	10	Radcliff Street	South End	R	A	2	33	815	26,895	06/21/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 3	Atascadero	Atascadero Road	10	Embarcadero	Park Street	C	A	2	32	1,260	40,320	06/26/2022	75	11/14/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Dunes	Dunes Street	10	West End	Main Street	R	O	2	46	925	42,550	06/26/2022	74	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 3	Kennedy	Kennedy Way	10	Quintana Road	Shasta Avenue/ Dunes Street	R	A	2	40	825	33,000	06/26/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 3	MontereyAl	Monterey Alley	10	Surf Street	South End	R	A	2	20	200	4,000	06/22/2022	74			80-71	Good (90-71)
Zone 3	Quintana	Quintana Road	10	Main Street	Morro Bay BLVD	C	O	2	37	3,300	122,100	06/26/2022	72	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Atascadero	Atascadero Road	20	Park Street	SB Off Ramp Hwy 1	C	C	2	54	770	41,580	06/26/2022	71	01/01/2015	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Scott	Scott Street	20	Surf Street	Beach Street	R	O	2	21	490	10,290	06/22/2022	71	01/01/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 3	Morro	Morro Avenue	30	Beach Street	Harbor Street	R	O	2	46	645	29,670	06/22/2022	70	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Scott	Scott Street	10	Morro Avenue	Surf Street	R	A	2	28	815	22,820	06/22/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Bolton	Bolton Drive	20	Norwich Avenue	Downing Street	R	A	2	37	770	28,490	06/21/2022	69	04/28/2017	3 LAYER CAPE	70-61	Fair (70-51)
Zone 3	Clarabelle	Clarabelle Drive	110	Radcliff Street	Downing Street	R	O	2	35	1,370	47,950	06/22/2022	69	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Morro	Morro Avenue	20	Surf Street	Beach Street	R	A	2	28	700	19,600	06/22/2022	67	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	SurfAlley	Surf Alley	10	Main Street	East End	R	A	2	20	610	12,200	06/22/2022	67			70-61	Fair (70-51)
Zone 3	Main	Main Street	70	Beach Street	Dunes Street	MiA	O	2	52	350	18,200	06/20/2022	66	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Embarcader	The Embarcadero	30	Beach Street	Power Plant Entrance	MiA	A	2	54	1,840	99,360	06/26/2022	66	41198	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Downing	Downing Street	10	Bolton Dr	North End	R	O	2	38	745	28,310	06/22/2022	65	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Hillcrest	Hillcrest Drive	10	Radcliff Avenue	Downing Street	R	O	2	38	1,210	45,980	06/21/2022	65	06/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 3	Norwich	Norwich Street	20	Clarabelle Drive	Prescott Drive	R	A	2	33	405	13,365	06/21/2022	65	12/20/2013	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Market	Market Avenue	20	Beach Street	Harbor Street	C	A	2	46	650	29,900	06/22/2022	64	04/08/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Embarcader	The Embarcadero	40	Power Plant Entrance	Coleman Drive	MiA	A	2	23	700	16,100	06/26/2022	64			70-61	Fair (70-51)
Zone 3	Harbor	Harbor Street	30	Main Street	Market Street	C	A	2	47	690	32,430	06/26/2022	63	04/01/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 3	Main	Main Street	50	Radcliff	Quintana Place	MiA	O	2	52	860	44,720	06/20/2022	63	01/01/2012	MILL AND THICK OVERLAY	70-61	Fair (70-51)
Zone 3	Berwick	Berwick Drive	20	Norwich Avenue	Downing Street	R	O	2	33	500	16,500	06/22/2022	62			70-61	Fair (70-51)
Zone 3	Pelican PL	Pelican Drive	10	Market Avenue	Dunes Street	R	A	2	26	280	7,280	06/26/2022	62			70-61	Fair (70-51)
Zone 3	Coleman	Coleman Drive	10	West End	Embarcadero Rd	MiA	A	2	23	2,200	50,600	06/26/2022	61			70-61	Fair (70-51)
Zone 3	Monterey	Monterey Avenue	10	Surf Street	Beach Street	R	A	2	37	470	17,390	06/22/2022	61	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 3	Berwick	Berwick Drive	10	Radcliff Street	Norwich Avenue	R	O	2	33	760	25,080	06/22/2022	60	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 3	Morro	Morro Avenue	10	Scott Street	Surf Street	R	A	2	27	430	11,610	06/22/2022	60	09/15/2003	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Front	Front Street	10	Harbor Street	Embarcadero Rd (N)	R	A	2	48	380	18,240	06/26/2022	58	11/13/2017	SLURRY SEAL	60-51	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	SL	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 3	Beach	Beach Street	10	Embarcadero	Main Street	MiA	O	2	46	1,190	54,740	06/22/2022	56	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 3	Monterey	Monterey Avenue	20	Beach Street	Harbor Street	R	A	2	46	665	30,590	06/22/2022	56	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	Market	Market Avenue	10	Surf Street	Beach Street	R	A	2	46	555	25,530	06/22/2022	55	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Harbor	Harbor Street	20	Piney Way	Main Street	C	A	2	47	1,345	63,215	06/26/2022	53	04/01/2015	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Main	Main Street	40	Atascadero Rd	Radcliff	MiA	O	2	35	2,550	89,250	06/20/2022	51	12/10/2010	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	Main	Main Street	65	Surf Street	Beach Street	MiA	O	2	52	515	26,780	06/20/2022	51	40522	MICRO SURFACING	60-51	Fair (70-51)
Zone 3	Park	Park Street	10	Atascadero Road	End	R	O	2	27	470	12,690	06/26/2022	51	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	60-51	Fair (70-51)
Zone 3	Shasta	Shasta Avenue	60	Harbor Street	Dunes Street	C	A	2	47	335	15,745	06/26/2022	51	10/15/2001	SLURRY SEAL	60-51	Fair (70-51)
Zone 3	Napa	Napa Avenue	10	North End	Harbor Street	R	A	2	46	515	23,690	06/22/2022	50	04/28/2017	MICRO SURFACING	50-41	Poor (50-31)
Zone 3	LittleMorr	Little Morro Creek Road	10	Radcliff	Bike Park	R	A	2	19	460	8,740	06/26/2022	49	03/13/2019	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	Norwich	Norwich Street	10	Hillcrest Drive	Clarabelle Drive	R	A	2	33	405	13,365	06/21/2022	49	12/20/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 3	Surf	Surf Street	30	Market Avenue	West End	R	A	2	48	500	24,000	06/22/2022	46	37452	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	Bolton	Bolton Drive	10	Radcliff Street	Norwich Avenue	R	A	2	37	700	25,900	06/21/2022	45	04/28/2017	3 LAYER CAPE	50-41	Poor (50-31)
Zone 3	Embarcader	The Embarcadero	60	Morro Creek	Atascadero Road	C	A	2	31	935	28,985	06/26/2022	45	05/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 3	Radcliff	Radcliff Street	10	Main Street	East End	C	A	2	39	1,330	51,870	06/21/2022	44	11/02/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 3	Dunes	Dunes Street	20	Main Street	Kennedy Way/ Shasta Ave	R	A	2	46	1,030	47,380	06/26/2022	43	04/28/2017	MICRO SURFACING	50-41	Poor (50-31)
Zone 3	Orton	Orton Street	10	Prescott Drive	End	R	A	2	33	185	6,105	06/21/2022	39	05/15/2003	SLURRY SEAL	40-31	Poor (50-31)
Zone 3	Errol	Errol Street	10	Main Street	East End	R	A	2	29	590	17,110	06/22/2022	35	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 3	Selby	Selby Street	10	Prescott Drive	End	R	A	2	33	105	3,465	06/21/2022	35	11/02/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 3	QuintanaPl	Quintana Place	10	Main Street	End	R	A	2	34	150	5,100	06/21/2022	33	04/01/2015	SLURRY SEAL	40-31	Poor (50-31)
Zone 3	Surf	Surf Street	20	Main Street	Market Avenue	R	A	2	33	780	25,740	06/22/2022	31			40-31	Poor (50-31)
Zone 3	Dunbar	Dunbar Street	10	Prescott Drive	End	R	A	2	33	255	8,415	06/21/2022	28	11/02/2018	SHALLOW PATCH	30-21	Failed (30-0)
Zone 3	Preston	Preston Lane	10	Main Street	North End	R	A	2	33	480	15,840	06/22/2022	27			30-21	Failed (30-0)
Zone 3	Surf	Surf Street	10	East End	Main Street	R	A	2	31	515	15,965	06/22/2022	25	43252	SHALLOW PATCH	30-21	Failed (30-0)
Zone 3	LittleMorr	Little Morro Creek Road	20	COP	County COP	R	A	2	19	2,015	38,285	06/26/2022	23	05/15/2003	SLURRY SEAL	30-21	Failed (30-0)
Zone 3	Embarcader	The Embarcadero	50	Coleman Drive	Morro Creek	RL	G	2	23	1,220	28,060		N/A				Gravel



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	FC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	SouthBayBL	South Bay BLVD	10	Teresa Way	Quintana Road	MiA	A	2	34	1,015	34,510	06/26/2022	90	04/15/2015	RECONSTRUCT SURFACE (AC)	90-81	Good (90-71)
Zone 4	Napa	Napa Avenue	20	Harbor Street	Morro Bay Blvd	R	A	2	46	335	15,410	06/22/2022	83	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Napa	Napa Avenue	40	Pacific Street	Marina Street	R	A	2	34	295	10,030	06/21/2022	83	03/14/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Morro	Morro Avenue	50	Morro Bay Blvd	Pacific Street	R	A	2	46	345	15,870	06/22/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Napa	Napa Avenue	50	Marina Street	Olive Street	R	A	2	38	1,435	54,530	06/21/2022	82	03/13/2019	SLURRY SEAL	90-81	Good (90-71)
Zone 4	Kings	Kings Avenue	20	Pacific Street	Carmel Street	C	A	2	22	925	20,350	06/21/2022	81	11/29/2013	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 4	Kings	Kings Avenue	30	Carmel Street	Ridgeway Street	C	A	2	22	675	14,850	06/21/2022	81	11/29/2013	RECONSTRUCT STRUCTURE (AC)	90-81	Good (90-71)
Zone 4	Carmel	Carmel Street	20	Kings Avenue	Arbutus Avenue	R	A	2	26	910	23,660	06/21/2022	79	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Kings	Kings Avenue	15	Balboa Street	Pacific Street	C	A	2	24	300	7,200	06/21/2022	79	11/20/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Vista	Vista Street	10	Piney Way	Shasta Avenue	R	A	2	29	310	8,990	06/21/2022	79	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Carmel	Carmel Street	10	East End	Kings Avenue	R	A	2	20	245	4,900	06/21/2022	78	03/15/2019	SHALLOW PATCH	80-71	Good (90-71)
Zone 4	Monterey	Monterey Avenue	50	Pacific Street	Marina Street	R	O	2	45	300	13,500	06/21/2022	78	11/13/2017	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Morro	Morro Avenue	60	Pacific Street	Marina Street	R	A	2	46	345	15,870	06/22/2022	78	03/13/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	South	South Street	20	Main Street	Monterey Avenue	R	A	2	36	310	11,160	06/21/2022	78	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	PineyLn	Piney Lane	10	Piney Way	South End	R	A	2	17	365	6,205	06/20/2022	77	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	40	Pacific Street	Morro Bay Blvd	R	A	2	36	345	12,420	06/20/2022	76	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Marina	Marina Street	30	Piney Way	Shasta Ave	R	A	2	40	315	12,600	06/21/2022	76	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Piney	Piney Way	20	Luisita Street	Olive Street	C	A	2	22	730	16,060	06/20/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Piney	Piney Way	30	Olive Street	South Street	C	A	2	28	600	16,800	06/20/2022	76	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	30	Olive Street	Pacific Street	R	A	2	20	1,600	32,000	06/20/2022	75	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Marina	Marina Street	20	Kern Avenue	Piney Way	R	A	2	20	1,130	22,600	06/21/2022	75	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Marina	Marina Street	35	Shasta Ave	Main Street	R	A	2	44	1,015	44,660	06/21/2022	75			80-71	Good (90-71)
Zone 4	Marina	Marina Street	40	Main Street	Embarcadero	C	A	2	45	750	33,750	06/21/2022	75	01/03/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Napa	Napa Avenue	30	Morro Bay Blvd	Pacific Street	R	A	2	41	335	13,735	06/22/2022	75	03/14/2019	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Olive	Olive Street	20	Piney Way	Main Street	R	A	2	37	1,335	49,395	06/21/2022	75	01/02/2013	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Pacific	Pacific Street	10	Kings Street	Kern Avenue	C	A	2	20	1,355	27,100	06/21/2022	75	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	10	Luisita Street	Ridgeway Street	R	A	2	20	555	11,100	06/20/2022	74	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Marina	Marina Street	10	Madera Avenue	Kern Avenue	R	O	2	21	885	18,585	06/21/2022	74	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Oak	Oak Street	10	Main Street	Shasta Avenue	R	A	2	26	155	4,030	06/20/2022	74	10/15/2012	SLURRY SEAL	80-71	Good (90-71)
Zone 4	Olive	Olive Street	30	Main Street	Morro Avenue	R	O	2	49	300	14,700	06/21/2022	74	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Piney	Piney Way	40	South Street	Morro Bay Blvd	C	A	2	43	1,565	67,295	06/20/2022	74	04/28/2017	3 LAYER CAPE	80-71	Good (90-71)
Zone 4	Shasta	Shasta Avenue	20	Olive Street	South Street	C	A	2	31	570	17,670	06/20/2022	74	11/20/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 4	SouthBayBL	South Bay BLVD	20	Quintana Road	Twin Bridges	MiA	A	2	32	3,045	97,440	06/26/2022	74	11/21/2017	RUBBERIZED CHIP SEAL	80-71	Good (90-71)
Zone 4	South	South Street	10	Morro Avenue	Main Street	R	O	2	36	300	10,800	06/21/2022	74	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Walnut	Walnut Street	10	Main Street	Shasta Avenue	R	A	2	22	420	9,240	06/20/2022	74	04/28/2017	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	30	Piney Way	Main Street	R	O	2	34	1,310	44,540	06/21/2022	73	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Mesa	Mesa Street	10	Kern Avenue	Madera Avenue	R	O	2	20	885	17,700	06/21/2022	72	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Ridgeway	Ridgeway Street	10	Fairview (East End)	Kings Ave	R	A	2	20	425	8,500	06/20/2022	72	11/16/2017	SLURRY SEAL	80-71	Good (90-71)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	Tulare	Tulare Avenue	10	South End	Carmel Street	R	A	2	26	1,200	31,200	06/21/2022	72			80-71	Good (90-71)
Zone 4	Alta	Alta Ct	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	20	Kern Avenue	Piney Avenue	R	O	2	20	1,125	22,500	06/21/2022	71	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Bernardo	Bernardo Avenue	20	Ridgeway Street	Olive Street	R	A	2	21	510	10,710	06/20/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Marengo	Marengo Drive	10	Bella Vista Drive	La Loma Avenue	R	A	2	23	520	11,960	06/21/2022	71	10/16/2012	MICRO SURFACING	80-71	Good (90-71)
Zone 4	Morro	Morro Avenue	40	Harbor Street	Morro Bay Blvd	R	O	2	46	345	15,870	06/22/2022	71	10/15/2000	THIN AC OVERLAY(1.5 INCHES)	80-71	Good (90-71)
Zone 4	Anchor	Anchor Street	10	Madera Avenue	Kern Avenue	R	O	2	21	895	18,795	06/21/2022	70	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Anchor	Anchor Street	40	Main Street	West End	R	A	2	38	485	18,430	06/21/2022	70	09/07/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Balboa	Balboa Street	10	Butte Avenue	La Loma Avenue	R	A	2	22	1,930	42,460	06/21/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Estero	Estero Avenue	10	Piney Way	Olive Street	R	A	2	21	410	8,610	06/20/2022	70	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Main	Main Street	110	Piney Ln (Trailer Park)	State Park Entrance	MiA	O	2	37	650	24,050	06/20/2022	70			70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	10	Market Avenue	Main Street	MiA	O	2	46	670	30,820	06/26/2022	70	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Pacific	Pacific Street	40	Main Street	Embarcadero	C	A	2	45	840	37,800	06/26/2022	70	01/03/2013	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Sierra	Sierra Court	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	70	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	SouthBayBL	South Bay BLVD	30	Twin Bridges	City Limits	MiA	A	2	34	2,030	69,020	06/26/2022	70	11/21/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Arcadia	Arcadia Avenue	10	South End	Carmel Street	R	A	2	30	1,200	36,000	06/21/2022	69	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Bay	Bay Avenue	10	Marina Street	Pacific Street	R	O	2	27	375	10,125	06/21/2022	69	03/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Bayshore	Bayshore Drive	10	Main Street (N)	Main Street (E)	R	A	2	22	1,085	23,870	06/20/2022	69	04/28/2017	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	LasTunas	Las Tunas Street	10	Butte Ave	Kings Ave	R	A	2	35	912	31,920	06/21/2022	69	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Morro	Morro Avenue	80	South St	Olive St	R	O	2	37	560	20,720	06/22/2022	69			70-61	Fair (70-51)
Zone 4	Ridgeway	Ridgeway Street	20	Arbutus Avenue	Kern Avenue	C	A	2	21	295	6,195	06/20/2022	69	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Ridgeway	Ridgeway Street	30	Kern Avenue	Piney Way	R	A	2	21	1,130	23,730	06/20/2022	69	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Shasta	Shasta Avenue	15	Acacia St	Olive St	C	A	2	30	730	21,900	06/20/2022	69			70-61	Fair (70-51)
Zone 4	South	South Street	40	Napa Avenue	Piney Way	R	O	2	32	650	20,800	06/21/2022	69	06/15/2000	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	BellaVista	Bella Vista Drive	20	Allesandro St	Quintana St	R	A	2	32	235	7,520	06/21/2022	68			70-61	Fair (70-51)
Zone 4	Center	Center Court	10	Piney Way	East End	R	A	2	30	350	10,500	06/20/2022	68	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Main	Main Street	80	Dunes Street	Olive Street	MiA	A	2	46	2,800	128,800	06/20/2022	68			70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	20	Main Street	Piney Way	MiA	O	2	46	1,360	62,560	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	30	Piney Way	Round-About	MiA	O	2	52	1,295	67,340	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	MorroBay	Morro Bay BLVD	40	Round-About	Round-About	MiA	O	2	20	290	5,800	06/26/2022	68	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Piney	Piney Way	10	Main Street	Luisita Street	C	A	2	38	880	33,440	06/20/2022	68	04/28/2017	CHIP SEAL AND SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Arbutus	Arbutus Avenue	20	Ridgeway St	South End	R	A	2	26	550	14,300	06/21/2022	67			70-61	Fair (70-51)
Zone 4	Butte	Butte Avenue	10	Las Tunas Street	South End	R	A	2	38	350	13,300	06/21/2022	67	11/20/2017	RUBBERIZED CHIP SEAL	70-61	Fair (70-51)
Zone 4	Front	Front Street	20	Harbor Street	Embarcadero Rd (S)	R	A	2	37	430	15,910	06/26/2022	67	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Kern	Kern Avenue	20	Ridgeway Street	Main Street	C	A	2	22	2,480	54,560	06/20/2022	67	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	40	Morro Bay Blvd	Pacific Street	R	A	2	46	335	15,410	06/22/2022	67	11/13/2017	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Embarcader	The Embarcadero	20	COP @ 910"	Beach Street	C	O	2	36	2,790	100,440	06/26/2022	67	05/15/2003	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Cerrito	Cerrito Place	10	Olive Street	Shasta Avenue	R	O	2	21	530	11,130	06/20/2022	66	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	Use	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	Cypress	Cypress Avenue	10	Main Street	North End	R	A	2	18	155	2,790	06/20/2022	66	03/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Driftwood	Driftwood Street	10	Morro Ave	Main Street	R	A	2	48	325	15,600	06/21/2022	66	03/15/2019	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Fresno	Fresno Avenue	30	Olive Street	Pacific Street	R	A	2	21	1,605	33,705	06/20/2022	66	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Market	Market Avenue	30	Harbor Street	Pacific Street	C	A	2	45	640	28,800	06/22/2022	66	04/08/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Arbutus	Arbutus Avenue	10	Carmel St	Ridgeway St	R	A	2	31	600	18,600	06/21/2022	65	10/15/2001	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	BellaVista	Bella Vista Drive	10	Balboa Street	Allesandro St	R	A	2	20	545	10,900	06/21/2022	65	05/15/2003	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Carmel	Carmel Street	30	Arbutus Avenue	Pecho Street	R	A	2	30	320	9,600	06/21/2022	65	08/10/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Estero	Estero Avenue	20	Olive Street	Pacific Street	R	A	2	21	1,580	33,180	06/20/2022	65	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Dana	Dana Way	10	Cabrillo Place	Kern Avenue	R	A	2	17	410	6,970	06/20/2022	64	10/15/2012	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Fresno	Fresno Avenue	20	Ridgeway Street	Olive Street	R	A	2	20	455	9,100	06/20/2022	64	10/16/2012	MICRO SURFACING	70-61	Fair (70-51)
Zone 4	Main	Main Street	90	Olive Street	Cypress Ave	MiA	O	2	26	1,110	28,860	06/20/2022	64	36600	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	60	Marina Street	Olive Street	R	O	2	35	1,415	49,525	06/21/2022	64	08/15/2002	THIN AC OVERLAY(1.5 INCHES)	70-61	Fair (70-51)
Zone 4	Cabrillo	Cabrillo Place	10	Main Street	Bradley Avenue	R	A	2	20	600	12,000	06/20/2022	62	11/16/2018	SHALLOW PATCH	70-61	Fair (70-51)
Zone 4	Kings	Kings Avenue	05	Quintana	Las Tunas	C	A	2	39	380	14,820	06/21/2022	62			70-61	Fair (70-51)
Zone 4	Quintana	Quintana Road	40	South Bay Blvd	City Limit	R	A	2	30	1,600	48,000	06/26/2022	62	04/15/2015	SLURRY SEAL	70-61	Fair (70-51)
Zone 4	Teresa	Teresa Ave	10	South Bay Blvd	West End	R	A	2	31	1,050	32,550	06/21/2022	62			70-61	Fair (70-51)
Zone 4	Driftwood	Driftwood Street	20	Main Street	Piney Way	R	A	2	36	1,320	47,520	06/21/2022	60	10/15/2001	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Fresno	Fresno Avenue	10	Luisita Street	Ridgeway Street	R	A	2	20	545	10,900	06/20/2022	60	10/16/2012	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Palm	Palm Avenue	10	Acacia Street	Walnut Street	R	A	2	24	315	7,560	06/20/2022	60	03/15/2019	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Bradley	Bradley Avenue	10	Kern Avenue	Luisita Street	R	A	2	20	1,400	28,000	06/20/2022	59	11/16/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	LasTunas	Las Tunas Street	20	Kings Ave	La Loma Dr	R	A	2	25	1,143	28,575	06/21/2022	59			60-51	Fair (70-51)
Zone 4	Kern	Kern Avenue	10	Morro Bay Blvd	Pacific Street	C	A	2	38	380	14,440	06/20/2022	57	09/07/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Kern	Kern Avenue	15	Pacific St	Ridgeway St	C	A	2	24	2,050	49,200	06/20/2022	57	11/16/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Monterey	Monterey Avenue	30	Harbor Street	Morro Bay Blvd	R	A	2	46	335	15,410	06/22/2022	57	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Olive	Olive Street	10	Kern Avenue	Piney Way	R	A	2	20	1,110	22,200	06/21/2022	57			60-51	Fair (70-51)
Zone 4	Quintana	Quintana Road	30	La Loma Avenue	South Bay Blvd	C	O	2	34	2,910	98,940	06/26/2022	56	12/18/2013	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Embarcader	The Embarcadero	10	South End	COP @ 910'	C	O	2	40	910	36,400	06/26/2022	56	05/15/2003	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Acacia	Acacia Street	10	Main Street	Shasta Ave	R	A	2	21	720	15,120	06/20/2022	55	04/28/2017	MICRO SURFACING	60-51	Fair (70-51)
Zone 4	Allesandro	Allesandro Street	10	Las Tunas Street	La Loma Avenue	R	A	2	26	1,475	38,350	06/21/2022	55	11/16/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	La Loma	La Loma Street	10	Balboa Street	Allesandro Street	R	A	2	20	675	13,500	06/21/2022	55	11/16/2017	SLURRY SEAL	60-51	Fair (70-51)
Zone 4	Shasta	Shasta Avenue	10	Main Street	Acacia Street	C	A	2	22	755	16,610	06/20/2022	54	10/19/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Pacific	Pacific Street	30	Piney Way	Main Street	C	A	2	45	1,320	59,400	06/26/2022	53	05/18/2018	SHALLOW PATCH	60-51	Fair (70-51)
Zone 4	Main	Main Street	100	Cypress Ave	Piney Ln (Trailer Park)	MiA	O	2	32	1,225	39,200	06/20/2022	52			60-51	Fair (70-51)
Zone 4	Pecho St	Pecho Street	10	Kings Ave	Kern Ave	R	A	2	20	1,230	24,600	06/21/2022	51			60-51	Fair (70-51)
Zone 4	Ridgeway	Ridgeway Street	15	Kings Ave	Arbutus Ave	C	A	2	20	775	15,500	06/20/2022	49	11/16/2017	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	La Loma	La Loma Street	15	Allesandro Street	Quintana Road	R	A	2	27	275	7,425	06/21/2022	48			50-41	Poor (50-31)
Zone 4	Piney	Piney Way	50	Morro Bay Blvd	Harbor Street	C	A	2	40	335	13,400	06/26/2022	48	07/15/2002	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	40	Pacific Street	Morro Bay Blvd	C	A	2	37	345	12,765	06/26/2022	48	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)



**City of Morro Bay - 2022 PMP Update: Street List Sorted by Zone then PCI (High to Low)**

Zone	Street ID	Road Name	Sec ID	Begin Location	End Location	LC	ST	US	Length	Width	Area	PCI Date	PCI	Last MnR Date	Last MnR Treat	PCI Range	Condition
Zone 4	MorroBayAL	Morro Bay BLVD Alley	20	Bernardo Ave	Kern Ave	R	A	1	15	430	6,450	06/26/2022	46			50-41	Poor (50-31)
Zone 4	Madera	Madera Avenue	10	Pecho Street	Pacific Street	R	A	2	20	780	15,600	06/21/2022	45	05/15/2003	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	MorroBay	Morro Bay BLVD	50	Round-About	Bridge Deck	MiA	O	2	40	410	16,400	06/26/2022	45	07/05/2008	THIN AC OVERLAY(1.5 INCHES)	50-41	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	50	Morro Bay Blvd	Harbor Street	C	A	2	47	345	16,215	06/26/2022	45	10/15/2001	SLURRY SEAL	50-41	Poor (50-31)
Zone 4	Luisita	Luista Street	10	Kern Avenue	Piney Way	R	A	2	20	875	17,500	06/20/2022	44			50-41	Poor (50-31)
Zone 4	Quintana	Quintana Road	20	Morro Bay Blvd	La Loma Avenue	C	A	2	41	2,340	95,940	06/26/2022	44	12/18/2013	MICRO SURFACING	50-41	Poor (50-31)
Zone 4	Kings	Kings Avenue	40	Ridgeway Street	South End	R	A	2	20	545	10,900	06/21/2022	41	02/23/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	30	Marina Street	Pacific Street	C	A	2	38	300	11,400	06/20/2022	41	10/19/2018	SHALLOW PATCH	50-41	Poor (50-31)
Zone 4	Fairview	Fairview Avenue	10	South End	Kings Avenue	R	A	2	25	1,170	29,250	06/21/2022	40	08/10/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 4	Kings	Kings Avenue	10	Las Tunas Street	Balboa Street	C	A	2	37	285	10,545	06/21/2022	40			40-31	Poor (50-31)
Zone 4	Morro	Morro Avenue	70	Marina St.	South St	R	O	2	40	910	36,400	06/22/2022	37	05/15/2003	THIN AC OVERLAY(1.5 INCHES)	40-31	Poor (50-31)
Zone 4	Pacific	Pacific Street	20	Kern Avenue	Piney Way	C	A	2	32	1,130	36,160	06/21/2022	35	05/18/2018	SHALLOW PATCH	40-31	Poor (50-31)
Zone 4	Barlow	Barlow Lane	10	Main Street	North End	R	A	2	26	565	14,690	06/20/2022	34	11/13/2017	SLURRY SEAL	40-31	Poor (50-31)
Zone 4	Shasta	Shasta Avenue	25	South St	Marina St	C	A	2	35	905	31,675	06/20/2022	29			30-21	Failed (30-0)
Zone 4	Fig	Fig Street	10	Main Street	West End	R	A	2	17	150	2,550	06/20/2022	20			20-11	Failed (30-0)
Zone 4	MorroBayAl	Morro Bay BLVD Alley	10	Piney Way	Bernardo Ave	R	A	2	15	565	8,475	06/26/2022	19			20-11	Failed (30-0)
Zone 4	South	South Street	30	Monterey Avenue	Napa Avenue	R	G	2	13	310	4,030		N/A				Gravel





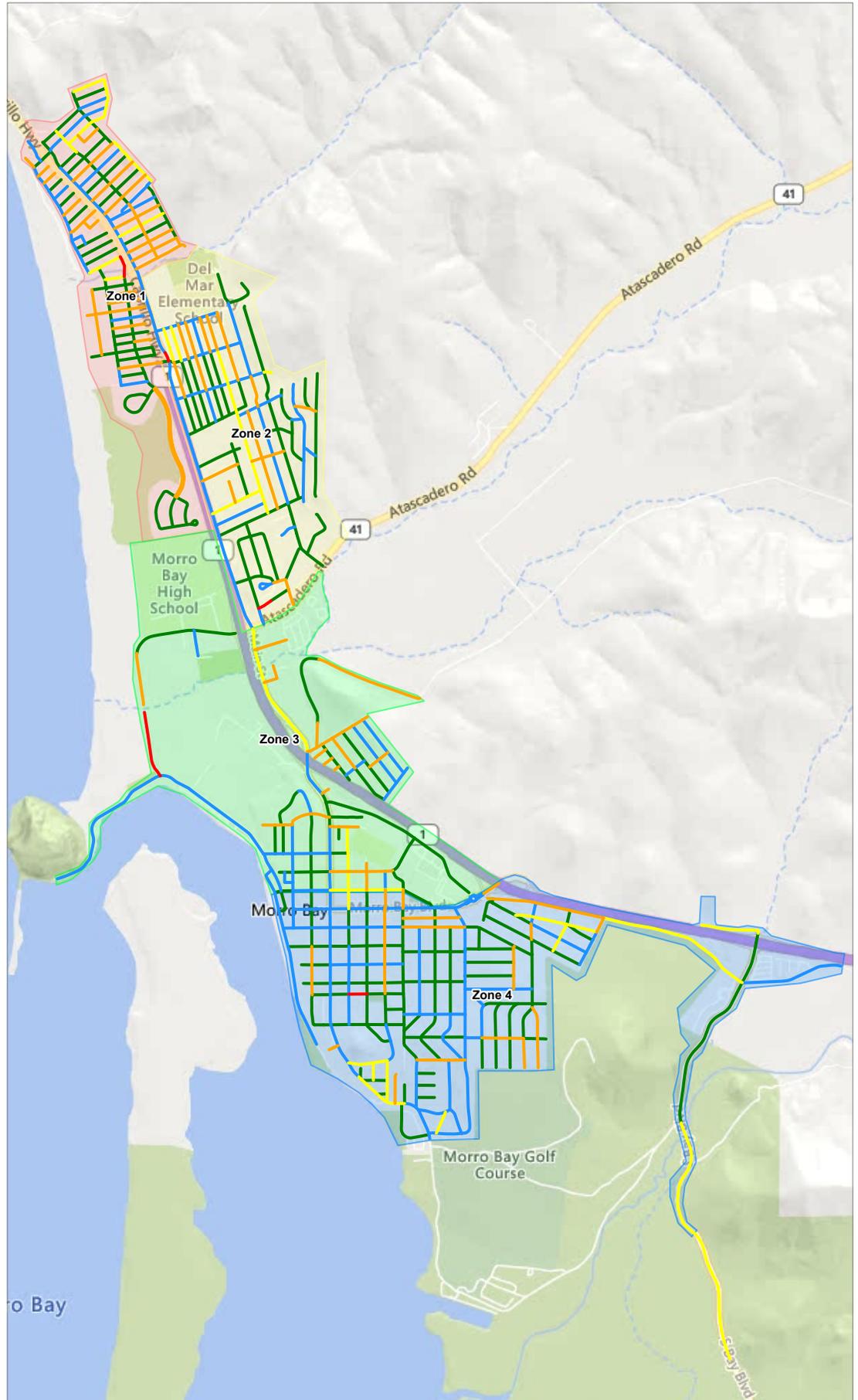
City of Morro Bay  
955 Shasta Ave  
Morro Bay, CA 93442  
(805) 772-6261

# Current PCI Condition

Printed: 8/30/2022

## Feature Legend

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





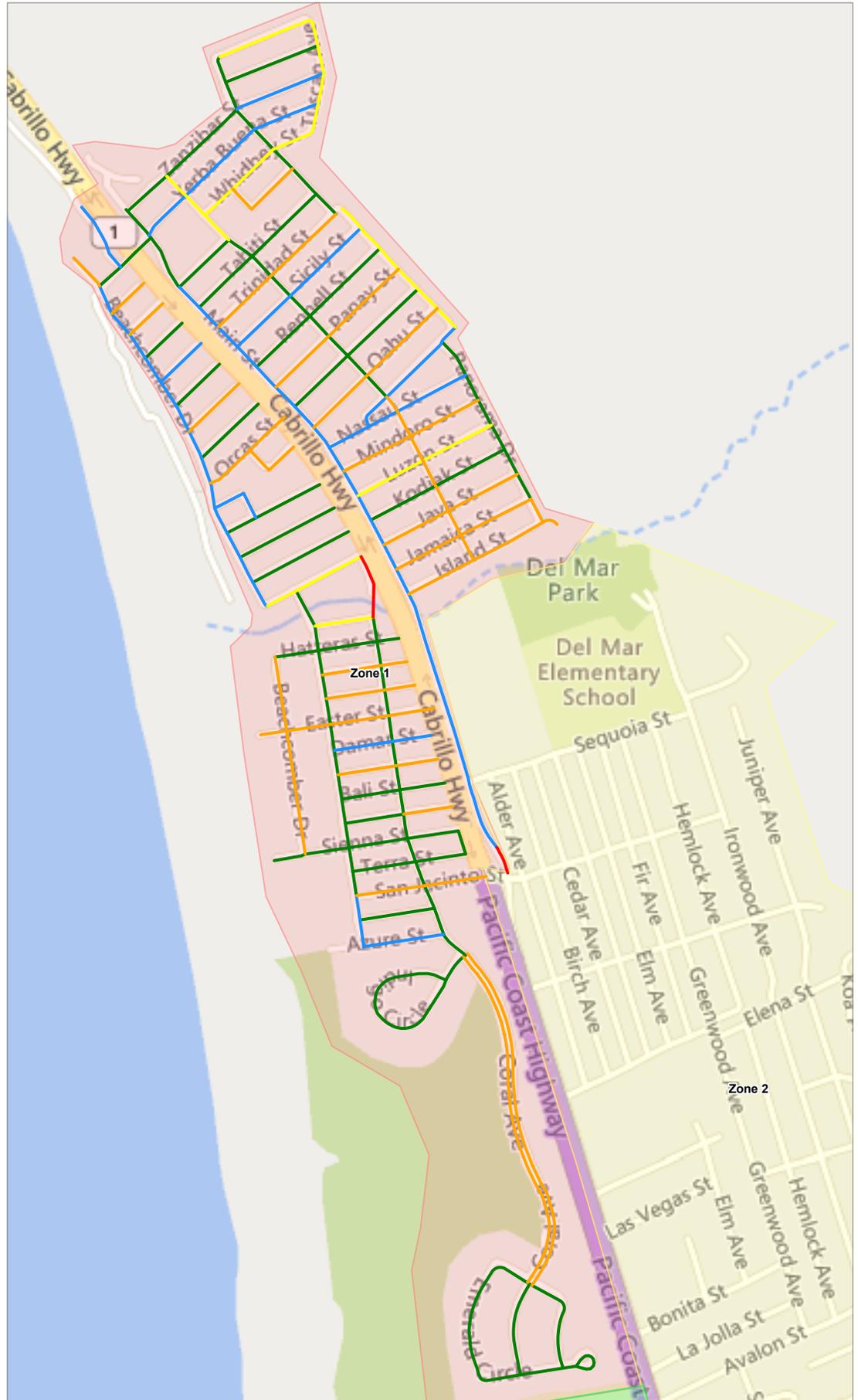
City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Current PCI Condition

Printed: 8/30/2022

### Feature Legend

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





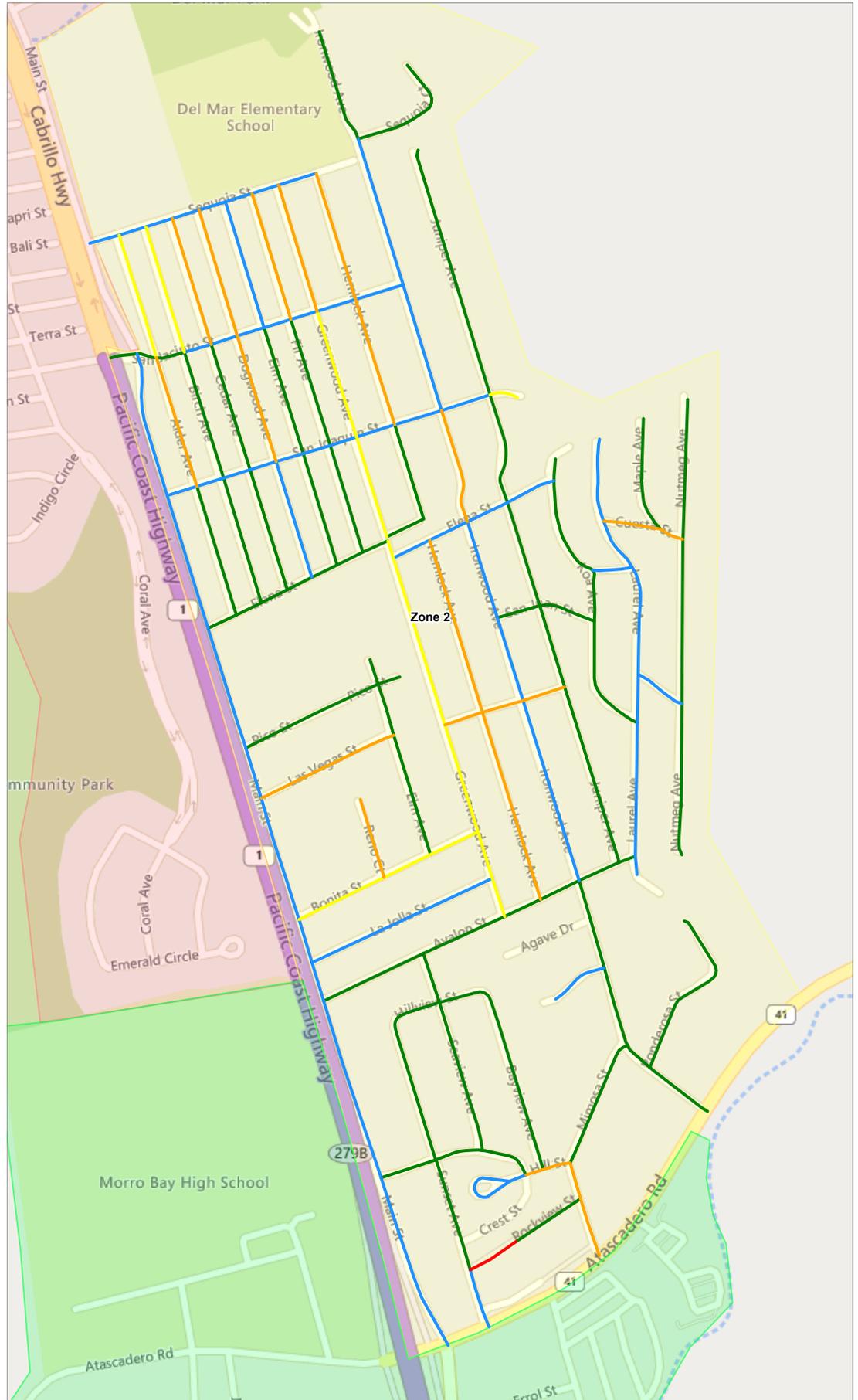
City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Current PCI Condition

Printed: 8/30/2022

## Feature Legend

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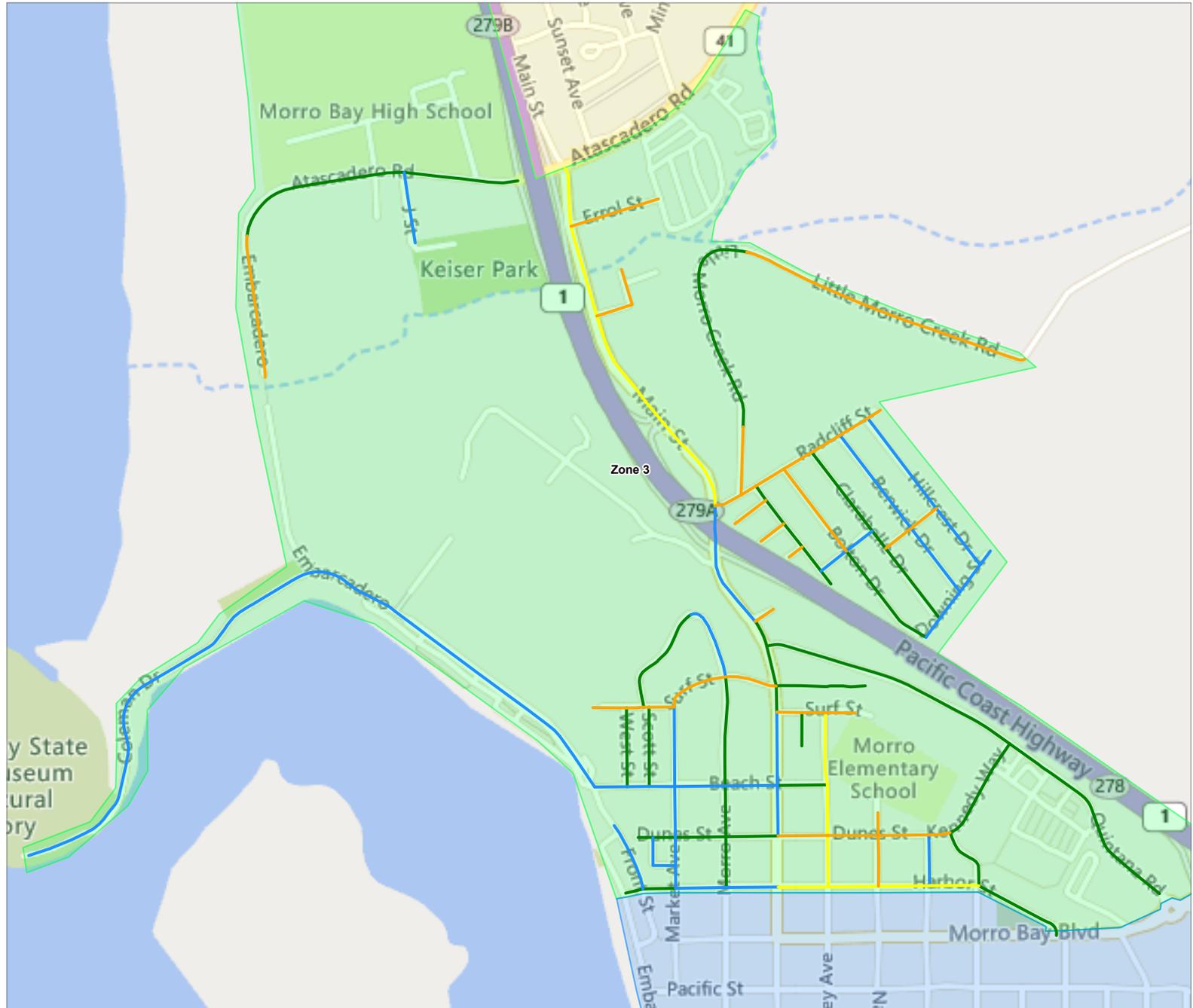
City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Current PCI Condition

Printed: 8/30/2022

### Feature Legend

- Category I - Very Good
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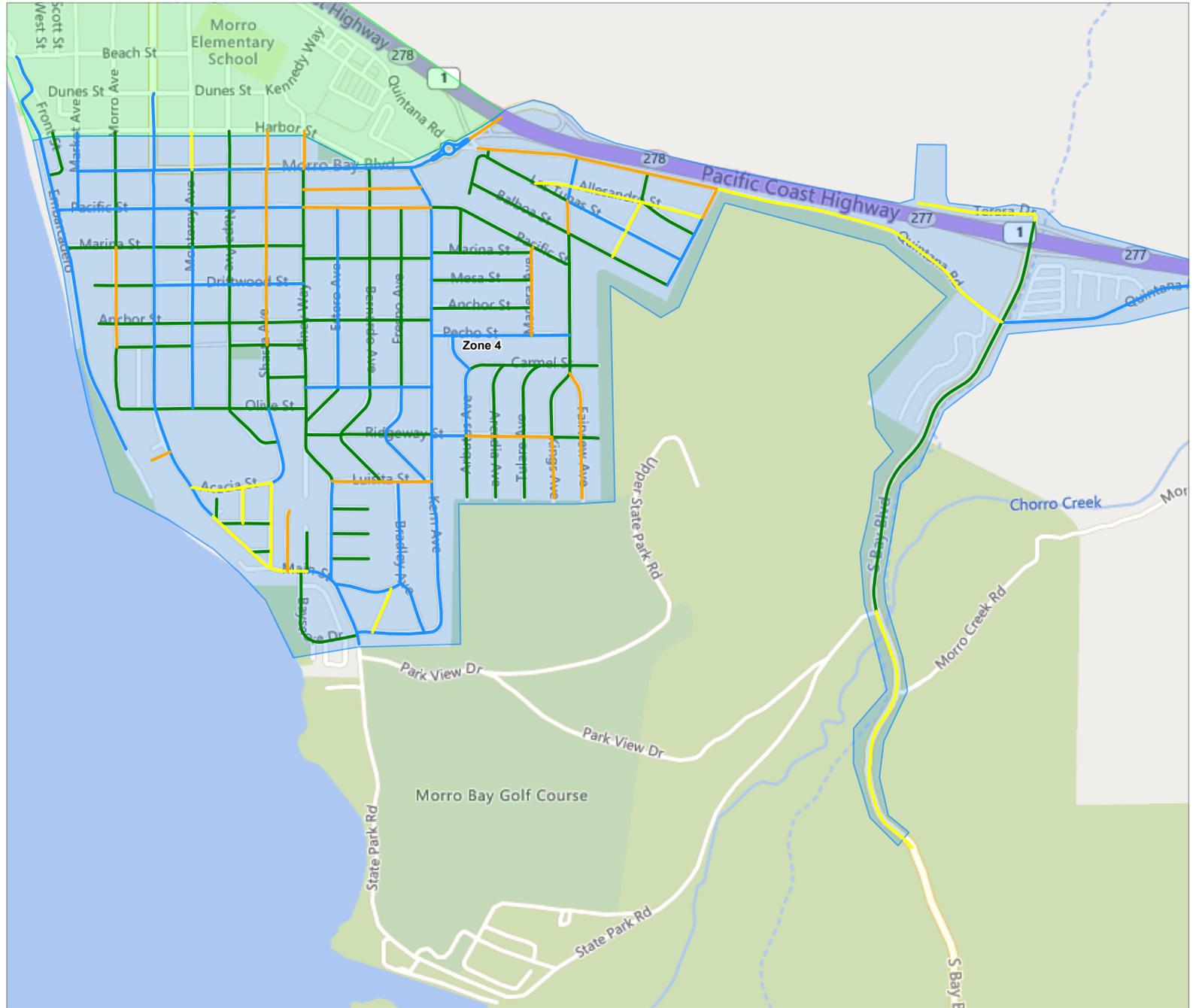
City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Current PCI Condition

Printed: 8/30/2022

### Feature Legend

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



**Appendix A**  
**Summarized System Information**



City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Network Summary Statistics

Printed: 8/29/2022

	Total Sections	Total Center Miles	Total Lane Miles	Total Area (sq. ft.)	PCI
Collector	66	12.13	24.26	2,226,465	62
Residential/Local	263	34.43	68.64	5,053,885	62
Minor Arterial (4)	26	6.95	13.90	1,400,060	65
<b>Total</b>	<b>355</b>	<b>53.51</b>	<b>106.80</b>	<b>8,680,410</b>	
Overall Network PCI as of 8/29/2022:					63
**Combined	2	0.29	0.58	32,090	N/A
Gravel	2	0.29	0.58	32,090	N/A

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



City of Morro Bay  
955 Shasta Ave  
Morro Bay, CA 93442  
(805) 772-6261

# Network Replacement Cost

Printed: 08/29/2022

Functional Class	Surface Type	Lane Miles	Unit Cost/ Square Foot	Pavement Area/ Square Feet	Cost To Replace/ (in thousands)
Collector	AC	19.1	\$20.30	1,744,675	\$35,417
	AC/AC	4.9	\$20.30	440,210	\$8,936
	AC/PCC	0.3	\$20.30	41,580	\$844
Minor Arterial (4)	AC	5.4	\$25.19	515,155	\$12,976
	AC/AC	8.5	\$25.19	884,905	\$22,289
Residential/Local	AC	57.4	\$15.93	4,187,860	\$66,694
	AC/AC	11.2	\$15.93	866,025	\$13,792
Grand Total:		106.8		8,680,410	\$160,947



City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Decision Tree

Printed: 8/29/2022

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay	
Arterial	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3			
			Surface Treatment	LIGHT MAINTENANCE	\$5.63		7		
			Restoration Treatment	LIGHT REHABILITATION	\$59.29			2	
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.93		7		
		III - Good, Load Related		LIGHT REHABILITATION	\$59.29				
	IV - Poor		HEAVY REHABILITATION	\$90.68					
	V - Very Poor		RECONSTRUCTION	\$226.69					
	AC/AC	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		
				Surface Treatment	LIGHT MAINTENANCE	\$5.63		7	
				Restoration Treatment	LIGHT REHABILITATION	\$59.29			2
II - Good, Non-Load Related				HEAVY MAINTENANCE	\$20.93		7		
III - Good, Load Related				LIGHT REHABILITATION	\$59.29				
IV - Poor			HEAVY REHABILITATION	\$90.68					
V - Very Poor			RECONSTRUCTION	\$226.69					
AC/PCC		AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.56	3		
				Surface Treatment	LIGHT MAINTENANCE	\$5.63		5	
				Restoration Treatment	DO NOTHING	\$0.00			2
	II - Good, Non-Load Related			HEAVY MAINTENANCE	\$20.93		7		
	III - Good, Load Related			DO NOTHING	\$0.00				
	IV - Poor		DO NOTHING	\$0.00					
	V - Very Poor		DO NOTHING	\$0.00					

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

Arterial	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3			
			Surface Treatment	DO NOTHING	\$0.00		15		
			Restoration Treatment	DO NOTHING	\$0.00		99		
		II - Good, Non-Load Related		DO NOTHING	\$0.00				
		III - Good, Load Related		DO NOTHING	\$0.00				
		IV - Poor		DO NOTHING	\$0.00				
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$210.64				
ST	I - Very Good		Crack Treatment	SEAL CRACKS	\$1.56	9			
			Surface Treatment	LIGHT MAINTENANCE	\$5.63		8		
			Restoration Treatment	DO NOTHING	\$0.00		8		
				II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.93		6
				III - Good, Load Related		DO NOTHING	\$0.00		
				IV - Poor		DO NOTHING	\$0.00		
		V - Very Poor		DO NOTHING	\$0.00				

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

Collector	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		9	
			Restoration Treatment	LIGHT REHABILITATION	\$52.20			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$16.31		9	
		III - Good, Load Related		LIGHT REHABILITATION	\$52.20			
		IV - Poor		HEAVY REHABILITATION	\$78.30			
		V - Very Poor		RECONSTRUCTION	\$182.70			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		9	
			Restoration Treatment	LIGHT REHABILITATION	\$52.20			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$16.31		9	
		III - Good, Load Related		LIGHT REHABILITATION	\$52.20			
		IV - Poor		HEAVY REHABILITATION	\$78.30			
		V - Very Poor		RECONSTRUCTION	\$182.70			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		9	
			Restoration Treatment	LIGHT REHABILITATION	\$52.20			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$16.31		9	
		III - Good, Load Related		LIGHT REHABILITATION	\$52.20			
		IV - Poor		HEAVY REHABILITATION	\$78.30			
		V - Very Poor		RECONSTRUCTION	\$182.70			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			
		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		DO NOTHING	\$0.00			

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

Collector	ST	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	9	
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		6
			Restoration Treatment	DO NOTHING	\$0.00		6
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$16.31		6
		III - Good, Load Related		DO NOTHING	\$0.00		
		IV - Poor		DO NOTHING	\$0.00		
		V - Very Poor		DO NOTHING	\$0.00		

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

Residential/Local	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		9	
			Restoration Treatment	LIGHT REHABILITATION	\$43.88			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$14.63		9	
		III - Good, Load Related		LIGHT REHABILITATION	\$43.88			
		IV - Poor		HEAVY REHABILITATION	\$70.20			
		V - Very Poor		RECONSTRUCTION	\$143.33			
	AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
Surface Treatment			LIGHT MAINTENANCE	\$4.50		9		
Restoration Treatment			LIGHT REHABILITATION	\$43.88			3	
II - Good, Non-Load Related			HEAVY MAINTENANCE	\$14.63		9		
III - Good, Load Related			LIGHT REHABILITATION	\$43.88				
		IV - Poor		HEAVY REHABILITATION	\$70.20			
		V - Very Poor		RECONSTRUCTION	\$143.33			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	5		
Surface Treatment			LIGHT MAINTENANCE	\$4.50		9		
Restoration Treatment			LIGHT REHABILITATION	\$43.88			3	
II - Good, Non-Load Related			HEAVY MAINTENANCE	\$14.63		9		
III - Good, Load Related			LIGHT REHABILITATION	\$43.88				
		IV - Poor		HEAVY REHABILITATION	\$70.20			
		V - Very Poor		RECONSTRUCTION	\$143.33			
	PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	4		
Surface Treatment			DO NOTHING	\$0.00		15		
Restoration Treatment			DO NOTHING	\$0.00			99	
II - Good, Non-Load Related			DO NOTHING	\$1.11				
III - Good, Load Related			DO NOTHING	\$0.00				
		IV - Poor		DO NOTHING	\$0.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30			

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

Residential/Local	ST	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	9	
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		8
			Restoration Treatment	DO NOTHING	\$0.00		3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$14.63		8
		III - Good, Load Related		DO NOTHING	\$0.00		
		IV - Poor		DO NOTHING	\$0.00		
		V - Very Poor		DO NOTHING	\$0.00		

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

Other	AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	4				
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		8			
			Restoration Treatment	LIGHT REHABILITATION	\$43.88		3			
			II - Good, Non-Load Related	HEAVY MAINTENANCE	\$14.63		8			
			III - Good, Load Related	LIGHT REHABILITATION	\$43.88					
		IV - Poor		HEAVY REHABILITATION	\$70.20					
			V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30				
				AC/AC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	4	
						Surface Treatment	LIGHT MAINTENANCE	\$4.50		8
						Restoration Treatment	LIGHT REHABILITATION	\$43.88		3
II - Good, Non-Load Related	HEAVY MAINTENANCE	\$14.63					8			
III - Good, Load Related	LIGHT REHABILITATION	\$43.88								
		IV - Poor		HEAVY REHABILITATION	\$70.20					
			V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30				
				AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	4	
						Surface Treatment	LIGHT MAINTENANCE	\$4.50		8
						Restoration Treatment	LIGHT REHABILITATION	\$43.88		3
II - Good, Non-Load Related	HEAVY MAINTENANCE	\$14.63					8			
III - Good, Load Related	LIGHT REHABILITATION	\$43.88								
		IV - Poor		HEAVY REHABILITATION	\$70.20					
			V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30				
				PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	9	
						Surface Treatment	DO NOTHING	\$0.00		15
						Restoration Treatment	DO NOTHING	\$0.00		99
II - Good, Non-Load Related	DO NOTHING	\$1.11								
III - Good, Load Related	DO NOTHING	\$1.51								
		IV - Poor		DO NOTHING	\$0.00					
			V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30				

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

Other	ST	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.25	9	
			Surface Treatment	LIGHT MAINTENANCE	\$4.50		8
			Restoration Treatment	LIGHT REHABILITATION	\$43.88		3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$14.63		8
		III - Good, Load Related		LIGHT REHABILITATION	\$43.88		
		IV - Poor		HEAVY REHABILITATION	\$70.20		
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$129.30		

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

# **Appendix B**

## **Budget Scenarios**

**Needs Analysis  
&  
Zero Budget  
(\$27.5 Million over 5 Years)**

- Projected PCI/Cost Summary



City of Morro Bay  
 955 Shasta Ave  
 Morro Bay, CA 93442  
 (805) 772-6261

# Needs - Projected PCI/Cost Summary

Interest: 0.00%

Inflation: 0.00%

Printed: 8/29/2022

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2023	81	62	\$391,972	\$22,177,182	\$22,569,154
2024	78	59	\$872	\$1,335,443	\$1,336,315
2025	77	57	\$0	\$1,060,621	\$1,060,621
2026	77	55	\$1,393,393	\$729,765	\$2,123,158
2027	75	52	\$400,905	\$45,864	\$446,769
		% PM	PM Total Cost	Rehab Total Cost	Total Cost
		7.94%	\$2,187,142	\$25,348,875	\$27,536,017

## **Reach 70 then Maintain** **(\$24.1 Million over 5 Years)**

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



Scenario: Reach 70 and Maintain

Objective: Minimum Network Average PCI Target: Overall 70

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2023	\$2,367,089	\$2,825,946	\$5,650,189	\$0	\$391,972	\$10,843,224
2024	\$394,962	\$2,186,571	\$1,184,949	\$0	\$872	\$3,766,482
2025	\$551,536	\$1,401,048	\$1,862,714	\$0	\$0	\$3,815,298
2026	\$1,857	\$1,022,175	\$1,282,806	\$0	\$298,684	\$2,306,838
2027	\$509,881	\$2,079,247	\$763,591	\$0	\$57	\$3,352,719
Average Yearly Total:						\$4,816,912
Grand Total:						\$24,084,561

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	64	2.1%	1.6%	12
Collector	61	8.1%	4.5%	10
Residential	61	29.8%	13.6%	16

Pavement Network after schedulable treatments applied in lane miles.

**2023**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	73	44.5%	0.4%	16
Collector	69	50.5%	4.0%	14
Residential	70	72.3%	13.8%	21

**2024**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	71	47.3%	0.4%	16
Collector	71	59.4%	4.0%	16
Residential	69	73.2%	13.8%	21

Pavement Network after schedulable treatments applied in lane miles.

<b>2025</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	70	42.2%	0.4%	16
Collector	72	52.6%	10.1%	17
Residential	70	75.2%	13.8%	22

<b>2026</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	68	41.3%	0.4%	15
Collector	72	57.0%	5.7%	17
Residential	70	75.2%	13.8%	22

<b>2027</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	68	44.9%	0.4%	15
Collector	74	67.7%	4.0%	19
Residential	69	76.1%	13.8%	22



# Target-Driven Scenarios Network Condition Summary

Interest: 0.00%

Inflation: 0.00%

Printed: 8/29/2022

Scenario: Reach 70 and Maintain

Objective: Minimum Network Average PCI Target: Overall 70

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment
2023	62	70	62
2024	59	70	59
2025	57	70	57
2026	55	70	55
2027	52	70	52

## Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	8.1%	29.8%	0.0%	40.1%
II / III	12.4%	13.1%	14.9%	0.0%	40.3%
IV	1.5%	4.5%	13.5%	0.0%	19.5%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	7.2%	13.0%	42.1%	0.0%	62.2%
II / III	8.9%	11.7%	8.1%	0.0%	28.7%
IV	0.0%	1.0%	7.9%	0.0%	9.0%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	7.2%	17.4%	44.3%	0.0%	68.9%
II / III	8.8%	7.2%	5.9%	0.0%	21.9%
IV	0.0%	0.0%	6.1%	0.0%	6.1%
V	0.1%	1.0%	2.0%	0.0%	3.1%
Total	16.1%	25.6%	58.2%	0.0%	100.0%



# Target-Driven Scenarios - Cost Summary

Interest: 0%

Inflation: 0%

Printed: 8/29/2022

Scenario: Reach 70 and Maintain

Objective: Minimum Network Average PCI Target: Overall 70

Year	Rehabilitation		Preventive Maintenance		Total Cost	Deferred
2023	II	\$1,417,533	Non-	\$391,957	\$10,843,184	\$11,725,913
	III	\$1,367,929	Project			
	IV	\$7,665,765	Project	\$0		
	V	\$0				
	Total	\$10,451,227				
	Project	\$0				
2024	II	\$685,233	Non-	\$865	\$3,766,466	\$10,573,084
	III	\$356,988	Project			
	IV	\$2,723,380	Project	\$0		
	V	\$0				
	Total	\$3,765,601				
	Project	\$0				
2025	II	\$148,982	Non-	\$0	\$3,815,295	\$10,882,485
	III	\$173,814	Project			
	IV	\$3,492,499	Project	\$0		
	V	\$0				
	Total	\$3,815,295				
	Project	\$0				
2026	II	\$172,471	Non-	\$298,678	\$2,306,829	\$10,912,485
	III	\$160,893	Project			
	IV	\$1,674,786	Project	\$0		
	V	\$0				
	Total	\$2,008,151				
	Project	\$0				
2027	II	\$348,004	Non-	\$57	\$3,352,713	\$10,424,061
	III	\$0	Project			
	IV	\$3,004,653	Project	\$0		
	V	\$0				
	Total	\$3,352,657				
	Project	\$0				

Functional Class	Rehabilitation	Prev. Maint.	<b>Summary</b>
Arterial	\$3,797,937	\$27,376	
Collector	\$9,456,026	\$58,948	
Residential/Local	\$10,138,967	\$605,233	
<b>Total:</b>	<b>\$23,392,930</b>	<b>\$691,557</b>	

## **Reach 70 in 5 Years** **(\$24.7 Million over 5 Years)**

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



**Scenario: Reach 70 in 5 Years**

Objective: Minimum Network Average PCI					Target: By Year				
Year	Value Year		Value Year		Value Year		Value Year		Value
Year 1	64.4	Year 2	65.8	Year 3	67.2	Year 4			68.6
Year 5	70								

**Annual budget needs to meet target objectives**

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2023	\$480,156	\$246,089	\$1,984,824	\$0	\$391,972	\$2,711,069
2024	\$71,674	\$408,247	\$4,330,567	\$0	\$872	\$4,810,488
2025	\$1,564,030	\$2,606,086	\$1,862,714	\$0	\$0	\$6,032,830
2026	\$1,258,137	\$2,060,247	\$1,766,645	\$0	\$297,039	\$5,085,029
2027	\$510,039	\$2,193,253	\$3,396,191	\$0	\$215	\$6,099,483
<b>Average Yearly Total:</b>						\$4,947,780
<b>Grand Total:</b>						\$24,738,899

**Pavement Network prior to treatments in lane miles.**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	64	2.1%	1.6%	12
Collector	61	8.1%	4.5%	10
Residential	61	29.8%	13.6%	16

**Pavement Network after schedulable treatments applied in lane miles.**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	66	18.1%	9.9%	13
Collector	62	37.2%	17.4%	10
Residential	65	59.3%	22.1%	19

Pavement Network after schedulable treatments applied in lane miles.

<b>2024</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	64	20.3%	12.7%	12
Collector	60	36.9%	26.5%	10
Residential	69	66.8%	13.8%	21

<b>2025</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	67	24.4%	5.5%	14
Collector	64	36.3%	26.4%	12
Residential	69	68.9%	13.8%	22

<b>2026</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	69	49.1%	1.6%	15
Collector	66	48.7%	17.3%	14
Residential	70	76.0%	13.8%	22

<b>2027</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	68	43.0%	1.6%	15
Collector	68	58.5%	16.3%	16
Residential	72	80.7%	10.4%	23



# Target-Driven Scenarios Network Condition Summary

Interest: 0.00%

Inflation: 0.00%

Printed: 8/29/2022

## Scenario: Reach 70 in 5 Years

Objective: Minimum Network Average PCI				Target: By Year	
Year	Value	Year	Value	Year	Value
Year 1	64.4	Year 2	65.8	Year 3	67.2
Year 5	70			Year 4	68.6

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment
2023	62	64	62
2024	59	66	59
2025	57	68	57
2026	55	69	55
2027	52	70	52

## Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	8.1%	29.8%	0.0%	40.1%
II / III	12.4%	13.1%	14.9%	0.0%	40.3%
IV	1.5%	4.5%	13.5%	0.0%	19.5%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	2.9%	9.5%	34.5%	0.0%	47.0%
II / III	11.6%	11.7%	10.8%	0.0%	34.1%
IV	1.5%	4.5%	12.8%	0.0%	18.8%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	6.9%	15.0%	47.0%	0.0%	68.9%
II / III	8.9%	6.5%	5.2%	0.0%	20.6%
IV	0.2%	3.4%	6.1%	0.0%	9.6%
V	0.1%	0.8%	0.0%	0.0%	0.8%
Total	16.1%	25.6%	58.2%	0.0%	100.0%



# Target-Driven Scenarios - Cost Summary

Interest: 0%

Inflation: 0%

Printed: 8/29/2022

## Scenario: Reach 70 in 5 Years

Objective: Minimum Network Average PCI Target: By Year

Year	Value	Year	Value	Year	Value
Year 1	64.4	Year 2	65.8	Year 3	67.2
Year 5	70			Year 4	68.6

Year	Rehabilitation	Preventive Maintenance	Total Cost	Deferred
2023	II \$486,433	Non-Project \$391,957	\$2,711,043	\$19,858,054
	III \$1,367,929	Project \$0		
	IV \$464,724			
	V \$0			
	Total \$2,319,086			
Project	\$0			
2024	II \$615,646	Non-Project \$865	\$4,810,475	\$17,661,217
	III \$356,988	Project \$0		
	IV \$3,836,976			
	V \$0			
	Total \$4,809,610			
Project	\$0			
2025	II \$148,982	Non-Project \$0	\$6,032,824	\$15,753,088
	III \$173,814	Project \$0		
	IV \$5,710,028			
	V \$0			
	Total \$6,032,824			
Project	\$0			
2026	II \$1,499,440	Non-Project \$297,036	\$5,085,011	\$12,877,636
	III \$160,893	Project \$0		
	IV \$3,127,642			
	V \$0			
	Total \$4,787,975			
Project	\$0			
2027	II \$232,227	Non-Project \$215	\$6,099,472	\$9,642,611
	III \$0	Project \$0		
	IV \$2,687,973			
	V \$3,179,057			
	Total \$6,099,258			
Project	\$0			

Functional Class	Rehabilitation	Prev. Maint.	Summary
Arterial	\$3,858,137	\$25,892	
Collector	\$7,454,962	\$58,948	
Residential/Local	\$12,735,653	\$605,233	
<b>Total:</b>	<b>\$24,048,752</b>	<b>\$690,073</b>	<b>Grand Total: \$24,738,825</b>

## **Maintain Current PCI (\$14.2 Million over 5 Years)**

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



Scenario: Maintain 63

Objective: Minimum Network Average PCI Target: Overall 63

Annual budget needs to meet target objectives

Year	Arterial	Collector	Res/Loc	Other	Preventative Maintenance	Total
2023	\$25,467	\$26,392	\$843,957	\$0	\$391,972	\$895,816
2024	\$454,689	\$627,944	\$1,841,839	\$0	\$872	\$2,924,472
2025	\$0	\$0	\$3,329,531	\$0	\$0	\$3,329,531
2026	\$1,169,180	\$32,463	\$2,263,721	\$0	\$296,939	\$3,465,364
2027	\$1,061,460	\$1,848,663	\$662,610	\$0	\$100	\$3,572,733
Average Yearly Total:						\$2,837,583
Grand Total:						\$14,187,916

Pavement Network prior to treatments in lane miles.

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	64	2.1%	1.6%	12
Collector	61	8.1%	4.5%	10
Residential	61	29.8%	13.6%	16

Pavement Network after schedulable treatments applied in lane miles.

**2023**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	65	13.2%	9.9%	13
Collector	61	31.7%	17.4%	10
Residential	63	53.2%	23.3%	18

**2024**

Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	64	18.1%	12.7%	12
Collector	60	36.9%	26.5%	10
Residential	64	54.3%	22.1%	18

Pavement Network after schedulable treatments applied in lane miles.

<b>2025</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	61	11.2%	16.6%	11
Collector	56	22.9%	39.8%	9
Residential	67	60.9%	18.6%	20

<b>2026</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	63	18.5%	8.3%	13
Collector	53	22.1%	40.5%	8
Residential	68	64.3%	16.0%	21

<b>2027</b>				
Functional Class	PCI	Percentage of the Network in Very Good Condition	Percentage of the Network in Poor or Very Poor Condition	Remaining Life
Arterial	65	26.0%	4.4%	13
Collector	55	26.9%	38.8%	9
Residential	67	65.6%	16.0%	21



# Target-Driven Scenarios Network Condition Summary

Interest: 0.00%

Inflation: 0.00%

Printed: 8/29/2022

Scenario: Maintain 63

Objective: Minimum Network Average PCI Target: Overall 63

## Projected Network Average PCI by year

Year	Never Treated	With Selected Treatment	Without Selected Treatment
2023	62	63	62
2024	59	63	59
2025	57	63	57
2026	55	63	55
2027	52	63	52

## Percent Network Area by Functional Classification and Condition Class

Condition in base year 2023, prior to applying treatments.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	8.1%	29.8%	0.0%	40.1%
II / III	12.4%	13.1%	14.9%	0.0%	40.3%
IV	1.5%	4.5%	13.5%	0.0%	19.5%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	8.1%	31.0%	0.0%	41.3%
II / III	12.4%	13.1%	13.7%	0.0%	39.1%
IV	1.5%	4.5%	13.5%	0.0%	19.5%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition Class	Arterial	Collector	Res/Loc	Other	Total
I	4.2%	6.9%	38.2%	0.0%	49.3%
II / III	11.2%	8.8%	10.7%	0.0%	30.7%
IV	0.6%	8.9%	7.4%	0.0%	16.9%
V	0.1%	1.0%	2.0%	0.0%	3.1%
Total	16.1%	25.6%	58.2%	0.0%	100.0%



# Target-Driven Scenarios - Cost Summary

Interest: 0%

Inflation: 0%

Printed: 8/29/2022

Scenario: Maintain 63

Objective: Minimum Network Average PCI Target: Overall 63

Year	Rehabilitation		Preventive Maintenance		Total Cost	Deferred
2023	II	\$0	Non-	\$391,957	\$895,797	\$21,673,300
	III	\$503,840	Project			
	IV	\$0	Project	\$0		
	V	\$0				
	Total	\$503,840				
	Project	\$0				
2024	II	\$689,567	Non-	\$865	\$2,924,456	\$21,362,482
	III	\$1,221,077	Project			
	IV	\$1,012,947	Project	\$0		
	V	\$0				
	Total	\$2,923,591				
	Project	\$0				
2025	II	\$223,107	Non-	\$0	\$3,329,526	\$22,157,651
	III	\$173,814	Project			
	IV	\$2,932,605	Project	\$0		
	V	\$0				
	Total	\$3,329,526				
	Project	\$0				
2026	II	\$135,840	Non-	\$296,937	\$3,465,359	\$20,901,751
	III	\$160,893	Project			
	IV	\$2,871,690	Project	\$0		
	V	\$0				
	Total	\$3,168,423				
	Project	\$0				
2027	II	\$0	Non-	\$100	\$3,572,732	\$20,193,352
	III	\$0	Project			
	IV	\$3,572,632	Project	\$0		
	V	\$0				
	Total	\$3,572,632				
	Project	\$0				

Functional Class	Rehabilitation	Prev. Maint.	<b>Summary</b>
Arterial	\$2,685,114	\$25,678	
Collector	\$2,476,507	\$58,948	
Residential/Local	\$8,336,390	\$605,233	
<b>Total:</b>	<b>\$13,498,011</b>	<b>\$689,858</b>	

## **Current Budget**

**(\$8.5 Million over 5 Years)**

- Network Condition Summary
- Cost Summary



# Scenarios - Network Condition Summary

Interest: 0%

Inflation: 0%

Printed: 9/2/2022

Scenario: Current Budget

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2023	\$1,700,000	5%	2025	\$1,700,000	5%	2027	\$1,700,000	5%
2024	\$1,700,000	5%	2026	\$1,700,000	5%			

## Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2023	62	63	7.72	15.44
2024	59	62	5.09	10.09
2025	57	61	2.84	5.29
2026	55	60	3.04	6.08
2027	52	59	3.15	6.29

## Percent Network Area by Functional Class and Condition Category

Condition in base year 2023, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	8.1%	29.8%	0.0%	40.1%
II / III	12.4%	13.1%	14.9%	0.0%	40.3%
IV	1.5%	4.5%	13.5%	0.0%	19.5%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2023 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	2.1%	9.5%	34.4%	0.0%	46.0%
II / III	12.4%	11.7%	10.5%	0.0%	34.6%
IV	1.5%	4.5%	13.2%	0.0%	19.2%
V	0.1%	0.0%	0.1%	0.0%	0.2%
Total	16.1%	25.6%	58.2%	0.0%	100.0%

Condition in year 2027 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.6%	3.6%	35.1%	0.0%	40.3%
II / III	11.2%	9.7%	12.0%	0.0%	32.9%
IV	3.2%	11.4%	9.2%	0.0%	23.7%
V	0.1%	1.0%	2.0%	0.0%	3.1%
Total	16.1%	25.6%	58.2%	0.0%	100.0%



# Scenarios - Cost Summary

Interest: 0.00%

Inflation: 0.00%

Printed: 9/2/2022

Scenario: Current Budget

Year	PM	Budget	Rehabilitation	Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2023	5%	\$1,700,000	II	\$523,658	Non-Project	\$85,897	\$0	\$20,870,021	Funded	\$0
			III	\$913,240					Unmet	\$69,473
			IV	\$176,280					Project	\$0
			V	\$0						
			Total Project	\$1,613,179						
2024	5%	\$1,700,000	II	\$426,241	Non-Project	\$87,780	\$0	\$21,783,952	Funded	\$0
			III	\$811,677					Unmet	\$4,316
			IV	\$374,010					Project	\$0
			V	\$0						
			Total Project	\$1,611,928						
2025	5%	\$1,700,000	II	\$38,574	Non-Project	\$85,555	\$0	\$24,210,136	Funded	\$0
			III	\$173,814					Unmet	\$3,359
			IV	\$1,400,568					Project	\$0
			V	\$0						
			Total Project	\$1,612,956						
2026	5%	\$1,700,000	II	\$82,854	Non-Project	\$84,380	\$620	\$25,584,068	Funded	\$0
			III	\$0					Unmet	\$6,048
			IV	\$1,532,037					Project	\$0
			V	\$0						
			Total Project	\$1,614,891						
2027	5%	\$1,700,000	II	\$0	Non-Project	\$93,807	\$0	\$26,048,914	Funded	\$0
			III	\$0					Unmet	\$1,762
			IV	\$1,606,176					Project	\$0
			V	\$0						
			Total Project	\$1,606,176						

## Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$454,688	\$100	\$0	\$17,555
Collector	\$636,833	\$406	\$0	\$24,961
Residential/Local	\$6,967,608	\$436,914	\$0	\$42,442
<b>Grand Total:</b>	<b>\$8,059,129</b>	<b>\$437,419</b>	<b>\$0</b>	<b>\$84,958</b>

# **Appendix C**

## **Definitions**

## DEFINITIONS

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

### GENERAL TERMS

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

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

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

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

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

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

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

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

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

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

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



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**PCC** - Portland Cement Concrete

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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## **STREETSAYER DEFINITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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## **REPORT DEFINITIONS**

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

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

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

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

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