Office of the City Manager

ACTION CALENDAR
June 3, 2014

To: Honorable Mayor and Members of the City Council

From: Christine Daniel, City Manager

Submitted by: Andrew Clough, Director, Public Works

Subject: Annual Report for Measure M Implementation and Update of the 5-Year Street Paving Plan, FY 2015 to FY 2019

RECOMMENDATION

1) Adopt the recommendation from the Public Works Commission; and
2) Review the Annual Report for Measure M Implementation and Update to the Rolling 5-Year Street Paving Plan, FY 2015 to FY 2019.

FISCAL IMPACTS OF RECOMMENDATION

This 5-Year Street Paving Plan is based on the following estimated available funding levels from all sources, including Measure M, Gas Tax, Measure B, and the General Fund:

FY 2015... $12,000,000
FY 2016... $11,000,000
FY 2017..... $9,000,000
FY 2018..... $9,000,000
FY 2019..... $6,000,000

The above funding levels do not include grant funding the City may be able to obtain for additional watershed or paving improvements during the reporting period.

CURRENT SITUATION AND ITS EFFECTS

Staff concurs with the recommendation of the Public Works Commission (PWC) that Council approve the City's 5-Year Street Paving Plan for FY 2015 and the Woolsey Street green infrastructure improvements in FY 2016. Further, staff wanted to provide Council with additional information on the Measure M implementation plan.

In accordance with the Measure M implementation plan established in 2013, staff is implementing Measure M-funded paving projects from FY 2014 through FY 2019 to significantly accelerate the implementation of the 5-year paving plan. Staff prepared the attached Annual Report on Measure M implementation and the proposed update of the City's rolling 5-Year Street Paving Plan, FY 2015 to FY 2019, in response to the Measure M outreach process led by the PWC in summer 2013,. The annual report includes:

1) A status update for FY 2014 projects;
2) The proposed plan update for FY 2015 and FY 2016 projects;
3) The status of outcome and performance measures identified during the outreach process; and
4) An update on grant opportunities.

For this year's annual update, staff proposed detailed plans for FY 2015 and FY 2016, with detailed plans for FY 2017 through FY 2019 to be submitted in 2015, to allow staff more time to develop the plan, and the PWC to review it, and apply lessons learned from early implementation of the plan, including the application of alternative, cost-effective paving treatments and installation of a variety of green infrastructure projects. Staff presented the draft plan to the PWC's Measure M and Paving Subcommittee on March 25,' 2014 and April 24,' 2014; and to the full PWC on April 3,' 2014 and May 1, 2014.

At the May 1, 2014 PWC meeting, the PWC recommended approval of the detailed plan for FY 2015 and the Woolsey Street green infrastructure project proposed for FY 2016. The PWC recommends providing their recommendation for the FY 2016 plan to Council in October 2014 to allow more time for their review. Provided that the City Council approves the FY 2016 plan by the end of calendar year 2014, the PWC's recommendation will not delay the implementation of the annual paving plan or Measure M-funded projects. If Council approves the PWC's recommendation, staff would return to Council for approval of the FY 2016 plan by December 2014. Staff's plan to bring the detailed plans for FY 2017 through FY 2019 to the PWC for review as part of next year's annual update would be unaffected by the PWC's recommendation.

With respect to the PWC's recommendation regarding the breakout of 5-year paving plan expenditures, the use of Measure M and all special funds will be clearly documented and reported. Staff intends to expend Measure M funds primarily on street reconstruction and green infrastructure. However, staff does not find it advisable that Measure M funds be restricted to funding only those improvements, and that restriction is not contained in the bond measure. Street resurfacing is not strictly defined as a maintenance activity. Staff feels the City would be better served by basing the paving and green infrastructure improvements to be funded by Measure M on the City's infrastructure needs, pavement condition, and cost-effective application of alternate treatment methods.

With respect to the PWC's recommendation to increase the effort to identify green infrastructure opportunities associated with street reconstruction, staff will continue to evaluate green infrastructure opportunities and monitor their effectiveness, adding green infrastructure as appropriate. As presented in the attached Annual Report, five green infrastructure sites are being constructed in the first two years of Measure M implementation at an estimated total cost of $2,000,000 and the Allston Way Permeable Paver Demonstration Project, a full width permeable paver green infrastructure project,

is being constructed in 2014 at an estimated total cost of $1,800,000 from other funding sources. The effectiveness of these treatments will be monitored and documented in the annual report for Measure B implementation.

BACKGROUND

There are approximately 216 center lane miles of streets in the City of Berkeley. City staff annually updates the City's rolling 5-Year Street Paving Plan. Each year, the Plan is reviewed by the Public Works Commission (PWC) for consistency with the City's current Street Rehabilitation and Repair Policy, and the plan is subsequently presented to the City Council for adoption.

In November 2012, voters approved Measure M, a $30 million bond measure to accelerate street improvements and integrate green infrastructure where appropriate and consistent with the Watershed Management Plan. Measure M funding significantly increases funding for street paving from pre-Measure M levels and provides funding for green infrastructure. The bond proceeds are to be spent from FY 2014 through FY 2019.

In 2013, the Public Works Commission led an extensive community outreach process for Measure M and the Paving Plan. The process gathered significant community input and created outcome and performance measures, monitoring and oversight recommendations, and scorecard criteria to be added to the paving plan development process. The process and resulting recommendations were summarized in the PWC's Integrated Streets Investment Plan submitted to Council on October 1, 2013 and one of the recommendations in that Plan was to prepare an annual report.

Staff takes a deliberative approach to selecting streets to include in the paving plan, utilizing the Street Rehabilitation and Repair Policy and Measure M scorecard criteria. The 5-Year Plan is generated with the aid of Streetsaver software developed by the Metropolitan Transportation Commission and used by all cities in the Bay Area. Streetsaver criteria for street selection include: a) pavement condition, b) type of repair required, c) road classification (arterial, collector, residential), d) cost effectiveness, and e) budget constraints. The Street Rehabilitation and Repair Policy further guides the development of the paving plan, as follows:

- Implement integrated solutions
- Coordinate with other City programs
- Coordinate with utility company work
- Budget distributed to: arterials – 10%, collectors – 50%, residential – 25%, discretionary and demonstration – 15%
- Prioritize collector and residential streets with AC Transit bus routes or bicycle routes
- Improve contiguous blocks rather than one block at a time as much as possible.

In 2013, staff began incorporating the outcome of the Measure M process into the paving plan development process to 1) incorporate the Measure M scorecard criteria, 2) incorporate green infrastructure where appropriate, and 3) monitor performance measures.

Sites for green infrastructure are carefully selected, generally in accordance with criteria set forth in the Watershed Management Plan, including, but not limited to, drainage area, utility constraints, traffic/parking impacts, cost/benefit analysis, available funding, and pollutant treatment effectiveness and efficiency.

ENVIRONMENTAL SUSTAINABILITY

The paving plan includes the installation of a wide variety of green infrastructure improvements (bioretention cells, permeable pavers, tree well filters, cisterns, etc.) at locations throughout the City, to serve as demonstration projects for future implementation. The improvements will treat polluted urban runoff before it reaches local creeks and the Bay, and reduce flooding.

RATIONALE FOR RECOMMENDATION

The attached Annual Report has been prepared to provide an update on Measure M implementation and development of the City's rolling 5-year paving plan.

ALTERNATIVE ACTIONS CONSIDERED

Approve the FY 2015 and FY 2016 detailed plans as proposed by staff. This alternative would not provide the PWC with the additional time they have requested to review the proposed FY 2016 plan. Staff initially was concerned that the PWC's recommendation may delay the implementation of the annual paving projects and Measure M. However, provided the PWC provides its recommendation for the FY 2016 paving plan in fall 2014 and Council approves the plan by the end of the year, the recommendation will not delay implementation.

CONTACT PERSON

Sean Rose, Supervising Civil Engineer, Public Works, 981-6435

Attachments:
1: Annual Report for Measure M Implementation and Update of the 5-Year Street Paving Plan, FY 2015 to FY 2019

Annual Report for Measure M Implementation and Update of the 5-Year Street Paving Plan, FY 2015 to FY 2019

Presented by the Public Works Department to the Public Works Commission

Introduction and Background

There are approximately 216 center lane miles of streets in the City of Berkeley. City staff annually updates the City's rolling 5-Year Street Paving Plan. Each year, the Plan is reviewed by the Public Works Commission (PWC) for consistency with the City's current Street Rehabilitation and Repair Policy, and the plan is subsequently presented to the City Council for adoption.

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Staff takes a deliberative approach to selecting streets to include in the paving plan, utilizing the Street Rehabilitation and Repair Policy and Measure M scorecard criteria. The 5-Year Plan is generated with the aid of Streetsaver software developed by the Metropolitan Transportation Commission and used by all cities in the Bay Area. Streetsaver criteria for street selection include: a) pavement condition, b) type of repair required, c) road classification (arterial, collector, residential), d) cost effectiveness, and e) budget constraints. The Street Rehabilitation and Repair Policy further guides the development of the paving plan, as follows:

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- Budget distributed to: arterials – 10%, collectors – 50%, residential – 25%, discretionary and demonstration – 15%
- Prioritize collector and residential streets with AC Transit bus routes or bicycle routes
- Improve contiguous blocks rather than one block at a time as much as possible.

In November 2013, the policy was amended to incorporate the outcome of the Measure M process to 1) incorporate the Measure M scorecard criteria, 2) incorporate green infrastructure where appropriate, and 3) monitor performance measures.

Sites for green infrastructure are carefully selected, generally in accordance with criteria set forth in the Watershed Management Plan, including, but not limited to, drainage area, utility constraints, traffic/parking impacts, cost/benefit analysis, available funding, and pollutant treatment effectiveness and efficiency.

After completion of the Measure M outreach process, in November 2013 Council approved the 2013 annual update of the plan for FY 2014 and FY 2015 only, in order to allow time to apply lessons learned from the first two years of the plan to the outer years. This plan was termed the "2+3" Plan. The FY 2014 and FY 2015 plans incorporated the Measure M scorecard criteria and public input received during the Measure M outreach process for the first time. This year's plan update will be presented to City Council in June 2014. Because of the short time available for the Commission to review the Plan before Council considers adoption, and to further allow time to apply lessons learned from the early implementation of the plan, another rolling "2+3" Plan is being prepared, this time for FY 2015 and FY 2016, with FY 2017 through FY 2019 as the outer years of the plan.

The initial draft of the plan was reviewed by the PWC's Measure M and Paving Subcommittee on March 25th and April 24th and by the full Commission on April 3rd and May 1st. On March 25th, the Commission requested that staff take another look at some isolated and adjoining cul-de-sac and short street segments to determine if some should be deleted or added to the plan, as appropriate. Staff subsequently revised the plan and resubmitted it to the PWC on April 24th. The plan is being presented to Council at the June 3, 2014 Council meeting for adoption.

Status of FY 2014 Projects

FY 2014 is the first year of Measure M implementation and it partially accelerates the amount of paving completed as compared to pre-Measure M funding levels. Full acceleration of the paving program with Measure M funding begins in FY 2015. Implementation of the FY 2014 paving and green infrastructure projects are on schedule and within budget. Paving is being completed in two projects: a resurfacing project funded from Measure B and Gas Tax, and a reconstruction project funded primarily by Measure M. Both projects have opened bids and will be constructed throughout summer 2014. In sum, approximately 8 miles will be paved in FY 2014.

In FY 2014, green infrastructure will be constructed at four sites that are also being paved. The four sites were designed and will be constructed as a separate project. Bids were opened for that project on April 22, 2014. Staff will bring the award of the construction contract for the project to the City Council on May 20, 2014 and if approved the project will be constructed in July through October 2014. The four sites and corresponding green infrastructure improvements are listed below:

1. Eunice Street, between Milvia Street and Henry Street - Installation of permeable pavement and a stormwater storage cistern to reduce stormwater pollution, remove litter and sediment, and reduce peak flood flow from the upstream watershed before discharging to Codornices Creek.
2. Intersection of Spruce Street and Vine Street - Addition of a curb bulbout at the northwest corner of the intersection and use of the traffic circle for bio-retention to remove litter and sediment, and provide bio-remediation of stormwater contaminants.
3. Intersection of Hopkins Street and Milvia Street - Installation of permeable pavement and infiltration planter wells in the planting strip to remove litter and sediment, and provide bio-remediation of stormwater contaminants before discharge to Codornices Creek.
4. Presentation Park, Allston Way and California Street - Installation of off street bio-retention area on City property inside Presentation Park to remove litter and sediment, provide the opportunity for bio-remediation of contaminants, and some peak discharge flow reduction before discharge to Strawberry Creek.

The green infrastructure projects listed above were designed specifically to include a variety of Low Impact Development measures (bioswales, permeable pavers, tree wells, etc.) at a variety of locations around the City, so that staff could evaluate and gain valuable information for implementation of green infrastructure in future years. In addition to these green infrastructure improvements, the Allston Way Permeable Paver Demonstration Project will be constructed in summer 2014 at an estimated total project cost of $1,800,000. That green infrastructure project will install permeable pavers over the full-width of the street on Allston Way from Martin Luther King Way to Milvia Street.

Paving Plan Update

FY 2015 Projects

The FY 2015 paving plan was adopted by Council in November 2013. This year's plan update (Attachment 1) includes several revisions to the previously adopted FY 2015 plan. The revisions are described below:

1. The following streets were moved from FY 2015 to FY 2016 to accommodate East Bay Municipal Utility District's Stonewall Reservoir project, scheduled to begin construction in August 2015 and be completed by May 2016:
    - Piedmont Crescent – Dwight to Warring (Collector)
    - Warring St – Dwight to Derby (Collector)
    - Derby St – Warring to Belrose (Arterial)
    - Belrose Ave – Derby to Claremont Blvd (Collector)
    - Claremont Blvd – Belrose to Claremont Ave (Collector)

2. The following streets were moved from FY 2016 into FY 2015 to replace the streets that were removed to accommodate the Stonewall Reservoir project:
    - Dwight Way – San Pablo to Sacramento (Arterial)
    - Fulton St – Bancroft to Durant (Arterial)
    - Fulton St – Durant to Dwight (Arterial)
    - Alcatraz Ave – Adeline to City Limit (Dover) (Collector)
    - Spruce St – Vine to Cedar (Residential, Bike Route)
    - Spruce St – Cedar to Virginia (Residential, Bike Route)
    - Spruce St – Virginia to Hearst (Residential, Bike Route)

3. The following streets were added to FY 2015 for the reasons indicated:
    - Bay Street – Potter to Ashby, Bolivar - cul de sac to Potter, and Potter St – I-80 to Bay – These streets serve as an on-ramp to I-80 and one of the primary access roads for Aquatic Park, and as such carry significant vehicular traffic. The pavement is in very poor condition and presents a hazard to motorists, particularly those travelling at high speeds towards the freeway on-ramp.
    - Columbia Circle – Columbia Path to Fairlawn Dr – Proximity to paving on Fairlawn
    - The Spiral – Dead End to Wildcat Canyon – Proximity to paving on Wildcat Canyon

In sum, the FY 2015 plan will pave nearly 18 miles, as compared to an average of 4 miles in the years immediately preceding Measure M. The FY 2015 paving program will likely be implemented in three separate projects: a slurry seal project, a resurfacing project designed in-house, and a larger project designed by the City's on-call paving consultant that will include an evaluation and possibly implementation of cost-effective and environmentally-beneficial alternatives to traditional pavement treatments, including, but not necessarily limited to, cold-in-place recycling and full depth reclamation. The slurry seal project will be the first such project in the City. Slurry seal is an important cost-effective preventative maintenance treatment that extends the life of existing pavement by preventing water intrusion into the subgrade below the pavement which commonly leads to failure of the roadway and the need for expensive repairs.

The FY 2015 paving plan includes green infrastructure improvements along Parker Street from 8th to 10th Streets. This project was previously approved for FY 2015 as part of last year's plan update. The project will construct a cistern from 9th to 10th Streets to attenuate storm flow and reduce flooding, particularly at the intersection of 9th and Parker that has experienced recurring flooding. The project also includes surface permeable paving and a bioretention area at the corner of Parker and 10th for stormwater treatment. The design of the project will be completed in summer 2014 and construction will occur in summer 2015.

FY 2016 Projects

The FY 2016 paving plan (Attachment 1) was developed based on the criteria described above and with extensive coordination with utility companies and the City's Sanitary Sewer program. In sum, the FY 2016 plan will pave approximately 17 miles.

The FY 2016 plan includes a green infrastructure project on Woolsey Street between Adeline and Tremont near the Ed Roberts Campus. This is a promising site as it is situated near a large storm drain pipeline at the end of a significant sub-watershed of the Potter drainage basin, a basin particularly noted for flooding problems. The street is particularly wide at this location, creating the possibility for an underground cistern for flood attenuation and a curb extension bioswale on the south side of the street. The initial planning-level estimate of the total cost of the Woolsey project is $1,500,000.

A map of the FY 2014 through FY 2016 paving plan streets is shown in Attachment 2.

Street Maintenance Improvements

Public Works Street Operations staff has implemented a number of street maintenance improvements over the past two years. In 2013, staff purchased a new crack sealing machine and are now crack sealing many more streets on an annual basis than was done in prior years. Currently, all of the streets scheduled for slurry seal treatment in FY 2015 are being crack sealed. They are also performing many more cut and plug repairs than in the past, in lieu of pothole repair. This greatly extends the life of the repair and is more cost effective in the long run.

Outcome Measures

A brief discussion of the status of the outcome measures set forth in the Integrated Streets Investment Plan are as follows:

- Streets are in good safe condition for all users – The significant acceleration and operational improvements in paving and street maintenance will result in a significant improvement on the overall condition of the City's street network. Many of the streets being paved in the plan have been reported by motorists, bicyclists, and pedestrians as being hazardous due to their deteriorated condition. The accomplishments in the plan outlined herein will improve that.
- Reduced neighborhood flooding – In the first three years of Measure M implementation three underground water storage cisterns will be installed that will attenuate peak flow to varying degrees and reduce flooding impacts. The stormwater treatment LIDs also reduce flooding, albeit to a lesser degree than underground storage.
- Our environment is more sustainable – Green infrastructure improvements are being installed at at least six locations throughout the City under Measure M in the first three years of the program. Additionally, starting in 2015 staff will be evaluating and potentially implementing more cost-effective and environmentally beneficial alternate treatment methods to traditional asphalt paving. These alternate methods, if deemed feasible and cost-effective, have been shown to lessen greenhouse gas emissions and recycle precious resources including dwindling aggregate reserves.

Community Involvement

Staff has completed extensive community outreach for Measure M implementation, with limited resources. Accomplishments to date include:

1. Conducted focused public outreach on FY 2014 and FY 2015 green infrastructure sites, including direct personal communication with neighborhood key contacts at each location.
2. Held four separate community meetings throughout the City for the green infrastructure sites.
3. Sent out construction notices for the FY 2014 paving projects.
4. Incorporated Measure M outreach and ongoing public input into development of the paving plan.
5. Ongoing communication with residents and Council on a project basis.

Going forward, staff plans to engage volunteers to assist with outreach and other aspects of the program. Outreach needs include providing program updates and creating interpretive signage at Measure M project sites. Staff also plans to engage the community and volunteers to help evaluate the demonstration and green infrastructure projects being implemented under Measure M.

Project Cost Estimate Summary

FY 2014 Projects:

Paving: $4,400,000
Green Infrastructure: $2,800,000 (includes Allston Way permeable paver demonstration project)

FY 2015 Projects:

Paving: $11,000,000
Green Infrastructure: $1,000,000 (could be more if the City receives grants it has/will apply for)

FY 2016 Projects:

Paving: $9,500,000
Green Infrastructure: $1,500,000 (could be more if the City receives grants it has/will apply for)

The costs above are total project costs and as such include construction, construction contingency, design, and City staff time. Projects generally will be constructed during the construction season (spring/summer/early fall) of each year. Design of all projects will generally commence approximately one year prior to the start of construction.

Oversight and Monitoring of Performance Measures

The status of the performance measures set forth in the Integrated Streets Investment Plan are as follows:

- Track miles of street reconstruction:
  - FY 2011 – 0.4 miles

  - FY 2012 – 2.0 miles
  - FY 2013 – 0.6 miles
  - FY 2014 - 1.6 miles
  - FY 2015 - 4.9 miles
  - FY 2016 - 2.9 miles

- Track Citywide PCI:
  The Citywide PCI is collected every two years as part of the City's biannual Pavement Management Program inspection required by MTC. The next PCI update will be in 2015.
  - 2007: 60
  - 2009: 58
  - 2011: 59
  - 2013: 58

- Track green infrastructure installations and flooding mitigation:
  - FY 2014: 5 sites, $2,800,000
  - FY 2015: 1 site, $1,000,000 (could be more if the City receives grants it has/will apply for)
  - FY 2016: 1 site, $1,500,000 (could be more if the City receives grants it has/will apply for)

- Track life cycle cost effectiveness of Measure M investments:
  - Staff is collecting pre- and post-project noise, structural stability, and water quantity and quality data on the Allston Permeable Paver Demonstration Project. Staff has included a life cycle analysis in the FY 2015 design consultant scope as part of evaluating the alternative paving treatment methods. Staff will continue to collect and monitor pre-construction and post-construction information, and assess life cycle costs, for paving and green infrastructure projects at other sites as Measure M implementation proceeds, including the surface area treated by green infrastructure projects.
- Track ongoing public communication:
  - Focused public outreach on GI sites, including communications with neighborhood key contacts and public meetings. Sent out construction notices for 2014 paving projects. Ongoing communication with residents and Council on project-specific basis.

Grants

One of the important elements of the City's infrastructure funding strategy and key recommendations of the Measure M outreach process is to leverage existing funding to obtain grant funding for projects. In 2013, staff applied for a $2,000,000 grant from Round 2 of the State of California's Proposition 84 grant program for the FY 2014 and FY 2015 green infrastructure projects and the Codornices Creek Park flood storage project. The grant application was unsuccessful. In April 2014, staff applied for a $2,000,000 grant from the Environmental Protection Agency's San Francisco Bay Water

Quality Improvement Fund grant program, and are awaiting the results. Staff will continue to proactively identify and pursue grant opportunities as they arise.

Attachments: 1. FY 2015 and FY 2016 Paving Plan Update
2. FY 2014 – FY 2016 Paving Map

5-YEAR STREET PAVING PLAN
APRIL 2014

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2015	DWIGHT WAY	SAN PABLO AVE	SACRAMENTO ST	A	RECONSTRUCT	747760		2	C	0.46	5	38	1991	O
2015	DWIGHT WAY	TELEGRAPH AVE	BOWDITCH ST	A	RECONSTRUCT	203096		7	C	0.13	11	42	1991	O
2015	DWIGHT WAY	BOWDITCH ST	COLLEGE AVE	A	RECONSTRUCT	225662		7	C	0.13	11	17	1991	O
2015	DWIGHT WAY	COLLEGE AVE	PIEDMONT AVE	A	RECONSTRUCT	253007		8	C	0.15	11	39	1993	O
2015	FULTON ST	BANCROFT WAY	DURANT AVE	A	OVERLAY	33383		4	B	0.06		45	1997	O
2015	FULTON ST	DURANT AVE	DWIGHT WAY	A	RECONSTRUCT	313783		4	B	0.19	6	38	1986	O
2015	HEARST AVE	SHATTUCK AVE	OXFORD ST	A	OVERLAY	67272		4	B	0.12		89	1989	O
2015	HEARST AVE	OXFORD ST	SPRUCE ST	A	OVERLAY	22478		47	B	0.05		80	1998	R
2015	HEARST AVE	SPRUCE ST	ARCH ST	A	OVERLAY	38212		67	B	0.08		75	1998	R
2015	HEARST AVE	ARCH ST	EUCLID AVE	A	OVERLAY	90623		67	B	0.22		61	1998	R
2015	HEARST AVE	EUCLID AVE	LA LOMA AVE	A	OVERLAY	60275		67	B	0.18		77	1998	O
2015	SACRAMENTO ST	VIRGINIA ST	UNIVERSITY AVE	A	RECONSTRUCT	1221432		1	D	0.30	2	40	1986	O
2015	SHATTUCK AVE (SB)	CENTER ST	UNIVERSITY AVE	A	OVERLAY	50864		4	C	0.13		60	1994	O
2015	SHATTUCK SQUARE	UNIVERSITY AVE	ADDISON ST/BERKELEY SQ	A	OVERLAY	35377		4	C	0.07		41	1994	O
2015	BERKELEY SQUARE	ADDISON ST	CENTER ST	A	OVERLAY	32426		4	C	0.06		52	1994	O
2015	SHATTUCK AVE	CENTER ST	ALLSTON WAY	A	OVERLAY	35669		4	C	0.06		51	1994	O
2015	4TH ST	CHANNING WAY	DWIGHT WAY	C	SLURRY	10976		2	D	0.15		25	1999	R
2015	6TH ST	UNIVERSITY AVE	ALLSTON WAY	C	OVERLAY	72854		2	C	0.19		44	1995	O
2015	ALCATRAZ AVE	ADELINE ST	CITY LIMIT (DOVER ST)	C	OVERLAY	85226		3	D	0.17		52	1995	O
2015	CEDAR ST	SAN PABLO AVE	CHESTNUT ST	C	RECONSTRUCT	439377		1	C	0.28	2	20	1992	O
2015	CEDAR ST	CHESTNUT ST	ACTON ST	C	RECONSTRUCT	337300		1	C	0.22	5	20	1992	O
2015	CEDAR ST	ACTON ST	SACRAMENTO ST	C	RECONSTRUCT	170170		1	C	0.13	5	40	1992	R
2015	CEDAR ST	SPRUCE ST	EUCLID AVE	C	SLURRY	16340		46	D	0.26		70	1988	O
2015	CEDAR ST	EUCLID AVE	LA LOMA AVE	C	OVERLAY	55853		6	D	0.17		48	1986	O
2015	COLLEGE AVE	BANCROFT WAY	DWIGHT WAY	C	OVERLAY	86136		78	C	0.25		49	1989	O
2015	DURANT AVE	FULTON ST	BOWDITCH ST	C	OVERLAY	227123		47	C	0.50		46	1997	O
2015	DURANT AVE	BOWDITCH ST	COLLEGE AVE	C	SLURRY	11900		7	C	0.13		53	1989	O
2015	DURANT AVE	COLLEGE AVE	PIEDMONT AVE	C	SLURRY	8049		8	C	0.12		68	1986	O
2015	GLENDALE AVE	CAMPUS DR	LA LOMA AVE	C	OVERLAY	32958		6	D	0.12		50	1993	O
2015	GRIZZLY PEAK BLVD	SHASTA RD	(EXTENSION OF EUNICE)	C	RECONSTRUCT	289124		6	B	0.20	3	47	1986	O
2015	GRIZZLY PEAK BLVD	(EXTENSION OF EUNICE)	EAST CITY LIMIT (GOLF COURSE	C	OVERLAY	188555		6	B	0.63		52	1986	O
2015	HEARST AVE	SACRAMENTO ST	CALIFORNIA ST	C	OVERLAY	37649		1	D	0.11		51	1997	R
2015	HEARST AVE	CALIFORNIA ST	MC GEE AVE	C	SLURRY	8792		1	B	0.13		60	1997	R
2015	HEARST AVE	MC GEE AVE	MARTIN LUTHER KING JR WAY	C	SLURRY	18591		14	B	0.26		61	1997	R
2015	KEITH AVE	SPRUCE ST	EUCLID AVE	C	SLURRY	11983		6	B	0.28		65	1988	O
2015	KEITH AVE	EUCLID AVE	SHASTA RD	C	OVERLAY	111988		6	D	0.49		49	1988	O
2015	LA LOMA AVE	GLENDALE AVE	EL PORTAL CT	C	SLURRY	2960		6	D	0.05		66	1993	O
2015	LA LOMA AVE	EL PORTAL CT	QUARRY RD	C	OVERLAY	8240		6	D	0.03		64	1993	O
2015	LOS ANGELES AVE	THE CIRCLE	SPRUCE ST	C	SLURRY	19481		5	B	0.33		70	2003	O
2015	MILVIA ST	HEARST AVE	UNIVERSITY AVE	C	OVERLAY	30748		4	A	0.12		75	1990	O
2016	ROSE ST	MARTIN LUTHER KING JR WAY	MILVIA ST	C	OVERLAY	37420		5	B	0.13		52	1994	O
2015	ROSE ST	MILVIA ST	SHATTUCK AVE	C	SLURRY	7419		5	B	0.13		63	1994	O
2015	ROSE ST	SHATTUCK AVE	SPRUCE ST	C	OVERLAY	52250		5	B	0.18		71		
2015	SHASTA RD	CRAGMONT AVE	KEELER AVE	C	SLURRY	6290		6	B	0.13		65	1994	O
2015	SPRUCE ST	EUNICE ST	ROSE ST	C	OVERLAY	105273		56	B	0.31		52	1994	O
2015	THOUSAND OAKS BLVD	COLUSA AVE	VINCENTE AVE	C	SLURRY	2812		5	D	0.07		67	1988	S
2015	THOUSAND OAKS BLVD	VINCENTE AVE	THE ALAMEDA	C	SLURRY	7548		5	D	0.16		55	1988	S
2015	THOUSAND OAKS BLVD	THE ALAMEDA	ARLINGTON AVE	C	SLURRY	15441		5	D	0.30		87	2002	O

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2015	5TH ST	CEDAR ST	VIRGINIA ST	R	SLURRY	6586		1	B	0.13		73		
2015	5TH ST	VIRGINIA ST	UNIVERSITY AVE	R	SLURRY	16099		1	B	0.31		68		
2015	9TH ST	CEDAR ST	DELAWARE ST	R	SLURRY	22274		1	A	0.25		55	1991	O
2015	9TH ST	DELAWARE ST	HEARST AVE	R	SLURRY	8280		1	A	0.09		68	1991	O
2015	9TH ST	HEARST AVE	UNIVERSITY AVE	R	SLURRY	8039		1	A	0.09		31	1991	O
2015	9TH ST	UNIVERSITY AVE	BANCROFT WAY	R	SLURRY	27381		2	A	0.31		71	1990	O
2015	10TH ST	NORTH CITY LIMIT	HARRISON ST	R	SLURRY	5018		1	D	0.09		42		
2015	10TH ST	HARRISON ST	CAMELIA ST	R	RECONSTRUCT	181814		1	D	0.24	12	19		
2015	ACTON ST	RUSSELL ST	ASHBY AVE	R	SLURRY	6159		2	D	0.09		82		
2015	ALVARADO RD	TUNNEL RD	NORTH CITY LIMIT	R	RECONSTRUCT	115726		8	D	0.15	9	42		
2015	ALVARADO RD	NORTH CITY LIMIT	BRIDGE RD	R	RECONSTRUCT	67632		8	D	0.09	9	6	1992	O
2015	BAY ST	POTTER ST	ASHBY OVERCROSSING		RECONSTRUCT	219937		2	D	0.11		14		
2015	BERKELEY WAY	MARTIN LUTHER KING JR WY	MILVIA WAY	R	SLURRY	8568		4	D	0.13		74	1986	O
2015	BERKELEY WAY	MILVIA WAY	SHATTUCK AVE	R	SLURRY	9288		4	D	0.12		53		
2015	BOLIVAR DR	CUL DE SAC	POTTER ST		RECONSTRUCT	167152		2	D	0.07				
2015	BRIDGE RD	ALVARADO RD	TUNNEL RD	R	RECONSTRUCT	67632		8	D	0.09	13	18	1992	O
2015	BROOKSIDE AVE	CLAREMONT AVE	DEAD END (CLAREMONT AVE)	R	SLURRY	3850		8	D	0.08		77		
2015	BROOKSIDE CT	DEAD END	BROOKSIDE DR	R	OVERLAY	4316		8	D	0.02		45		
2015	BROOKSIDE DR	CLAREMONT AVE	CLAREMONT AVE	R	RECONSTRUCT	73711		8	D	0.10	12	23		
2015	BUENA AVE	WEST DEAD END	MCGEE AVE	R	OVERLAY	41104		1	D	0.17		30		
2015	CALIFORNIA ST	UNIVERSITY AVE	DWIGHT WAY	R	SLURRY	50492		4	A	0.57		60	1992	O
2015	CHABOLYN TERRACE	SOUTH CITY LIMIT	SOUTH CITY LIMIT	R	RECONSTRUCT	68389		8	D	0.08	7	17		
2015	CHANNING WAY	SHATTUCK AVE	FULTON ST	R	RECONSTRUCT	142092		4	A	0.11	8	51	1991	O
2015	CHANNING WAY	FULTON ST	DANA ST	R	OVERLAY	81955		47	A	0.25		35	1991	O
2015	CHANNING WAY	DANA ST	BOWDITCH ST	R	OVERLAY	92241		7	A	0.25		30	1993	O
2015	CHANNING WAY	BOWDITCH ST	COLLEGE AVE	R	OVERLAY	42116		7	A	0.13		38	1993	O
2015	CHANNING WAY	COLLEGE AVE	PIEDMONT AVE	R	SLURRY	7034		8	A	0.12		38	1993	O
2015	COLUMBIA CIRCLE	COLUMBIA PATH	FAIRLAWN DR	R	RECONSTRUCT	36896		6	D	0.04		5		
2015	COMSTOCK CT	JAYNES ST	CEDAR ST	R	OVERLAY	8848		1	D	0.06		17		
2015	ELMWOOD CT	ASHBY AVE	DEAD END	R	SLURRY	3015		8	D	0.05		55		
2015	FOLGER AVE	3RD ST	HOLLIS ST	R	OVERLAY	36712		2	D	0.12		17		
2015	FOLGER AVE	7TH ST	SAN PABLO AVE	R	RECONSTRUCT	351250		2	D	0.20	7	12		
2015	GLEN AVE	OAK ST	EUNICE ST	R	RECONSTRUCT	89425		6	D	0.10	9	18		
2015	JAYNES ST	CALIFORNIA ST	EDITH ST	R	OVERLAY	43798		1	D	0.19		26		
2015	KEELER AVE	GRIZZLY PEAK BLVD	MARIN AVE	R	RECONSTRUCT	169080		6	D	0.26	9	3	1991	O
2015	LE CONTE AVE	ARCH ST & HEARST AVE	SCENIC AVE	R	RECONSTRUCT	153977		6	D	0.14	13	33	1995	O
2015	LE CONTE AVE	SCENIC AVE	HIGHLAND PL	R	OVERLAY	124097		6	B	0.41		60	1995	R
2015	MILVIA ST	EUNICE ST	BERRYMAN ST	R	SLURRY	6271		5	A	0.13		34		
2015	MURRAY ST	7TH ST	SAN PABLO AVE	R	RECONSTRUCT	153773		2	D	0.25	7	9		
2015	NORTH ST	NORTH DEAD END	JAYNES ST	R	RECONSTRUCT	16642		1	D	0.03	12	3		
2015	PARKER ST	7TH ST	SAN PABLO AVE	R	SLURRY	18529	*	2	D	0.26		63	2008	R
2015	PARKER ST	MARTIN LUTHER KING JR WY	MILVIA WAY	R	SLURRY	10055		3	B	0.13		29	1993	O
2015	PARKER ST	MILVIA ST	SHATTUCK AVE	R	SLURRY	10856		3	B	0.14		50	1993	O
2015	POTTER ST	I-80	BAY ST		RECONSTRUCT	307911		2	D	0.13		15		
2015	ROSLYN CT	THE SOUTH CROSSWAYS	CHABOLYN TERRACE	R	RECONSTRUCT	13422		8	D	0.03	7	18		
2015	RUSSELL ST	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	R	OVERLAY	145255		3	A	0.45		35	1993	O
2015	RUSSELL ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	OVERLAY	43730		3	A	0.14		52	1993	O
2015	RUSSELL ST	MILVIA ST	ADELINE ST	R	OVERLAY	7877		3	A	0.02		63	1993	O
2015	RUSSELL ST	TELEGRAPH AVE	HILLEGASS AVE	R	OVERLAY	66894		7	A	0.21		59	1998	O
2015	RUSSELL ST	HILLEGASS AVE	COLLEGE AVE	R	OVERLAY	42812		78	A	0.14		63	1998	O

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FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2015	SPRUCE ST	VINE ST	CEDAR ST	R	OVERLAY	40366		46	B	0.13		40	1995	O
2015	SPRUCE ST	CEDAR ST	VIRGINIA ST	R	OVERLAY	40978		4	B	0.13		37	1995	O
2015	SPRUCE ST	VIRGINIA ST	HEARST AVE	R	RECONSTRUCT	256199		46	D	0.20	13	36	1995	O
2015	STANTON ST	RUSSELL ST	ASHBY AVE	R	RECONSTRUCT	89317		2	D	0.11	12	24		
2015	THE SPIRAL	DEAD END	WILDCAT CANYON RD	R	RECONSTRUCT	58247		6	D	0.06		18	1991	O
2015	VINE ST	MCGEE AVE	EDITH ST	R	RECONSTRUCT	66884		1	D	0.11	12	25		
2015	YOLO AVE	MILVIA AVE	SUTTER ST	R	SLURRY	4997		5	D	0.11		20		

FISCAL YEAR 2015 TOTALS

Total Estimated Cost and Miles $9,911,141 17.79 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	2.39	$3,431,319	35%	13%
COLLECTORS	6.72	$2,516,826	25%	38%
RESIDENTIALS	8.68	$3,962,996	40%	49%
SLURRY SEALS	5.69	$381,371		
OVERLAYS	7.24	$2,461,951		
RECONSTRUCTS	4.86	$7,067,819		
PCC STREETS	0.00	$0		
BIKE ROUTES	8.33	$2,445,731	25%	

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FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2016	ADELINE ST	DERBY ST	STUART ST	A	OVERLAY	130499		3	B	0.14		51	1994	O
2016	ADELINE ST	STUART ST	ASHBY AVE	A	RECONSTRUCT	1218888		3	B	0.28	6	42	1988	O
2016	DERBY ST	WARRING ST	BELROSE & TANGLEWOOD	A	RECONSTRUCT	370803		8	B	0.23	6	12	1996	O
2016	OXFORD ST	CEDAR ST	161' N/O HEARST AVE	A	OVERLAY	252		4	C	0.25		74		
2016	OXFORD ST	161' N/O HEARST AVE	HEARST AVE	A	OVERLAY	13074		4	C	0.03		49		
2016	SHATTUCK AVE	ROSE ST	VINE ST	A	RECONSTRUCT	315926		5	C	0.13	11	23	1996	R
2016	SHATTUCK AVE	VINE ST	CEDAR ST	A	RECONSTRUCT	389323		4	C	0.13	11	21	1996	O
2016	SHATTUCK PL	HENRY ST & ROSE ST	SHATTUCK AVE	A	RECONSTRUCT	273743		5	C	0.10	11	27	1996	R
2016	SHATTUCK AVE	CEDAR ST	HEARST AVE	A	RECONSTRUCT	873514		4	C	0.32	6	30	1996	O
2016	SHATTUCK AVE	HEARST AVE	UNIVERSITY AVE	A	OVERLAY	61802		4	C	0.12		41	1996	R
2016	THE ALAMEDA	SOLANO AVE	MARIN AVE	A	SLURRY	21381		5	B	0.18		59	1996	R
2016	THE ALAMEDA	MARIN AVE	HOPKINS ST	A	OVERLAY	156555		5	B	0.26		44	1995	O
2016	THE ALAMEDA	HOPKINS ST	YOLO AVE	A	SLURRY	5283		5	C	0.04		53	1995	O
2016	THE CIRCLE	INTERSECTION MARIN AVE, ETC	INTERSECTION ARLINGTON AVE	A	SLURRY	1235		5	C	0.01		77	1992	R
2016	BANCROFT WAY	MILVIA WAY	SHATTUCK AVE	C	OVERLAY	49871		4	D	0.13		63	1989	O
2016	BELROSE AVE	DERBY ST	CLAREMONT BLVD	C	RECONSTRUCT	207914		8	C	0.12	5	22	1996	O
2016	CLAREMONT BLVD	BELROSE AVE	CLAREMONT AVE	C	RECONSTRUCT	266659		8	C	0.17	11	35	1996	O
2016	DELAWARE ST	6TH ST	SAN PABLO AVE	C	SLURRY	29304		1	B	0.31		71	1992	R
2016	SOLANO AVE	THE ALAMEDA	CONTRA COSTA AVE	C	SLURRY	6982		5	C	0.10		89	2005	O
2016	NORTHBRAE TUNNEL	CONTRA COSTA AVE	DEL NORTE ST	C	SLURRY	12521		5	C	0.27		80	1988	O
2016	PIEDMONT CRESCENT	DWIGHT WAY	WARRING ST	C	RECONSTRUCT	139462		8	B	0.05	6	32	1996	O
2016	WARRING ST	DWIGHT WAY	DERBY ST	C	RECONSTRUCT	531259		8	B	0.29	6	18	1996	O
2016	2ND ST	DELAWARE ST	HEARST AVE	R	RECONSTRUCT	124932		1	D	0.09	12	6		
2016	2ND ST	HEARST AVE	UNIVERSITY AVE	R	OVERLAY	31469		1	D	0.09		37		
2016	2ND ST	UNIVERSITY AVE	ADDISON ST	R	OVERLAY	24464		2	D	0.09		47	1997	O
2016	8TH ST	NORTH CITY LIMIT	GILMAN ST	R	OVERLAY	49512		1	B	0.22		78	2001	R
2016	9TH ST	JOG JUST NORTH OF ANTHONY	POTTER ST	R	OVERLAY	19652		2	B	0.06		36		
2016	9TH ST	POTTER ST	MURRAY ST	R	OVERLAY	22061		2	B	0.06		43		
2016	ALLSTON WAY	STRAWBERRY CK PARK	ACTON ST	R	OVERLAY	32415		2	B	0.10		77	1997	O
2016	ALLSTON WAY	ACTON ST	SACRAMENTO ST	R	RECONSTRUCT	162391		23	B	0.12	8	65	1997	O
2016	ARCADE AVE	GRIZZLY PEAK BLVD	FAIRLAWN DR	R	RECONSTRUCT	54466		6	D	0.06		15	1995	O
2016	AVENIDA DR	CAMPUS DR	OLYMPUS AVE	R	RECONSTRUCT	47217		6	C	0.06	13	19	1993	O
2016	AVENIDA DR	OLYMPUS AVE	QUEENS RD	R	SLURRY	1012		6	C	0.03		72	1993	O
2016	AVENIDA DR	QUEENS RD	GRIZZLY PEAK BLVD	R	RECONSTRUCT	171836		6	C	0.25	13	63	1993	R
2016	BERRYMAN ST	MARTIN LUTHER KING JR HI SCH	MARTIN LUTHER KING JR WAY	R	SLURRY	2010		5	B	0.03		69	1989	O
2016	BERRYMAN ST	MARTIN LUTHER KING JR WAY	MILVIA ST	R	SLURRY	12560		5	B	0.19		71	1989	O
2016	BONAR ST	UNIVERSITY AVE	ADDISON ST	R	OVERLAY	19205		2	B	0.06		23	1992	O
2016	BONAR ST	ALLSTON WAY	DWIGHT WAY	R	OVERLAY	121220		2	B	0.38		37	1991	O
2016	BRET HARTE RD	KEITH AVE	CRAGMONT AVE	R	OVERLAY	10115		6	D	0.06		44	1996	R
2016	BRET HARTE RD	CRAGMONT AVE	KEELER RD	R	SLURRY	4449		6	D	0.14		65	1996	R
2016	CAMPUS DR	GLENDALE AVE	DELMAR AVE	R	OVERLAY	41962		6	C	0.21		49	1991	O
2016	CAMPUS DR	DELMAR AVE	AVENIDA DRIVE	R	SLURRY	3847		6	C	0.10		59	1994	R
2016	CAMPUS DR	AVENIDA DR	PARNASSUS RD	R	RECONSTRUCT	74396		6	D	0.10	13	12		
2016	CAMPUS DR	PARNASSUS RD	DEAD END, UC PLOT	R	RECONSTRUCT	90427		6	D	0.14		0		
2016	CONTRA COSTA AVE	SOLANO AVE	LOS ANGELES AVE	R	OVERLAY	7460		5	D	0.03		40		
2016	CORNELL AVE	GILMAN ST	PAGE ST	R	SLURRY	10467		1	B	0.19		68	1988	O
2016	CORNELL AVE	PAGE ST	HOPKINS ST	R	SLURRY	7275		1	B	0.13		58	1995	O
2016	CORNELL AVE	HOPKINS ST	CEDAR ST	R	SLURRY	3491		1	B	0.07		39	1992	O
2016	CORNELL AVE	CEDAR ST	VIRGINIA ST	R	OVERLAY	33638		1	B	0.13		25	1992	O
2016	CRAGMONT AVE	MARIN AVE	SANTA BARBARA RD	R	OVERLAY	40990		6	D	0.21		40	1992	R
2016	CRAGMONT AVE	SANTA BARBARA RD	EUCLID AVE	R	SLURRY	6371		6	D	0.16		74	1996	R
2016	CRAGMONT AVE	EUCLID AVE	BRET HARTE RD	R	SLURRY	9909		6	B	0.27		64	1996	R
2016	CRAGMONT AVE	BRET HARTE RD	SHASTA RD	R	SLURRY	11906		6	B	0.31		71	1996	R

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FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2016	EAST PARNASSUS CT	PARNASSUS RD	DEAD END	R	RECONSTRUCT	35292		6	D	0.04		1		
2016	EL DORADO AVE	THE ALAMEDA	SUTTER ST	R	OVERLAY	66278		5	D	0.24		39	1996	O
2016	EUCLID AVE	CRAGMONT AVE	BEG OF DIVIDED ROAD	R	SLURRY	9298		6	B	0.12		80	2001	R
2016	EUCLID AVE (NB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	R	SLURRY	5499		6	B	0.16		73	2001	O
2016	EUCLID AVE (SB)	BEG OF DIVIDED ROAD	END OF DIVIDED ROAD	R	SLURRY	9140		6	B	0.16		80	2001	O
2016	EUCLID AVE	END OF DIVIDED ROAD	EUNICE ST	R	OVERLAY	65025		6	B	0.17		85	2001	R
2016	FAIRLAWN DR	AVENIDA DR	OLYMPUS DR	R	OVERLAY	19749		6	C	0.12		64	1993	O
2016	FLORIDA AVE	SANTA BARBARA RD	BOYNTON AVE	R	OVERLAY	10437		5	D	0.05		79	1993	R
2016	FLORIDA AVE	BOYNTON AVE	DEAD END (FLORIDA WALK)	R	RECONSTRUCT	28313		5	D	0.03	13	40	1993	O
2016	HARVARD CIRCLE	FAIRLAWN DR & SENIOR AVE	FAIRLAWN DR	R	RECONSTRUCT	24313		6	D	0.02		31		
2016	HENRY ST	ROSE ST	VINE ST	R	OVERLAY	40366		5	C	0.13		19	1995	O
2016	HENRY ST	VINE ST	CEDAR ST	R	OVERLAY	41262		4	D	0.12		23	1992	O
2016	HILGARD AVE	LA VEREDA RD	DEAD END	R	OVERLAY	13495		6	D	0.06		39	1999	R
2016	JONES ST	EASTSHORE HWY	2ND ST	R	SLURRY	3615		1	D	0.05		54		
2016	JONES ST	4TH ST	6TH ST	R	OVERLAY	39593		1	D	0.13		12		
2016	JONES ST	6TH ST	SAN PABLO AVE	R	OVERLAY	100914		1	D	0.31		48	1995	O
2016	JONES ST	SAN PABLO AVE	STANNAGE AVE	R	OVERLAY	30886		1	D	0.10		50	1986	O
2016	JOSEPHINE ST	THE ALAMEDA	HOPKINS ST	R	SLURRY	7222		5	D	0.11		33	1997	O
2016	JOSEPHINE ST	HOPKINS ST	ROSE ST	R	SLURRY	16203		5	B	0.24		64	1997	O
2016	LA VEREDA RD	LA LOMA AVE	CEDAR ST	R	RECONSTRUCT	51664		6	D	0.10	9	17		
2016	LA VEREDA RD	CEDAR ST	DEAD END ABOVE VIRGINIA ST	R	RECONSTRUCT	77026		6	D	0.16	9	0		
2016	MICHIGAN AVE	MARYLAND AVE	SPRUCE ST	R	OVERLAY	57030		5	D	0.28		49	1988	O
2016	MODOC ST	SOLANO AVE	MARIN AVE	R	OVERLAY	32368		5	D	0.11		54	1995	R
2016	PAGE ST	EAST FRONTAGE RD	2ND ST	R	OVERLAY	15606		1	D	0.05		39		
2016	PAGE ST	3RD ST	6TH ST	R	SLURRY	10122		1	D	0.18		69	1989	O
2016	PAGE ST	6TH ST	10TH ST	R	SLURRY	13973		1	D	0.25		73	1989	O
2016	PARKER ST	SACRAMENTO ST	MARTIN LUTHER KING JR WAY	R	SLURRY	32154		3	B	0.48		78	1989	O
2016	PARKER ST	COLLEGE AVE	ETNA ST	R	OVERLAY	19877		8	B	0.06		43	1996	O
2016	PARKER ST	ETNA ST	WARRING ST	R	OVERLAY	40672		8	B	0.13		36	1996	O
2016	PARNASSUS RD	DEL MAR AVE	CAMPUS RD	R	RECONSTRUCT	209917		6	D	0.22		19		
2016	PIEDMONT AVE	DWIGHT WAY	DERBY ST	R	OVERLAY	76874		8	B	0.25		37	2006	O
2016	POE ST	BONAR ST	DEAD END (BONAR ST)	R	RECONSTRUCT	40105		2	D	0.03		22	1995	O
2016	PRINCE ST	TREMONT ST	TELEGRAPH AVE	R	OVERLAY	105513		37	B	0.45		58	2002	O
2016	ROSE ST	HOPKINS ST	CHESTNUT ST	R	SLURRY	8830		1	B	0.13		52	1992	O
2016	ROSE ST	CHESTNUT ST	SACRAMENTO ST	R	OVERLAY	115472		1	B	0.34		62	1992	R
2016	RUGBY AVE	NORTH CITY LIMIT	VERMONT AVE	R	RECONSTRUCT	40105		5	D	0.04		15	1994	O
2016	SAN PEDRO AVE	COLUSA AVE	THE ALAMEDA	R	OVERLAY	43832		5	D	0.20		17	1993	O
2016	SENIOR AVE	FAIRLAWN DR	GRIZZLY PEAK BLVD	R	SLURRY	5862		6	C	0.13		35	1995	O
2016	SOMERSET PL	SOUTHAMPTON AVE	DEAD END (JOHN HINKEL PARK)	R	OVERLAY	15012		5	D	0.08		23	2000	O
2016	SONOMA AVE	WEST CITY LIMIT (TULARE AVE)	JOSEPHINE ST	R	SLURRY	24806		5	B	0.37		60	1990	O
2016	SOUTHAMPTON AVE	ARLINGTON AVE	SAN LUIS RD	R	OVERLAY	62276		5	D	0.39		75	2000	O
2016	SPINNAKER WAY	BREAKWATER DR	MARINA BLVD	R	OVERLAY	101934		1	B	0.28		46	1991	O
2016	SPRUCE ST	ROSE ST	VINE ST	R	RECONSTRUCT	163820		56	B	0.13	10	36	1995	O
2016	THE ALAMEDA	CAPISTRANO AVE	TACOMA AVE	R	SLURRY	3078		5	B	0.05		65	2002	O
2016	THE ALAMEDA	TACOMA AVE	SOLANO AVE	R	OVERLAY	83539		5	B	0.24		48	1996	O
2016	THE UPLANDS	HILLCREST RD	EL CAMINO REAL	R	SLURRY	6963		8	B	0.12		60	1994	O
2016	THE UPLANDS	EL CAMINO REAL	TUNNEL RD	R	SLURRY	9141		8	B	0.20		79	1994	R
2016	TULARE AVE	SOLANO AVE	SONOMA AVE	R	OVERLAY	99127		5	D	0.32		48	1994	O
2016	VASSAR AVE	NORTH CITY LIMIT (KENTUCKY)	KENTUCKY AVE	R	RECONSTRUCT	60791		5	D	0.07	13	38	1999	R
2016	VASSAR AVE	KENTUCKY AVE	SPRUCE ST	R	OVERLAY	44699		5	D	0.22		53	1999	R
2016	VERMONT AVE	DEAD END	MARYLAND AVE	R	RECONSTRUCT	135285		5	D	0.15		4	1994	O
2016	VINCENTE AVE	NORTH END (VINCENTE WALK)	THOUSAND OAKS BLVD	R	OVERLAY	57233		5	D	0.27		59	1999	R
2016	VINCENTE AVE	THOUSAND OAKS BLVD	COLUSA AVE	R	SLURRY	9755		5	D	0.22		57	1999	R
2016	VINCENTE AVE	COLUSA AVE	PERALTA AVE	R	OVERLAY	38534		5	D	0.19		63	1999	R

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

FISCAL YEAR	STREET NAME	FROM	TO	CLASS	TREATMENT	ESTIMATED COST	GREEN INFRA	DISTRICT	P	MILEAGE	SCORECARD	PCI	LAST PAVED	LAST TYPE
2016	WEST PARNASSUS CT	PARNASSUS RD	DEAD END	R	RECONSTRUCT	38653		6	D	0.04		13		
2016	WHITNEY ST	WOOLSEY ST	SOUTH CITY LIMIT	R	OVERLAY	7015		3	D	0.02		62		
2016	WOOLSEY ST	ADELINE ST	TREMONT ST	R	SLURRY	8792	*	3	B	0.11		64	1995	O
2016	WOOLSEY ST	TREMONT ST	TELEGRAPH AVE	R	OVERLAY	157979	*	37	B	0.43		62	1995	O

FISCAL YEAR 2016 TOTALS

Total Estimated Cost and Miles $9,021,709 17.64 miles

	MILEAGE	ESTIMATED COST	% COST	% MILEAGE
ARTERIALS	2.20	$3,832,278	42%	13%
COLLECTORS	1.44	$1,243,972	14%	8%
RESIDENTIALS	13.99	$3,945,459	44%	79%
SLURRY SEALS	5.62	$334,456		
OVERLAYS	8.37	$2,468,813		
RECONSTRUCTS	3.65	$6,218,440		
PCC STREETS	0.00	$0		
BIKE ROUTES	8.70	$4,180,472	46%	

NOTE: COLUMN P DENOTES PRESENCE OF (A) BICYCLE BOULEVARD, (B) BICYCLE ROUTE, (C) BUS ROUTE, OR (D) NONE

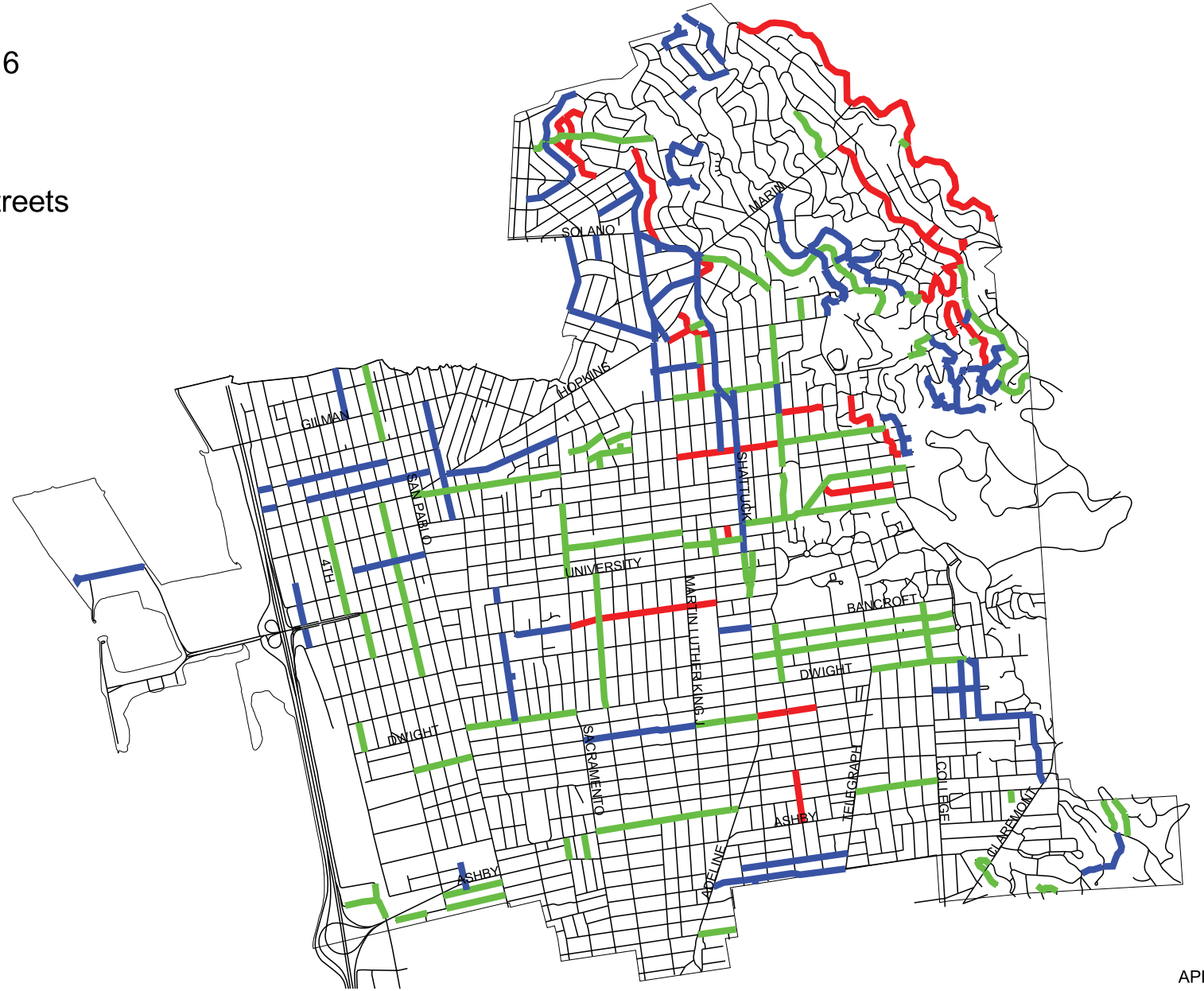
FY 2014 - 2016

2014

2015

2016

Major Streets



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APRIL 2014