



City of Oregon City

Five Year Pavement Maintenance Plan: 2025-2029

June 2024

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City of Oregon City

June 2024



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Memorandum

Date: June 28, 2024

Project: Five Year Pavement Maintenance Plan: 2025-2029

To: Mr. Josh Wheeler, P.E.
City of Oregon City
625 Center Street
Oregon City, Oregon 97045

From: Angel Castro, EIT
Andrew Giesy, PE
Consor

Reviewed By: Gabe Crop, PE

Re: Development of the Five Year Pavement Maintenance Plan (2025-2029)

Introduction

The City of Oregon City's (City) transportation system includes approximately 139 miles of City-owned surface streets of varying size and capacity requiring periodic maintenance to keep them operational. Due to increased growth in the City and reduced funding capacity from traditional sources, the City established a Transportation Utility Fee in 2007 to address street maintenance needs. The fees collected are deposited into the City's Pavement Maintenance Utility Fund (PMUF) which is used to fund future maintenance projects.

In 2011, the City and Consor (formerly Murraysmith) collaborated to develop the City's initial five year Pavement Maintenance Plan to support continued effective use of the PMUF for pavement maintenance work. The plan was used to assist the City in developing the final project list of streets for annual pavement maintenance. The plan has been subsequently updated in 2014, 2019, and now in 2024 to help City Operations staff manage the ongoing pavement maintenance needs. The following memorandum is a continuation of this collaborative effort.

Purpose

In 2023, the City requested assistance to develop an updated pavement maintenance plan, effective starting in 2025. The key elements of this plan include:

- Conducting a historical analysis focusing on past accomplishments and assessing actual costs.
- Incorporating current 2023 Pavement Condition Index (PCI) data.
- Updating Streetsaver decision tree and unit costs for treatments.
- Developing a draft paving list utilizing Streetsaver outputs.
- Incorporating feedback from City Street Operations staff on project paving priorities.

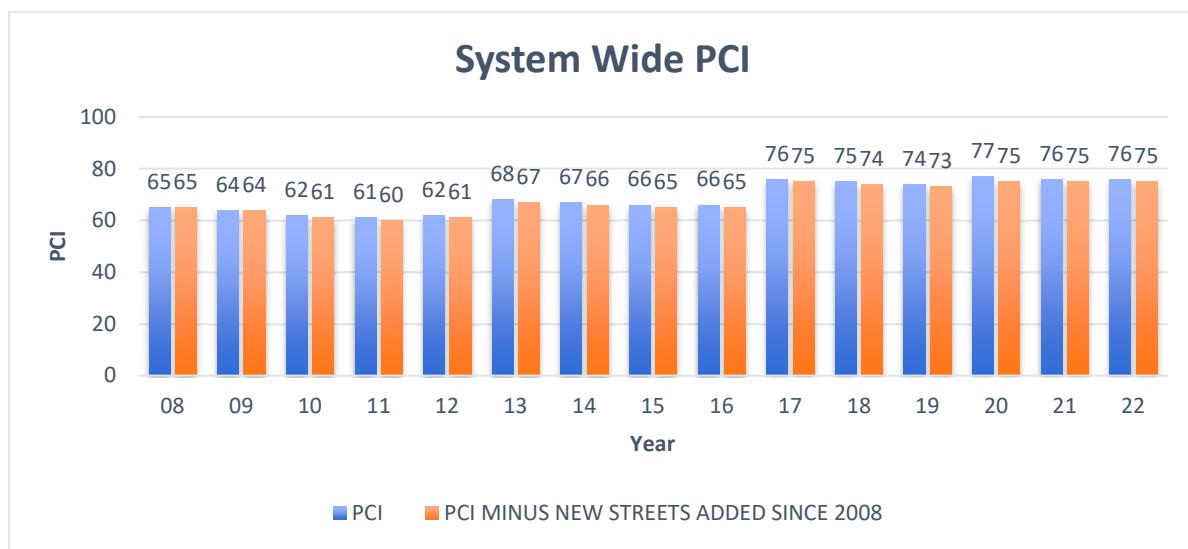
- Coordinating utility system needs as part of paving project recommendations.
- Providing rehabilitation and preventative maintenance recommendations for the timeframe of 2025 to 2029.
- Communicating updated information to the City Commission and community groups.

The purpose of the planning effort described herein is to provide a pavement rehabilitation and maintenance plan for the next five years which will help City Engineering and Operations staff manage future pavement maintenance needs. The final planning document includes a list of projects organized by year, street segment, and anticipated treatment type based on the projected available funding over the next five years. This memorandum summarizes how the plan was updated and presents the recommended Five Year Pavement Maintenance Plan for implementation.

Summary of PMUF Historical Results

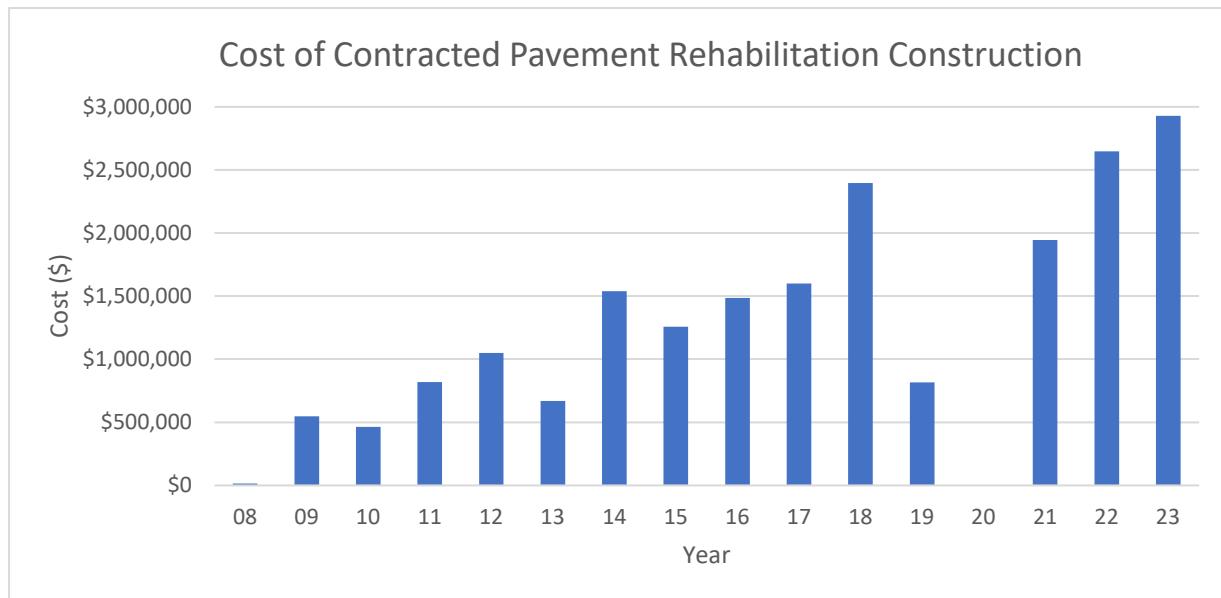
Consort performed a preliminary document review of the pavement rehabilitation projects completed between 2008-2023 with a focus on cost analysis. The findings are included in the PMUF Historical Results (2008 to 2023) memorandum in **Appendix A**. Figures summarizing the results from the memo are provided below.

Figure 1 | System Wide PCI (2008-2022)



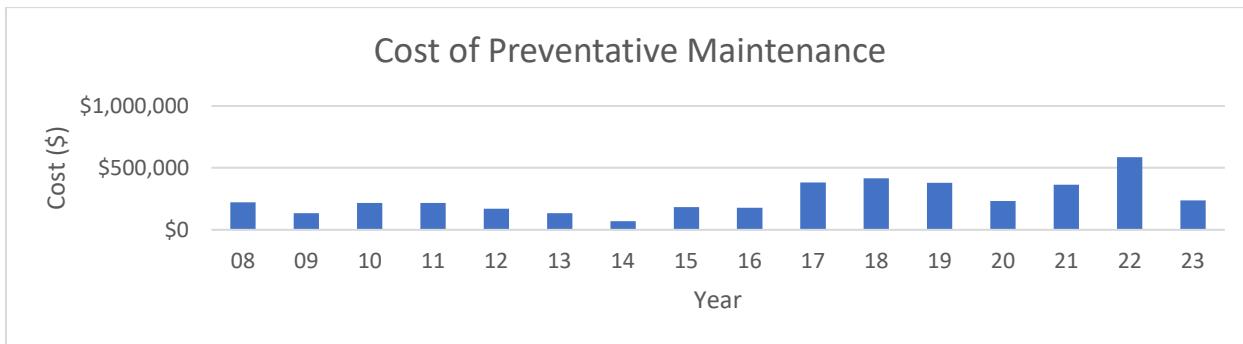
Note: Information obtained from City provided StreetSaver pavement management database. The term “new streets” include streets that were added to the City’s street system since 2008 due to private development or City capital improvements projects.

Figure 2 | Cost of Contracted Pavement Rehabilitation Construction (2008-2023)



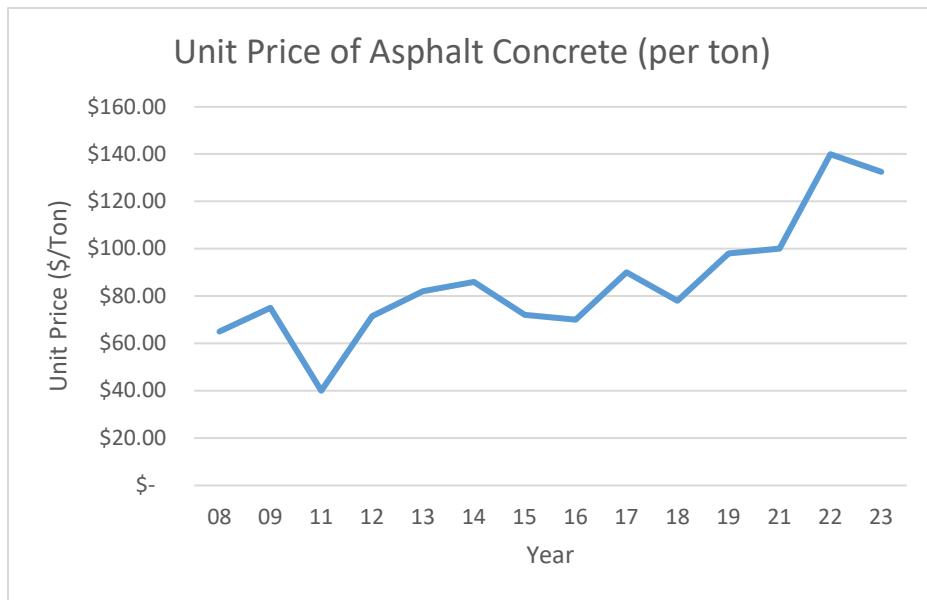
Note: Information obtained from annual reports and construction documents. 2020 had no pavement rehabilitation projects as PMUF funds were used to supplement the Mollala Phase 2 Streetscape Project.

Figure 3 | Cost of Preventative Maintenance Construction (2008-2023)



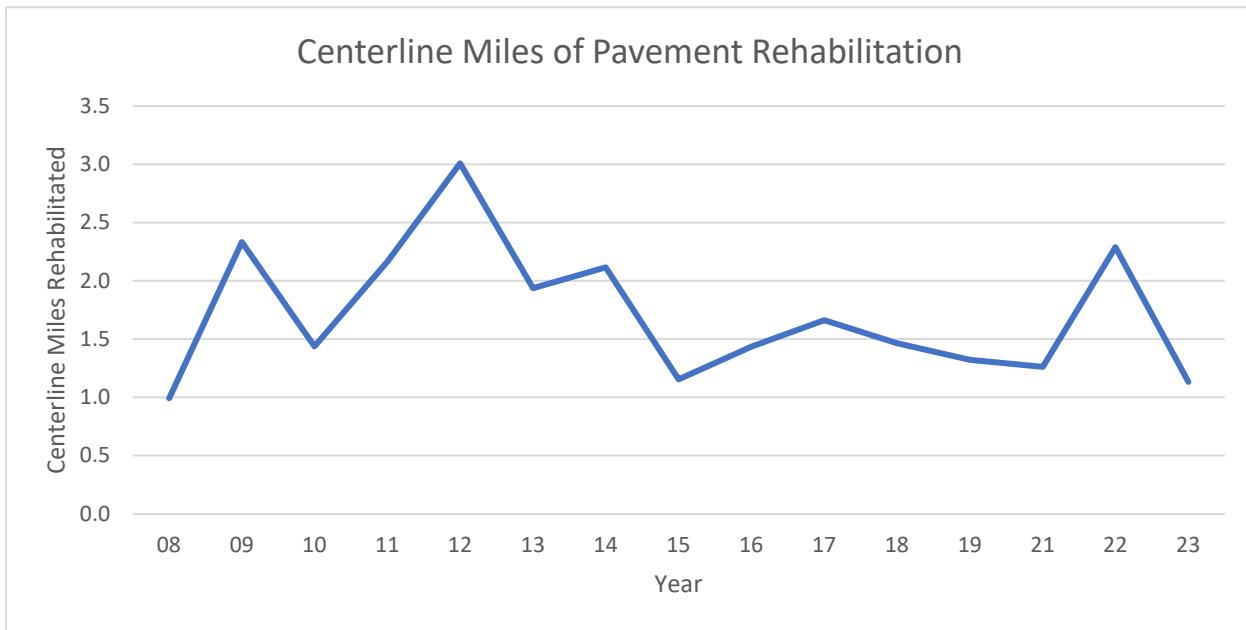
Note: Information obtained from annual reports and construction documents.

Figure 4 | Bid Item Unit Price of Asphalt Concrete Pavement Received (2008-2023)



Note: Information obtained from annual reports and construction documents.

Figure 5 | Roadway Centerline Miles of Pavement Rehabilitated Per Year



Note: Information obtained from annual reports and construction documents.

Much of the information utilized in the above figures comes from the City's PMUF Annual reports including the 2022 Annual Report in **Appendix B**. The historical review of pavement rehabilitation PMUF projects from 2008 to 2023 indicates the following trends:

- The City's system wide Pavement Condition Index (PCI) has increased since 2011 as more PMUF funds have been applied over time.
- The cost of pavement rehabilitation construction has increased over time since 2008.
- The cost of preventative maintenance construction has held relatively steady since 2017.
- Asphalt concrete unit price per ton has increased from 2008 to 2023.
- The number of lane miles rehabilitated has increased from 2008 to 2012 and then decreased between 2013 to 2023, excluding 2022 which saw an increase.

The City's annual overall system wide PCI shown in Figure 1 above indicates a noticeable jump in PCI every four years, however the trend over the course of the last fifteen years indicates a typical increase in the system wide PCI. The jump of PCI every four years can be attributed to the frequency of physical pavement condition inspections performed every three years, versus projections that the City's pavement management model/database (StreetSaver) calculates. While StreetSaver is a powerful software tool for pavement management, it can sometimes degrade streets more quickly than what a physical inspector may report. It is our conclusion that the various jumps in PCI are directly correlated to actual physical inspections.

The increase in the City's system wide PCI over the past fifteen years can be largely attributed to several factors including the successful implementation of the PMUF, additional newer streets added to the City street network via jurisdictional transfers, capital improvement projects that improve the street surface, and development within City limits that require street improvement. The continual use of the PMUF program will help maintain the PCI, however the current streets that fall under the Very Poor category (typically concentrated in the McLoughlin neighborhood) will begin to require larger budget allocations to pay for future pavement maintenance projects. Maintaining the PMUF fund will be crucial to the completion of future projects, and maintaining the current 2024 Citywide system PCI, as shown in Figure 1, 2024 Pavement Conditions Index (PCI) in **Appendix C**

Recent PCI inspections performed in the summer of 2023 indicate the average overall PCI of the City's street network is 77, which indicates that the street network is in "Good" condition (refer to Table 1 below for further details regarding good, fair, poor condition categories). Without PMUF program funding for street maintenance, the City's PCI is anticipated to drop to from 77 ("Good" condition) to 68 ("Fair" condition) by 2029, with traffic load related distress prevalent along the City's most important collector and arterial streets. Under the current PMUF funding, the cost of deferred maintenance continues to grow as the backlog of streets grows from \$17.4M in 2025 to \$30.0M projected in 2029. Without PMUF funding, the cost of deferred maintenance is projected to grow from \$17.4M to approximately \$40.1M in 2029. Additional PMUF funds, if available, would help increase the City's PCI while also allowing the City to address the backlog streets in the poorest conditions typically found in neighborhoods.

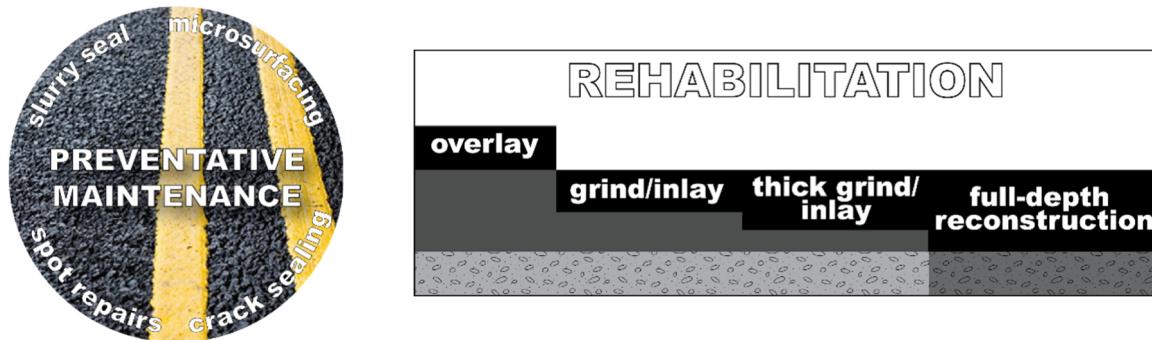
Planning Process

The overall planning team for this effort consisted of City staff who led the planning effort, coordination, and decision making with Consor staff who supported the City to deliver the plan. The following paragraphs describe the steps taken in the planning process.

Definitions: Rehabilitation and Preventative Maintenance

The different types of pavement maintenance treatments within the scope of the PMUF work and Five Year Pavement Maintenance Plan can be separated into two categories: preventative maintenance and rehabilitation. **Preventative maintenance** is surface treatments that are applied early in the life of the roadway to prolong the life of the surface. Examples of preventative maintenance treatments the City plans to utilize with the 5 year plan period are crack sealing, slurry sealing, and microsurfacing.

Rehabilitation includes physically changing the existing pavement section. For the purposes of this report, pavement rehabilitation includes the spectrum of work from an asphalt overlay to complete street reconstruction per the graphic below.



Since rehabilitation work is more intensive, requires more variables to plan effectively, and represents the majority of the PMUF budget, most of the discussion below focuses on this category. The preventative maintenance work was generally determined after the rehabilitation project list was established. The funding split between rehabilitation and preventative maintenance treatments, including a comprehensive plan that includes both categories, is provided within the recommendations section of this report.

Development of Preliminary Rehabilitation Project List

The pre-planning process began with an initial 10-year concept pavement rehabilitation list developed by the City with a focus on treating roadways with a Pavement Condition Index (PCI) of 50 and lower (rated as Poor condition streets). The City then refined the concept list by engaging City engineering and operations staff and incorporated comments into a composite list that also addresses other project needs. Further refinement of the concept list was done by City staff taking into account planned in-house pavement rehabilitation work by City operations staff, budget considerations, and public outreach comments. The following paragraphs summarize the next steps taken in the rehabilitation project planning process once the concept list was developed by the City, and Consor began collaborating with the City to update the concept list into the refined preliminary list.

The primary tool used to evaluate the City's rehabilitation concept list and develop the preventative maintenance list was the City's pavement management model/database (StreetSaver). Capitol Asset & Pavement Services Inc. (Capitol Asset), the City's ongoing pavement evaluation consultant, collects existing

street data and manages the StreetSaver software for the City. The StreetSaver software includes a database of existing pavement conditions throughout the City as determined by field inspections. This database is regularly updated at the end of each summer by Capitol Asset when street projects are completed and is comprehensively updated once every three years by Capitol Asset when they conduct pavement inspections. The most recent comprehensive update was completed in 2023.

StreetSaver also has the ability to assist in project list development by utilizing an internal algorithm and a decision tree. This algorithm and decision tree uses several pieces of known information including existing pavement conditions, street classification, a prescribed yearly maintenance budget, time period, treatment types, and treatment costs. This input information is used to develop a project list that optimizes return on the City's investment. StreetSaver's overall goal is to obtain a 83 PCI (Very Good condition) for all streets and then keep them there utilizing more cost-effective preventative maintenance treatments. The table below describes the condition categories used for analysis.

Table 1 | Pavement Conditions Categories

PCI	Condition Category	Comments
>70	I – Very Good	
50-70	II – Fair, Non-Load Related	Majority of distresses environmental related
50-70	III – Fair, Load Related	Majority of distresses load related
25-50	IV – Poor	
<25	V – Very Poor	

The StreetSaver project list output is limited to the general criteria applied on a system level. The planning team utilized the StreetSaver output to compare what the software recommended on a system level analysis relative to the City's pre-planning concept list that focused on Poor condition streets (50 PCI or less streets). The StreetSaver output also assisted in establishing updated project cost and evaluating the feasibility of the pavement rehabilitation pre-planning concept list.

Prior to utilizing the StreetSaver software, Consor worked with the City and Capitol Asset to confirm the pavement condition data was current and the decision tree reflected the City's current treatment types and costs. The planning team collectively updated the treatment types and unit costs utilized by StreetSaver and adjusted them for the planned work for 2025 and beyond. Treatment costs were generally increased to reflect the actual bid costs over the last four years. Inflation and interest rate factors were then applied to project costs for construction years beyond 2025. See Table 2 for a summarized breakdown of the Street Saver Decision Tree. Once the database was updated, two different budget scenarios were run using StreetSaver's algorithm. The first scenario assumed a pavement maintenance budget amount equal to the projected expenditures in the PMUF budget over a ten-year period from 2025 to 2034 (constrained budget scenario). Although only five years of rehabilitation projects are reported with the final list, five extra years of rehabilitation projects were provided at this preliminary stage for flexibility during the prioritization process discussed below. The results of the constrained budget analysis showed a \$20.4 Million need for rehabilitation over the next ten years with a deferred maintenance cost of \$30.1M.

The second scenario assumed an unconstrained (unlimited) budget for the same ten-year timeframe. The purpose of this scenario was to capture the total rehabilitation maintenance need within the City to achieve a "Very Good" condition (PCI 83) and serve as a reference through the rest of the planning process. The results of the unconstrained budget analysis showed a \$37.3 Million need for rehabilitation over the next ten years with the majority of that work (\$25.1M) in 2025 to address all deferred maintenance necessary

to get all streets to the Very Good condition. The resulting map, as shown in Figure 2, PMUF Unconstrained Rehabilitation Projects, 2025 to 2034 in **Appendix D**, shows the unconstrained rehabilitation budget scenario.

The StreetSaver output for each budget scenario was provided as a Microsoft Excel spreadsheet and included suggested treatment types and years for work on street segments where there is a need. Using the City's GIS system, Consor converted the spreadsheet files into maps of the entire City road system. The maps showed suggested street maintenance work using different colors representing each of the ten study years. These maps were used for discussion purposes and used as a means to refine the working project list.

Table 2 | Decision Tree

Condition Category	PCI	Arterial		Collector		Residential	
		Treatment	Cost	Treatment	Cost	Treatment	Cost
I – Very Good – Crack	>70	Seal Cracks	\$1.27/ LF	Seal Cracks	\$1.27/ LF	Seal Cracks	\$1.27/ LF
I – Very Good – Surface	>70	Microsurfacing	\$9.00/ SY	Microsurfacing	\$9.00/ SY	Slurry Seal	\$2.70/ SY
I – Very Good – Restoration	>70	Do Nothing	\$ -	Do Nothing	\$ -	Do Nothing	\$ -
II – Good - Non-Load Related	50-70	Microsurfacing	\$9.00/ SY	Microsurfacing	\$9.00/ SY	Slurry Seal	\$2.70/ SY
III – Good - Load Related	50-70	2" Mill and Inlay	\$26.00/ SY	2" Mill and Inlay	\$26.00/ SY	2" Mill and Inlay	\$25.00/ SY
IV – Poor	25-50	2" Mill & 4" Inlay	\$42.00/ SY	2" Mill & 4" Inlay	\$42.00/ SY	Reconstruct light – 3" Remove and Replace	\$44.00/ SY
V – Very Poor	<25	Full Depth Reconstruction – Full	\$196.00/ SY	Full Depth Reconstruction - Full	\$196.00/ SY	Full Depth Reconstruction – Local	\$116.00/ SY

Note:

LF: Linear Foot

SY: Square Yard

Pavement Rehabilitation Prioritization Process

A paving workshop was held to review the StreetSaver constrained and unconstrained budget scenario pavement rehabilitation lists. The meeting objective was to review the lists and discuss any post-processing analysis or criteria. Since the City initiated various internal conversations with City staff from its utilities and CIP divisions during its development of the pavement rehabilitation concept list in the pre-planning phase, only minor comments/adjustments were noted.

Consor utilized the StreetSaver output files to develop project cost information for the City's pre-planning concept list, and made manual adjustments to verify each year met budget constraints. A second paving workshop was held to verify with City staff that all needs were addressed. Maps and lists, were provided at the workshop for discussion purposes, and only minor comments/adjustments were noted to create the final pavement rehabilitation list. Documentation of the discussions are included in the meeting minutes available in **Appendix E**.

The resulting pavement rehabilitation map, shown in Figure 3, PMUF Rehabilitation Projects, 2025 to 2029 in [Appendix D](#), shows pavement rehabilitation projects planned to be completed over the next five years. This map will be used by City Public Works staff as a starting point to plan pavement rehabilitation projects on an annual basis.

Private Non-City Owned Utilities

Given the franchise agreements that utilities have with the City and the City's Pavement Cut Standard, it is not expected that non-City utility work will be a significant long-term driver of the pavement maintenance schedule.

Preventative Maintenance List Development

With a refined list of street rehabilitation projects developed through discussions with City street and utility staff, StreetSaver was re-run to develop a draft list of preventative maintenance projects. This was done by inserting the planned rehabilitation projects for 2025 to 2034 back into StreetSaver and re-running a 10-year preventative maintenance constrained budget scenario.

Similar to the pavement rehabilitation list development, the City completed pre-planning work to develop a conceptual preventative maintenance list. This list focused on treating streets that have either never been treated, or are at the end of their previous preventative maintenance treatment life and are ready for a second treatment to preserve the roadway surface. The City's 6-year concept preventative maintenance list ranged from 2025 to 2030. Consor manually adjusted the StreetSaver preventative maintenance list to match the City's concept list, and utilized remaining streets in the StreetSaver list to fill in and maximize annual project budgets. Although only five years of preventative maintenance projects are reported with the final list, one extra year of projects were provided for flexibility in adjusting the list in the future.

During development of the list, the City utilized institutional knowledge to confirm that the planning team was addressing streets to extend the longevity and maintain Good/Very Good PCI. Particular care was taken to group street needs by neighborhood to minimize impact to a given area over multiple years. The resulting map, as shown in Figure 4, PMUF Preventative Maintenance Projects, 2025 to 2029 in [Appendix D](#), shows where preventative maintenance projects are planned to be completed over the next five years. This map will be used by City Public Works staff as a starting point to plan preventative maintenance projects on an annual basis.

Public Involvement

The Five Year Pavement Maintenance Plan will be available on the City's website as public information. Citizens, businesses, and any other interested entities will be able to access the report to see when and where pavement maintenance is planned to be completed in their neighborhood or area of interest.

As part of the planning process the City reached out to the public through a survey and social media postings in 2023. Public comments were taken into consideration in development of the finalized pavement rehabilitation list. A complete list of comments can be found in [Appendix F](#).

Recommendations

The recommended locations and years of planned pavement maintenance (rehabilitation and preventative maintenance) work within the 2025 to 2029 (5-year) timeframe are depicted on Figures 3 and 4 in [Appendix D](#). The data supporting these figures are tabulated in a working project list spreadsheet that will be

maintained by City staff. The overall pavement maintenance needs within the City regardless of funding constraints are depicted on Figure 2, PMUF Unconstrained Rehabilitation Projects, 2025 to 2034 in **Appendix D**. The PMUF Rehabilitation and Preventative Maintenance Project Lists are summarized in **Appendix G**. Specific recommendations and findings regarding the Five Year Pavement Maintenance Plan are provided below.

Working Project List

It is expected that City staff will continue to use the PMUF 5-Year Pavement Maintenance Plan Project Lists shown in **Appendix G** to manage the pavement reconstruction and maintenance work from year to year. As shown further below, actual budget available and actual pavement maintenance costs will fluctuate from year to year and the total amount of pavement maintenance completed will vary accordingly. Other factors such as utility projects, areas of accelerated degradation, etc. may also influence location and treatment selection on a year-to-year basis. As such, Consor recommends the PMUF Rehabilitation Project List and PMUF Preventative Maintenance Project List be used as starting points to coordinate and scope pavement maintenance work each year with the understanding that treatments for some streets may occur sooner or later than shown on Figures 3 and 4. The PMUF 5-Year Pavement Rehabilitation Plan Project List has additional relevant information documented from the street rehabilitation planning process. This information may be used by the City to manage delivery of the annual rehabilitation projects. Such information includes suggested treatment types from StreetSaver, known utility, CIP and development issues for future consideration, and other specific comments received by City staff which may be relevant.

Should yearly budgets allow for additional rehabilitation work beyond that listed in the current 5-year plan, the City can reference a separate list of supplemental projects summarized in **Appendix G**. This supplemental list was developed based on StreetSaver output results and City street staff input, and represent the next highest priorities.

Treatment Types

Preliminary suggested treatment types for all streets according to StreetSaver outputs are listed in the PMUF Rehabilitation Project List and PMUF Preventative Maintenance Project List. Due to the number of variables associated with treatment type selection, Consor recommends City staff confirm all treatment types for each street segment prior to bidding and completing the work. Formal pavement investigations and reporting may be warranted to develop the final street rehabilitation pavement sections. For continuity and constructability, it may make sense to apply a single treatment type for a given street as compared to the multiple treatments which may be shown.

Utility, CIP and Development Projects

As discussed above, there are several location specific utility, CIP, and development considerations which could affect pavement rehabilitation work. Although some of the more significant and defined utility work has already been addressed in the plan, most utility issues will need to be addressed and managed concurrently with the annual pavement rehabilitation work. Known condition of utilities and potential concerns based on City utility staff comments have been documented in the PMUF Rehabilitation Project List for future use. For future projects, Consor recommends City street staff review the rehabilitation list each year as pavement maintenance projects are confirmed and coordinate with City staff to address utility needs as appropriate.

Budget Considerations

The work represented in the Five Year Pavement Maintenance Plan Update is the highest priority work identified by the planning team. The overall pavement rehabilitation need in the City to achieve optimal pavement condition (Condition Category I – Very Good), regardless of budget, is depicted in the Unconstrained Budget Project Map represented by Figure 2: PMUF Map Unconstrained Budget Rehabilitation Projects, 2025 to 2034 in [Appendix D](#). The total cost to achieve optimal pavement condition (PCI > 70) is estimated at \$37.3M. The following table represents the estimated available budget for pavement rehabilitation and preventative maintenance contract work based on projected street utility fee income. The table excludes \$150,000 of PMUF funds per year that are allocated for preventative maintenance performed in-house by City staff (crack seal, patching, paving, etc.) shown in [Appendix G](#).

Table 3 | Estimated PMUF Available Budget for Pavement Maintenance Contract Work

Year	Pavement Rehab Contract Work	PE, CM, & Misc. for Pavement Rehab Contract Work	Preventative Maintenance Contract Work	Total Contract Work
2025	\$1.85M	\$0.45M	\$0.40M	\$2.70M
2026	\$1.90M	\$0.50M	\$0.40M	\$2.80M
2027	\$1.95M	\$0.50M	\$0.40M	\$2.85M
2028	\$2.00M	\$0.50M	\$0.40M	\$2.90M
2029	\$2.05M	\$0.50M	\$0.40M	\$2.95M
Overall:	\$9.75M	\$2.45M	\$2.00M	\$14.20M

Note:

Rounded to the nearest 0.05M; ADA ramp cost is 10% of yearly Pavement Rehab Budget; PE: Preliminary Engineering – Design (6%) and Inspection (9%); CM: Construction Management (4%); Miscellaneous (6%)

The following table is a summary of the estimated planned construction costs for the combined planned rehabilitation and preventative maintenance work:

Table 4 | Estimated PMUF Planned Costs for Pavement Maintenance Contract Work

Year	Pavement Rehab Contract Work	PE, CM, & Misc. for Pavement Rehab Contract Work	Preventative Maintenance Contract Work	Total Contract Work
2025	\$1.47M	\$0.37M	\$0.39M	\$2.23M
2026	\$1.95M	\$0.49M	\$0.52M	\$2.96M
2027	\$1.89M	\$0.47M	\$0.23M	\$2.59M
2028	\$1.88M	\$0.47M	\$0.29M	\$2.64M
2029	\$2.08M	\$0.52M	\$0.56M	\$3.16M
Overall:	\$9.27M	\$2.32M	\$1.99M	\$13.58M

Note:

Rounded to the nearest 0.01M; ADA ramp cost is 10% of yearly Pavement Rehab Costs; PE: Preliminary Engineering – Design (6%) and Inspection (9%); CM: Construction Management (4%); Miscellaneous (6%)

The estimated costs and budgets shown above are project totals including engineering, construction, and construction management. An attempt was made to balance anticipated project planned costs with the available budget to the degree possible. As maintenance work is completed from year to year, the difference between budget and estimated costs will continue to be monitored and evaluated by City staff.

Appropriate modifications will be made to the final rehabilitation and preventative maintenance project lists each year to match the actual funding with actual bid prices.

Future Updates

The current pavement maintenance plan has been developed for a five-year period to provide long-term guidance to the City in planning maintenance projects. Due to established pavement life cycles and several other variables, a plan beyond this time period would come with a high degree of uncertainty. Over time, a significant discrepancy could develop between plan and budget by the end of the planning horizon. As such, Consor recommends that a comprehensive update should begin no later than 2029 for work starting in 2030.

Conclusions

The implementation of the PMUF through rehabilitation and preventative maintenance projects has and will continue to have a positive impact on City streets. The following list summarizes the results of the StreetSaver analysis based on constructing the planned pavement maintenance projects over the next five years.

- Overall system wide PCI decreases from 77 to 75
- Deferred pavement maintenance increases from \$17.4 million to \$30.0 million
- Percentage of street network in Very Good condition (PCI > 70) decreases from 79.5% to 79.3%
- Percentage of street network in Very Poor condition (PCI < 25) increases from 4.5% to 5.4%.

The current plan indicates a gradual decrease of one point per year in the overall system wide PCI at the end of plan implementation. Additionally, under the current PMUF funding, the cost of deferred pavement maintenance continues to grow as the backlog of streets grows from \$17.4M in 2025 to \$30.0M in 2029. The remaining streets in Very Poor condition include core streets, concentrated in the McLoughlin Neighborhood, that will begin to require larger budget allocations. Continual funding of the PMUF, at the current funding level, will be crucial to maintaining the system wide average PCI in the “good” category (>70 PCI).

Without PMUF program funding for street maintenance, the City’s PCI would be projected to drop to 68 (“Fair” condition) by 2029, with traffic load related distress prevalent along the City’s most important collector and arterial streets. Furthermore, without PMUF funding, the cost of deferred maintenance is projected to grow from \$17.4M in 2024 to approximately \$40.1M in 2029. If additional PMUF funds become available beyond the current plan, it would help increase the City’s PCI while also allowing the City to address the backlog streets in the poorest conditions typically found in neighborhoods.



APPENDIX A
PMUF HISTORICAL RESULTS
2008-2023 MEMORANDUM



Memorandum

Date: November 6, 2023
Project: Five Year Pavement Maintenance Plan: 2025-2029

To: Mr. Josh Wheeler, P.E.
City of Oregon City
625 Center Street
Oregon City, Oregon 97045

From: Angel Castro, EIT
Consor

Reviewed By: Andrew Giesy, PE

Re: PMUF Historical Results: 2008-2023

Introduction

This memorandum summarizes historical results of pavement rehabilitation and preventative maintenance projects within the City of Oregon City (City) from 2008 to 2023 utilizing the City's Pavement Maintenance Utility Fee (PMUF). This document presents trends showing the City's system wide average Pavement Condition Index (PCI), total cost of pavement rehabilitation construction projects and maintenance projects, bid item unit price of asphalt concrete, and contracted roadway centerline miles receiving pavement rehabilitation treatment.

Document Review

Consor performed a preliminary document review of the pavement rehabilitation projects completed between 2008-2023 with a focus on cost analysis. Items reviewed include:

- Construction Contract Documents
- Bid Tabulations
- PMUF Annual Reports
- Data obtained through the City's pavement management database system (StreetSaver)

Historical PMUF Results and Analysis 2008 to 2023

System Wide Pavement Condition Index (PCI) From 2008 to 2023

Figure 1 below is a summary of the City's average system wide Pavement Condition Index (PCI) since 2008. The figure shows the system PCI along with the PCI without new streets that were added to the system since 2008 due to private development or City capital improvements projects.

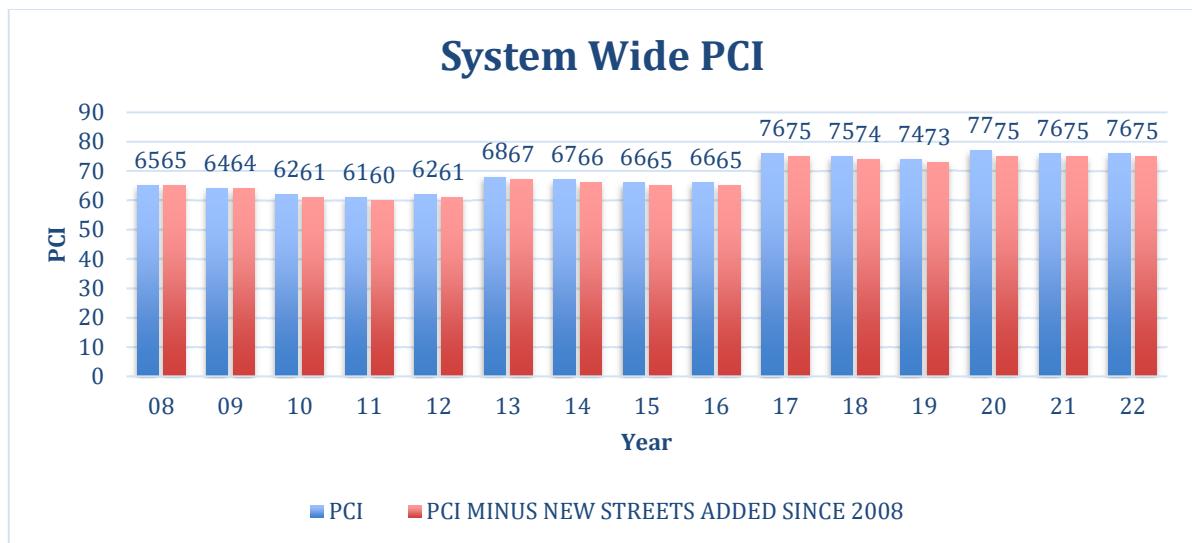


Figure 1 - System Wide PCI Per Year from 2008 to 2022

Cost of Contracted Pavement Rehabilitation Construction From 2008 to 2023

Figure 2 below is a summary of the cost of contracted pavement rehabilitation construction per year the City has completed using outside contractors since 2008. Annual pavement rehabilitation cost are based off of bid tabs provided by the City.

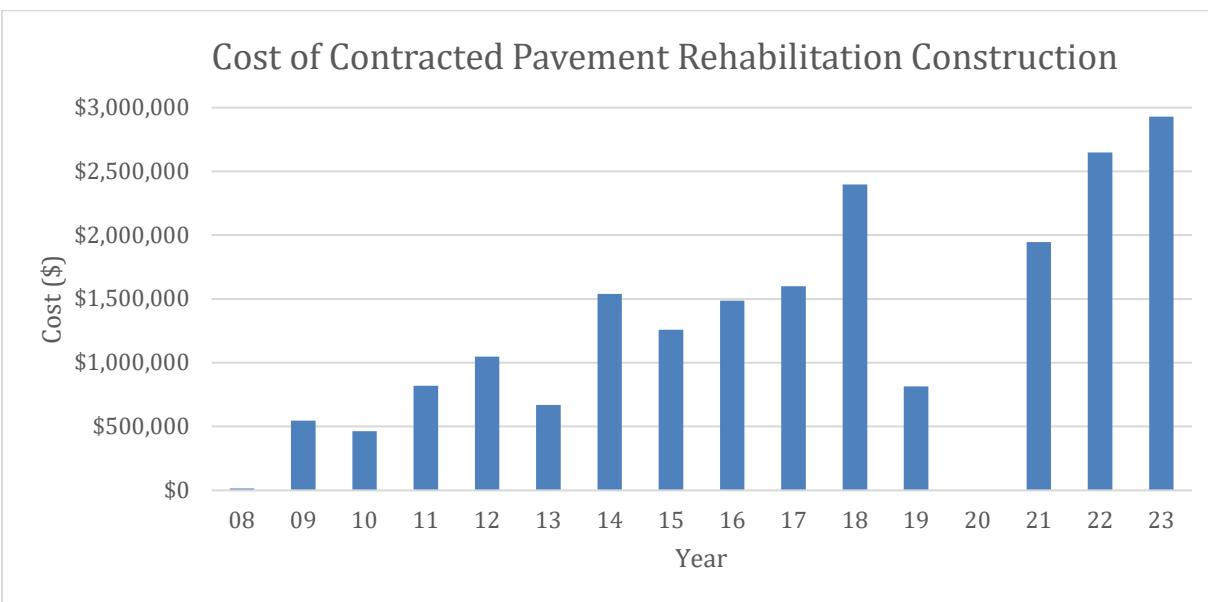


Figure 1 – Cost of Contracted Pavement Rehabilitation Construction Per Year from 2008 to 2023

Cost of Pavement Maintenance Construction From 2008 to 2023

Figure 3 below is a summary of the pavement maintenance construction cost per year the City has completed using in-house and outside contractors since 2008. Annual pavement maintenance costs are based off of the PMUF Annual Reports and supplemental data provided by the City.

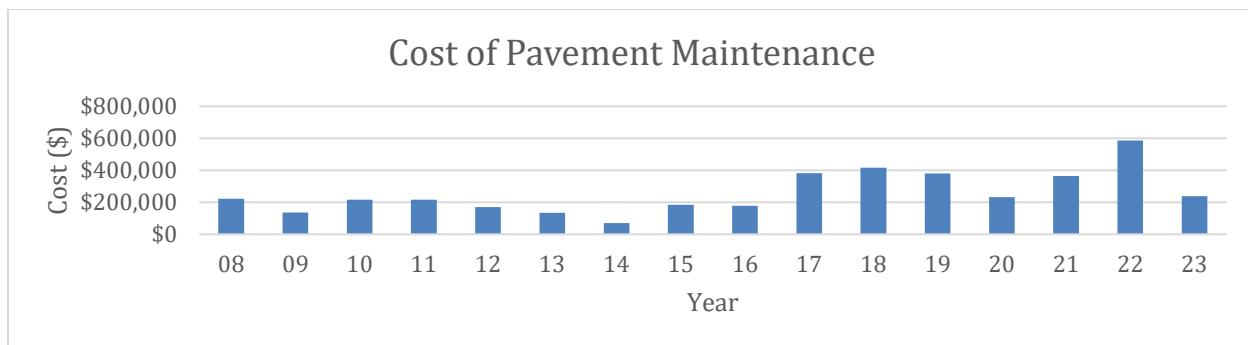


Figure 3 – Cost of Pavement Maintenance Construction Per Year from 2008 to 2023

Bid Item Unit Price of Asphalt Concrete Pavement Received from 2008 to 2023

Figure 4 below is a summary of bid item unit prices per year for the construction asphalt concrete pavements (per ton) the City received from outside contractors since 2008.

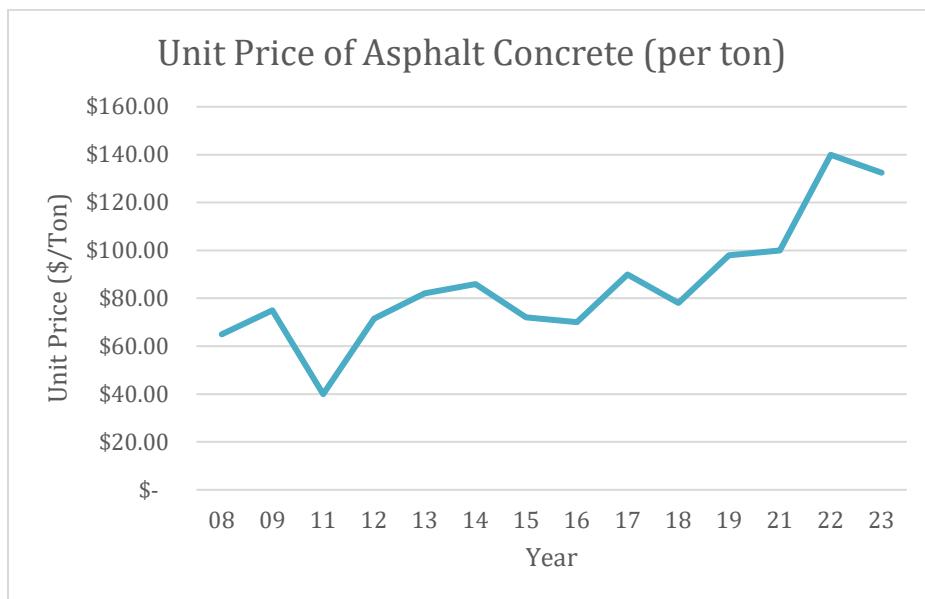


Figure 4 – Bid Item Unit Price of Asphalt Concrete Pavement Received from 2008 to 2023

Roadway Centerline Miles of Pavement Rehabilitated Per Year

Figure 5 below is a summary of the roadway centerline miles of pavement rehabilitated per year the City has completed using in-house Public Works staff and outside contractors since 2008.

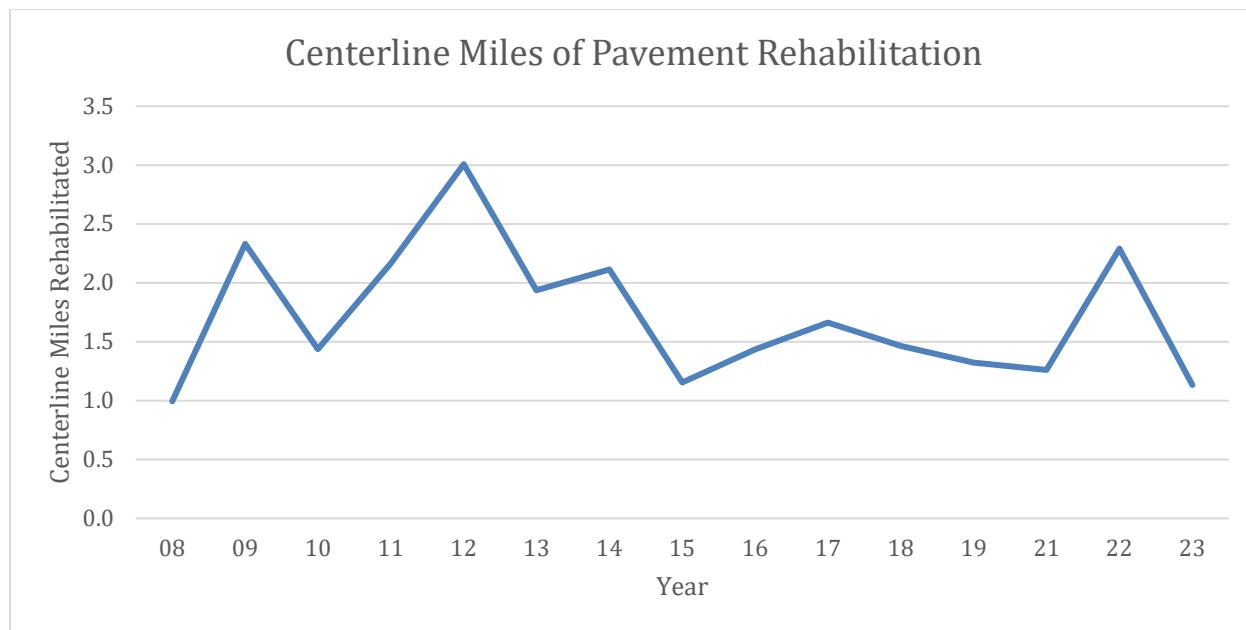


Figure 5 - Centerline Miles of Pavement Rehabilitated Per Year from 2008 to 2023

Summary

The historical review of pavement rehabilitation PMUF projects from 2008 to 2023 indicates the following trends:

- The City's system wide Pavement Condition Index (PCI) has steadily increased since 2011 once more PMUF funds have been applied over time.
- The cost of pavement rehabilitation construction has increased over time since 2008.
- The cost of pavement maintenance construction has held relatively steady since 2017.
- Asphalt concrete unit price per ton has increased from 2008 to 2023.
- The number of lane miles rehabilitated has increased from 2008 to 2012, and then decreased between 2013 to 2023 excluding 2022 which saw an increase.

ARC:ahg:gec



APPENDIX B
2022 PAVEMENT MAINTENANCE
UTILITY FEE ANNUAL REPORT

2022

Pavement Maintenance Utility Fee Annual Report

Preserving our past – building our future

Prepared by:
Jayson Thornberg
Transportation
Maintenance Manager



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2022 Pavement Maintenance Utility Fee Annual Report

Purpose for an Annual Report

In accordance with Ordinance No. 08-1007, this established City Code 13.30, Transportation Utility Fees (TUF):

“City staff shall prepare an annual report that presents how revenues were spent.”

For consistency and to better align the name of the fee with the purpose, throughout the remainder of this report the TUF will be referred to as a Pavement Maintenance Utility Fee (PMUF).

Background

Oregon City has 139 miles of surface streets with a reconstruction value of approximately \$1 million per mile. Transportation funding is one of the most challenging issues facing public agencies. In the past, Oregon City has used State gas taxes and road transfer revenues to provide limited maintenance of the City's street system. Historically, the City's pavement maintenance liability far exceeded the amount available for use from these revenue sources.

In 2007, the City Commission asked the Public Works Department and a Transportation Funding Study Citizens Committee to identify and establish a sustainable funding source for street maintenance. The Committee concluded that PMUF was the most equitable and stable source for street funding.

They recommended an annual revenue goal of \$1.5 million to at least maintain the City's average Pavement Condition Index (PCI)¹. The City Commission decided that this target be gradually phased-in over a 5-year period to allow customers time to incrementally budget for the fee. With this phased-in fee scenario, first year fees provided a little over \$600,000 in revenue and jump-started the City's pavement maintenance program.



Public Works Department's Milling Machine

Pavement Condition Index (PCI), developed by the United States Army Corps of Engineers, is based on a visual survey of the pavement and a numerical value between 0 and 100 to define the condition with 100 representing excellent pavement.



Micro Seal Application along Beavercreek Road

On May 21, 2008, the City Commission approved Ordinance No. 08-1007 establishing the PMUF. The purpose of the fee was to provide cost recovery for maintaining and operating Oregon City's transportation system. The fee was based on actual cost projections from the Street-Saver Pavement Management software. Like those in many other Oregon communities, the fee is also based on nationally recognized information developed by the Institute of Traffic Engineers that estimates the average number of vehicle trips generated by a property based on how that property is used.

A Billable Unit Rate

In order to meet the annual revenue goal of \$1.5M, the residential monthly unit rate, applied to single-family residential land uses, was established at \$1.15 per adjusted average daily trip. The monthly non-residential unit rate, applied to all other land uses, was established at \$0.189 per adjusted average daily trip. For the first five years, this fee has been phased in to help ease the impact of the fee. The schedule of the phased in fee (with inflation included) is shown in **Table 1**.

Table 1 – PMUF Rates

Time Period	Residential Monthly Rate	Residential Rate Per Trip	Non-Residential Rate Per Trip	Annual Total Revenue
July 1, 2008 through June 30, 2009	\$4.50	\$0.470	\$0.077	\$605,650
July 1, 2009 through June 30, 2010	\$6.00	\$0.627	\$0.103	\$972,044
July 1, 2010 through June 30, 2011	\$7.50	\$0.784	\$0.129	\$1,231,835
July 1, 2011 through June 30, 2012	\$9.00	\$0.940	\$0.154	\$1,569,587
July 1, 2012 through June 30, 2013	\$11.20	\$1.172	\$0.192	\$1,877,915
July 1, 2013 through June 30, 2014	\$11.56	\$1.207	\$0.198	\$2,043,166
July 1, 2014 through June 30, 2015	\$11.90	\$1.243	\$0.204	\$2,108,444
July 1, 2015 through June 30, 2016	\$12.23	\$1.281	\$0.210	\$2,199,836
July 1, 2016 through June 30, 2017	\$12.62	\$1.319	\$0.216	\$2,305,254
July 1, 2017 through June 30, 2018	\$13.00	\$1.359	\$0.223	\$2,405,028

Time Period	Residential Monthly Rate	Residential Rate Per Trip	Non-Residential Rate Per Trip	Annual Total Revenue
July 1, 2018 through June 30, 2019	\$13.39	\$1.399	\$0.229	\$2,531,390
July 1, 2019 through June 30, 2020	\$13.79	\$1.441	\$0.236	\$2,622,443
July 1, 2020 through June 30, 2021	\$14.21	\$1.485	\$0.243	\$2,713,309
July 1, 2021 through June 30, 2022	\$14.63	\$1.529	\$0.251	\$2,810.004

Rates and Rate Types

Adoption of the PMUF established a rate structure providing for a variety of parcel types. The rates for single-family residences are a straight-forward unit rate per each parcel. Multi-family housing rates were a similar calculation. The monthly fee for schools is computed based on the number of students which varies based on enrollment. All other developed parcels have a monthly fee based on the non-residential unit rate and then considering factors of estimated daily trips and square footage of buildings. Currently, there are 545 non-residential customers.

Oregon City's Pavement Condition Index

The Pavement Condition Index rates the condition of the surface of a road network. In July 2020, the City completed a 5-Year Pavement Maintenance Plan Update (which can be found on the City's website) with an updated review of the condition of portions of all Oregon City streets. The pavement condition survey is a detailed field assessment of a minimum 10% representative sample of each street segment. This survey information is compiled within the Street-Saver software system where a computation is run to establish a citywide Pavement Condition Index (PCI).

In 2021, the overall citywide PCI was 77. This means the Oregon City transportation system is in "good" condition.

Preventive Maintenance

Preventive pavement maintenance treatments are surface treatments that are applied early in the life of the roadway to prolong the life of the surface. The objective of preventive maintenance is to add a protective coating on top of the existing surface to keep surface water from seeping through the small cracks into the underlying base rock or native soil. Crack sealing, slurry sealing, and chip sealing are the traditional types of preventive maintenance used in our region. Preventive maintenance project locations and segment details for 2021 are included below in table form as **Tables 2 and 3**.



Table 2 – Type II Slurry Seal @ approx. \$2.02/sq. yd.

Street	Beginning	Ending	Length (ft)	Total Area (sy)	Total Cost
Alden Street	Hilda Street	Barclay Hills Drive	220	709	\$1,432.00
Boynton Street	Towercrest Street	Central Point Road	1,828	6,703	\$13,540.00
Canyon Ridge Drive	Conway Drive	Dead End	213	686	\$1,385.00
Chiara Drive	Spring Valley Drive	Towercrest Drive	621	2,001	\$4,042.00
Cokeron Drive	Gaffney Lane	Lot #19221	391	1,216	\$2,456.00
Cokeron Drive	Lot #19221	Garden Meadow Drive	601	1,869	\$3,775.00
Coltrane Street	Rollins Street	Cul de Sac	1,231	4,811	\$9,718.00
Conway Drive	Highway 213	Caufield Road	2,403	8,272	\$16,709.00
Current Drive	Conway Drive	Dead End	210	677	\$1,367.00
Elmar Drive	Woodlawn Avenue	Cul de Sac	284	1,223	\$2,470.00
Faircrest Drive	Towercrest Drive	Chiara Drive	789	2,542	\$5,134.00
Hiefield Court	Leland Drive	Lot #12856	232	644	\$1,300.00
Hiefield Court	Lot #12856	East to End of Pavement	390	1,790	\$3,615.00
Hilda Street	200 Ft. E. of Molalla Avenue	Alden Street	850	2,550	\$5,151.00
Julie Ann Drive	Cook Street	Josephine Street	664	2,139	\$4,320.00
Landmark Street	Dead End (s)	Hiefield Street	150	483	\$975.00
Miles Street	Coltrane Street	Rollins Street	292	1,048	\$2,117.00
Pleasant Avenue	Sommer Street	Molalla Avenue	517	2,068	\$4,177.00
Pleasant Avenue	Molalla Avenue	Sommer Street	940	3,602	\$7,276.00
Rollins Street	Coltrane Street	Thayer Road	1,303	4,199	\$8,280.00
Rose Road	South End Road	South Deer Lane	2,133	5,214	\$10,351.00
Spring Valley Drive	Boynton Street	Partlow Road	1,461	4,708	\$9,511.00
Sprite Way	Rose Road	Sunblaze Drive	218	727	\$1,469.00
Stitt Court	Coltrane Street	Cul de Sac	97	1,005	\$2,031.00
Sunblaze Drive	Rose Road	Dead End W. of Sprite Way	995	3,335	\$6,767.00
Towercrest Drive	Chiara Drive	Boynton Street	949	4,038	\$8,157.00

Street	Beginning	Ending	Length (ft)	Total Area (sy)	Total Cost
Towercrest Drive	Chiara Drive	Spring Valley Drive	960	3,200	\$6,465.00
Vista Hill Court	Entirety		145	1,206	\$2,546.00
	Totals		21,087	72,665	\$146,536.00

In-House Pavement Maintenance and Street Reconstruction

In-house pavement maintenance is work that the Oregon City Public Works Department (OCPW) performs using City equipment. In the summer months, staffing is augmented by seasonal workers and Street Division work can include anything from pothole repair or spot repair of small pavement failures to larger-scale pavement failure repair using the same in-house resources. All in-house pavement maintenance projects are focused on repairing the base of the road, adding additional strength, and repairing failing pavement sections.

Summer 2022 - OCPW used in-house staff and equipment to complete projects utilizing a total of **1049.05** tons of asphalt at a cost of **\$81,276.95**. **Table 3** includes a summary of the 5 larger scale, in-house, pavement repair project for 2022.

Table 3 – 2022 In-House Work

Street	Beginning	Ending	Material Cost	General Treatment Description
Alden Street	Barclay Hills Drive	Hilda Street	\$5,510.00	Overlay
Holcomb Street	Redland Road	Swan Avenue	\$27,641.00	Rut Patch
Lincoln Street	9 th Street	Dead End	\$6,119.00	Overlay
Holcomb School Road	Holcomb Boulevard	Holcomb School	\$14,169.00	Overlay
Division Street	Eluria Street	Morton Road	\$21,753.00	Rut Patch

Contracted Street Reconstruction

Typically, this work includes asphalt overlays, cold plane pavement removal (milling) combined with an asphalt overlay, structural dig out and repairs, or a complete reconstruction of the entire street section. Costs for this kind of work vary widely based on the type of repairs, classification of the street, volume of traffic, anticipated vehicle loading, and complexity of temporary traffic control. Generally these kinds of projects include engineering, project administration, detailed plans, and contract specifications. The work performed is outlined in **Table 4 and 5**.

Table 4 – 2022 Contracted Street Construction

Street	Beginning	Ending	Material Cost	General Treatment Description
10 th Street	Van Buren Street	Polk Street	\$97,275.00	2" Grind and Inlay
14 th Street	Washington Street	Center Street	\$133,197.00	Reconstruction
Ainsworth Street	Charman Street	McKinley Street	\$60,572.00	2" Overlay with Fibers
Allegheny Drive	Shenandoah Drive	Shenandoah Drive	\$341,000.00	2" Overlay with Fibers
Anchor Way	18 th Street	Redland Road	\$170,366.00	2" Overlay
Applegate Terrace	Peter Skene Way	End	\$120,330.00	2" Grind and Inlay
Barker Road	Barker Avenue	South End Road	\$123,955.00	2" Grind and Inlay

Street	Beginning	Ending	Material Cost	General Treatment Description
Blue Ridge Drive	Allegheny Drive	Round Tree Drive	\$79,281.00	2" Overlay with Fibers
Fir Street	Beavercreek Road	Molalla Avenue	\$380,377.00	3" Grind and 5" Overlay
Josephine Street	Lawton Road	Amanda Court	\$89,971.00	2" Overlay with Fibers
Markham Court	Peter Skene Way	End	\$49,106.00	2" Grind and Inlay
Netzel Street	Lawton Road	Amanda Court	\$89,971.00	2" Overlay with Fibers
Peter Skene Way	Barclay Hills Drive	End	\$230,876.00	2" Grind and Inlay
Sunny Lane	Lawton Road	Julie Ann Drive	\$141,175.00	2" Overlay with Fibers
Van Buren Street	9 th Street	10 th Street	\$63,469.00	2" Grind and Inlay

Table 5 – 3/8" - #8 Chip Seal @ approximately \$10.19/sq. yd.

Street	Beginning	Ending	Material Cost
Holcomb Boulevard	Hwy 213 Overpass	Swan Avenue	\$119,712.00
Washington Street	Amtrak Entrance	Hwy 213 Overpass	\$180,866.00

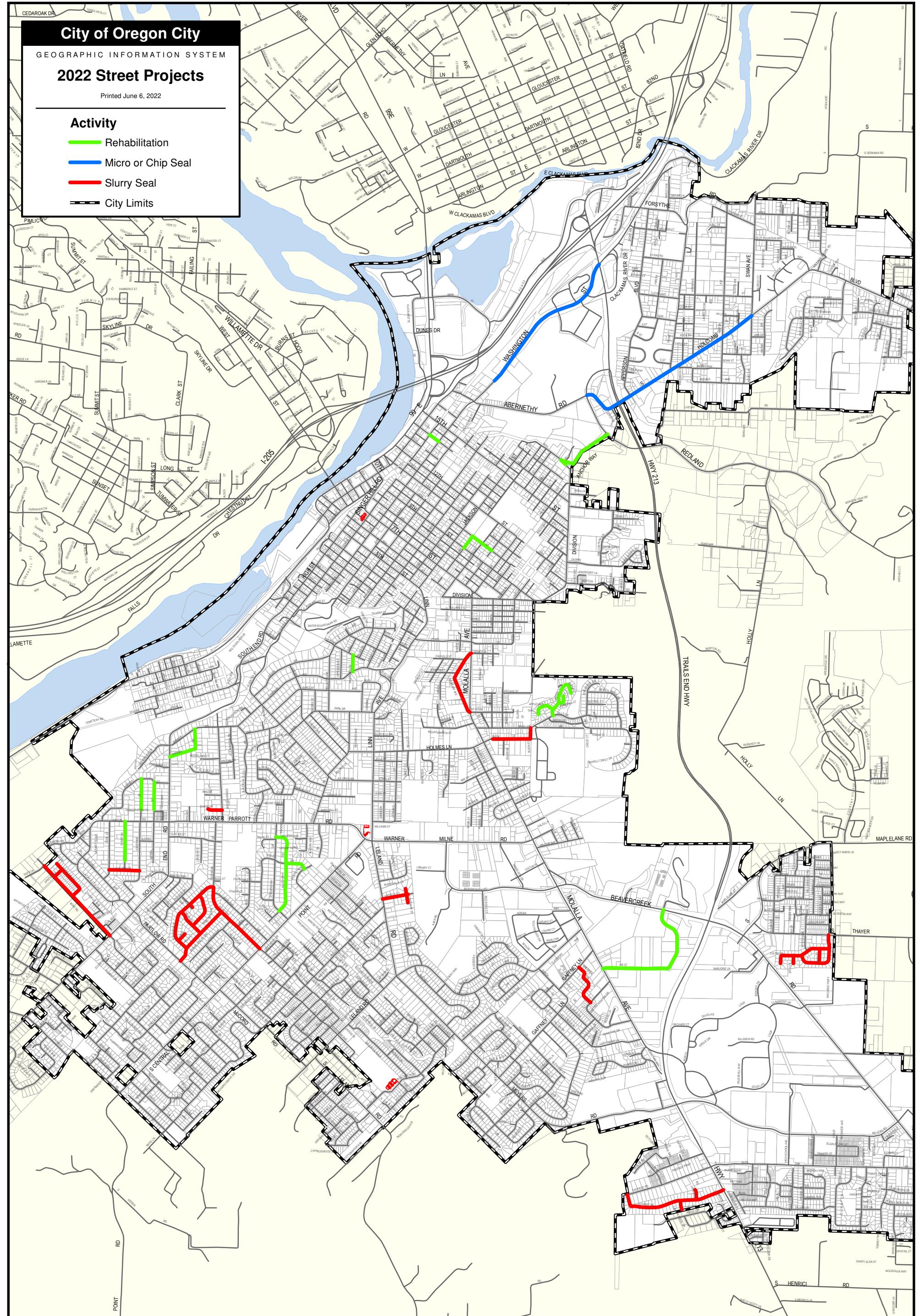
Conclusion

This is a program that we are committed to working into an already heavy workload. We know this program is important and valuable to the community. We continue to improve our in-house paving program and balance the demands on the department with the demands of the paving season. Our small paving crew and lightweight equipment continue to provide strong support for the more robust abilities of construction companies in the business of milling and paving.

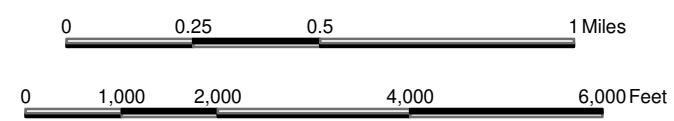
Thus far, all pavement maintenance expenses have stayed within the City's PMUF budget allocation. The department has received highly competitive bids which have helped to ensure that the City continues to complete the planned projects with little in the way of deferred projects.

Attachments

Exhibit A – Map - PMUF Major Accomplishments 2022



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Plot date: June 6, 2022
Plot name: PMUF - 2022 All Projects Map - 20220606 - 11x17P.pdf
Map name: PMUF - 2022 Projects Map - 20220606 - 11x17P.mxd



APPENDIX C
2024 PAVEMENT CONDITIONS
INDEX (PCI)

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Figure 1
2024 Pavement Conditions
Index (PCI)*

Overall City Wide Average PCI = 77

Map Printed June 2024

PCI:

Very Poor (PCI = 0-30)

Poor (PCI = 31-50)

Fair (PCI = 51-70)

Satisfactory (PCI = 71-86)

Good (PCI = 87-100)

City Limits

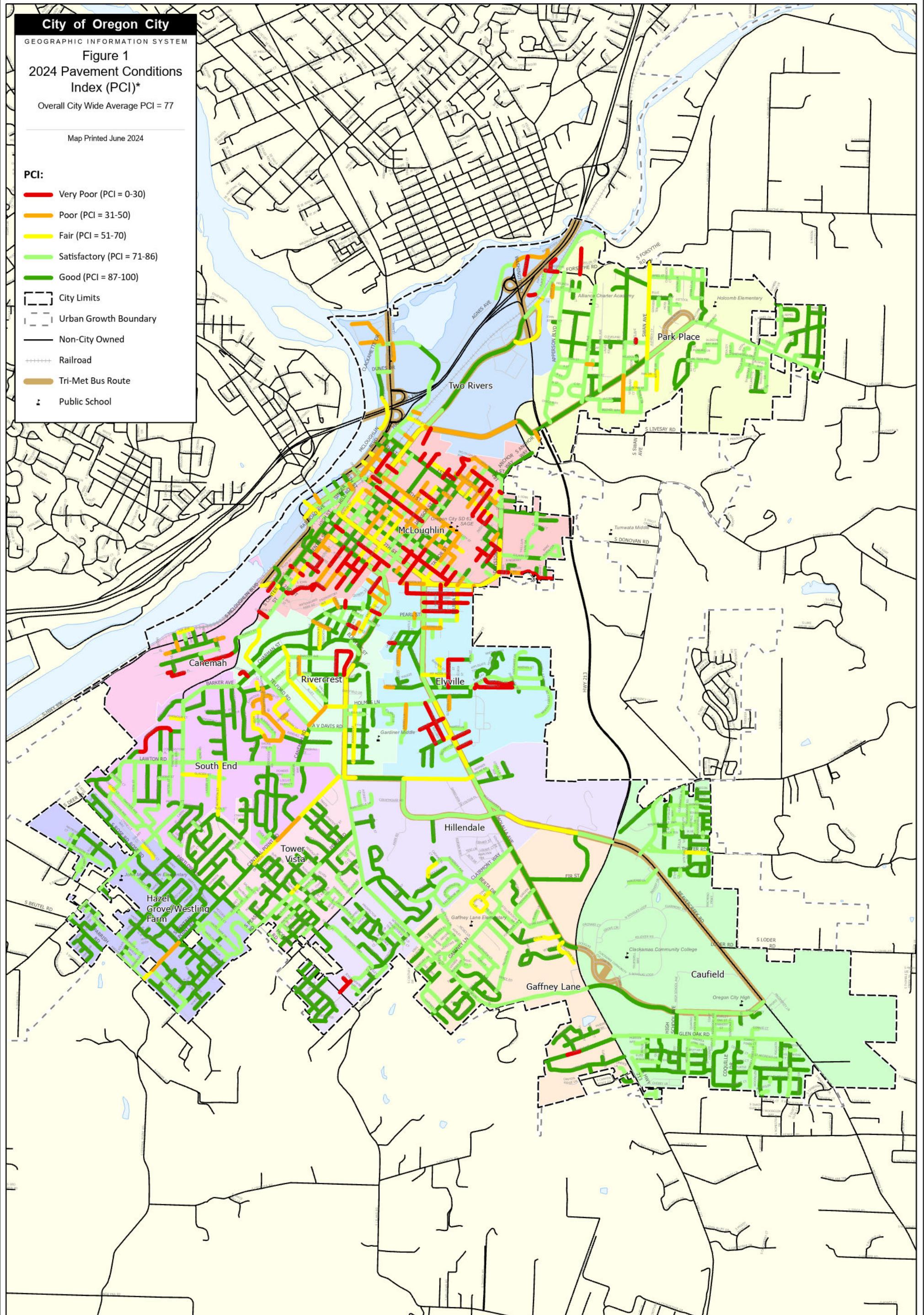
Urban Growth Boundary

Non-City Owned

Railroad

Tri-Met Bus Route

Public School



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City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Figure 2
PMUF Unconstrained
Rehabilitation Projects
(2025-2034)

Map Printed April 2024

Year:

- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031
- 2033
- 2034

City Limits

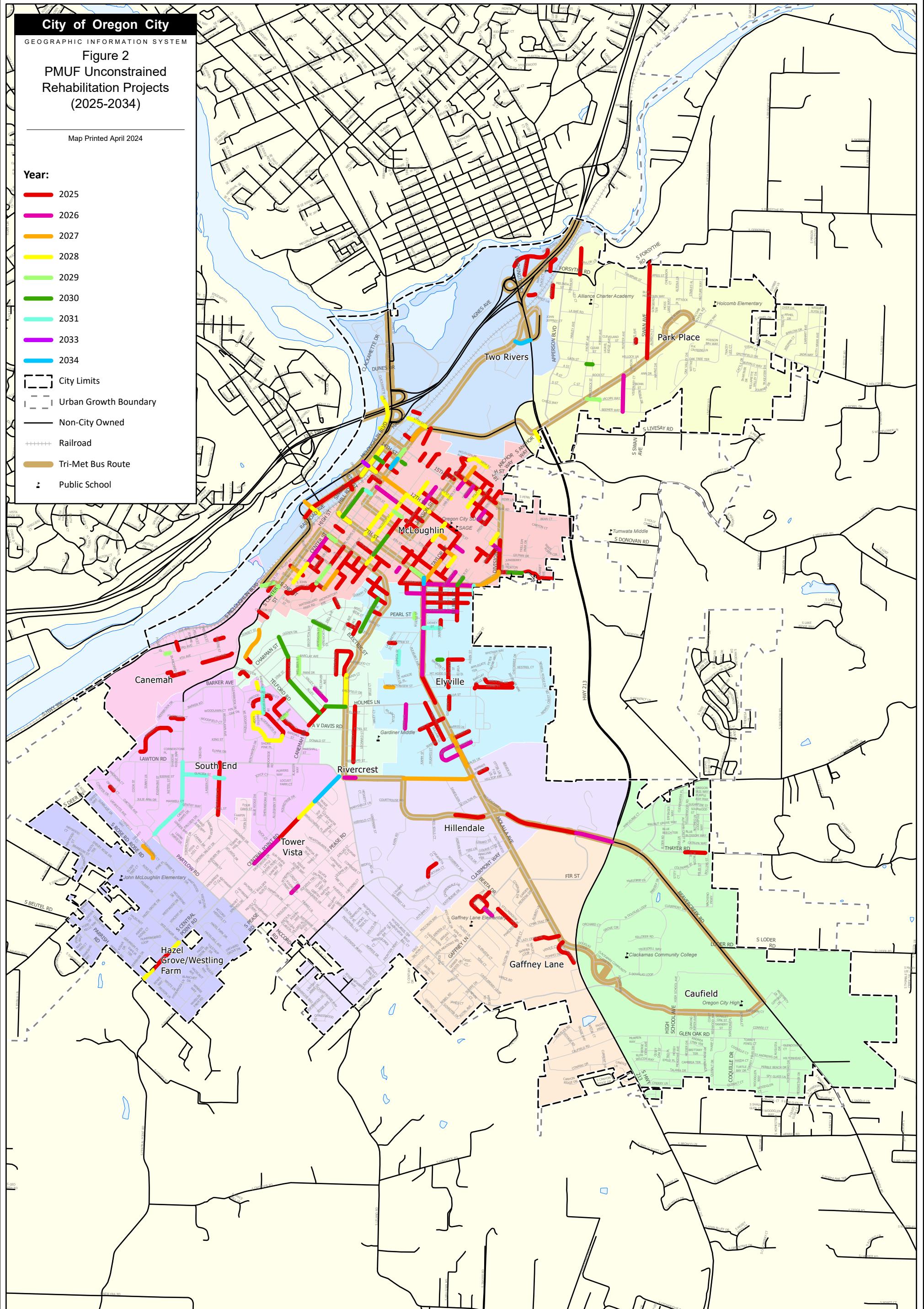
Urban Growth Boundary

Non-City Owned

Railroad

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Public School



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GEOGRAPHIC INFORMATION SYSTEM

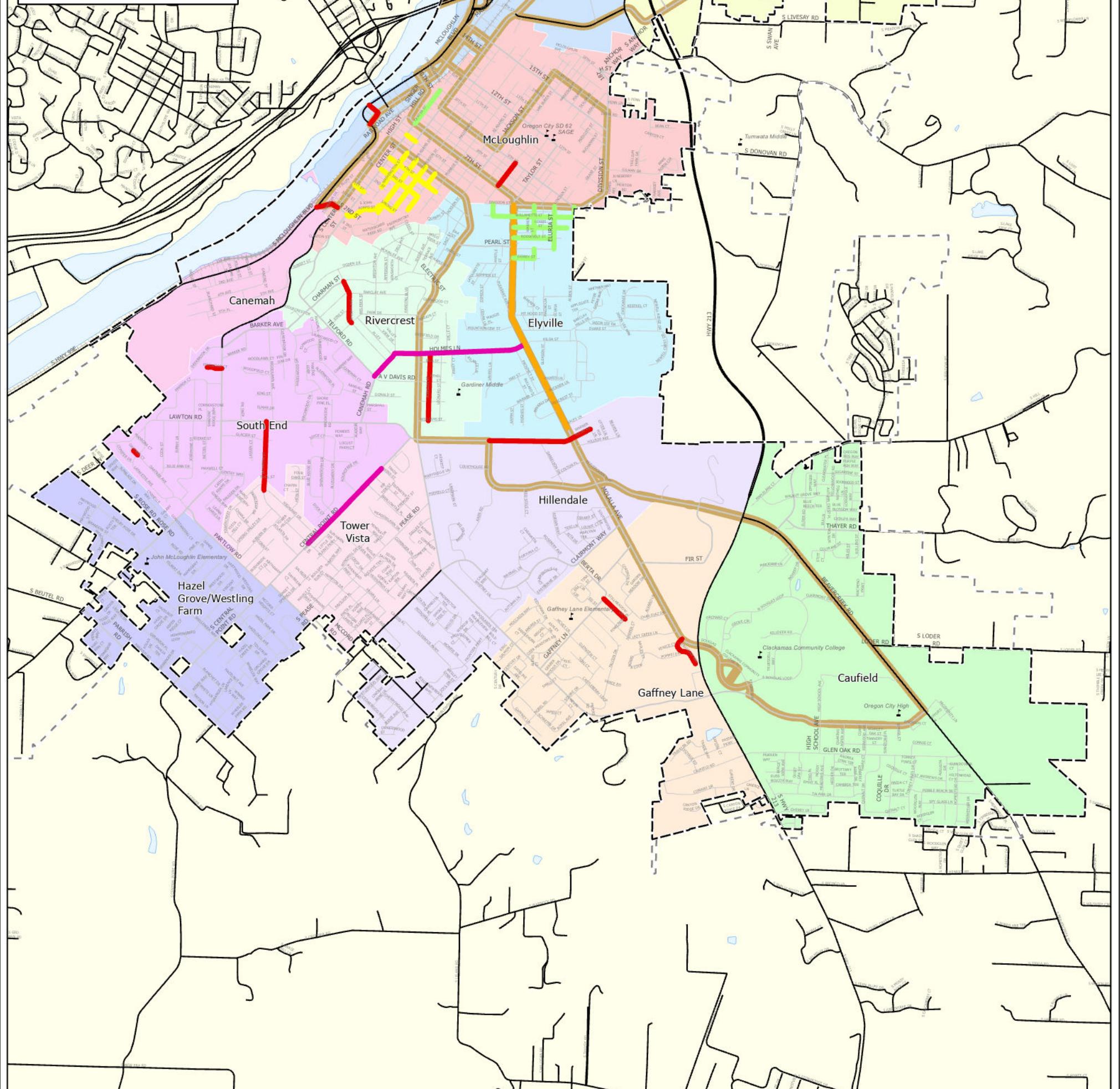
Figure 3 PMUF Rehabilitation Projects (2025-2029)

Map Printed June 2024

Year:

- 2025
- 2026
- 2027
- 2028
- 2029

- City Limits
- Urban Growth Boundary
- Non-City Owned
- Railroad
- Tri-Met Bus Route
- Public School



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City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

Figure 4
PMUF Preventative Maintenance Projects
(2025-2029)

Map Printed June 2024

Treatment Type by Year:

- 2025, Microsurfacing
- 2025, Slurry Seal
- 2026, Microsurfacing
- 2026, Slurry Seal
- 2027, Slurry Seal
- 2028, Slurry Seal
- 2029, Microsurfacing
- 2029, Slurry Seal
- Past PMUF Projects 2020-2024

City Limits

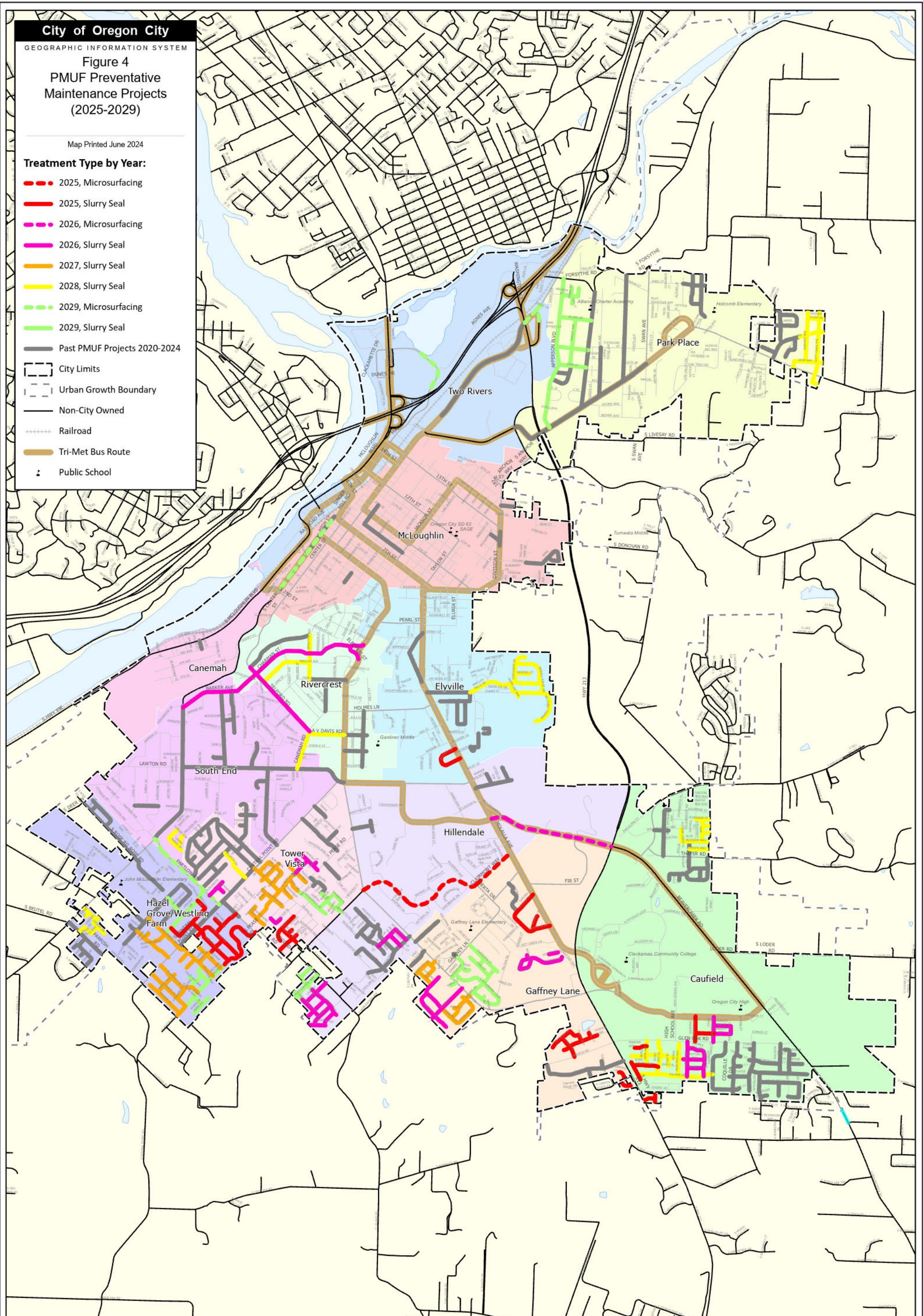
Urban Growth Boundary

Non-City Owned

Railroad

Tri-Met Bus Route

Public School



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Plot Name: D232233OR-Figure 4.pdf



APPENDIX E
PMUF WORKSHOP MEETING
MINUTES

Client: City of Oregon City
Project Name: Five Year Pavement Maintenance Plan 2025-2029
Meeting Description: PMUF Pavement Rehabilitation Workshop #1
Date and Time: 10:00 AM - 12:00 PM, Wednesday, November 29, 2023
Location: Abernethy Creek Conference Room
Attendees: 13895 Fir Street, Oregon City
 Gabe Crop, Andrew Giesy, Angel Castro (Consor), Josh Wheeler, John Lewis, Vance Walker, Dayna Webb, Jayson Thronberg (City)

Agenda items are shown in black text and notes from the meeting are shown in red.

1. Introductions

Staff Member/Firm	Role
City Project Team	
Josh Wheeler	Assist. City Engineer/Project Manager
John Lewis	Public Works Director
Vance Walker	Assistant Public Works Director
Dayna Webb	City Engineer
Jayson Thronberg	Transportation Maintenance Manager
Consor Project Team	
Gabe Crop	Project Manager
Andrew Giesy	Assistant PM
Angel Castro	Engineer Support

2. Meeting Objectives

- a. Summarize planning process to date
- b. Review StreetSaver pavement rehab summary results
- c. Discuss future rehab list post-processing analysis/criteria

3. Background

- a. Historical Review and Trends of Pavement Rehabilitation from 2008-2023
 - i) Consor provided 5-year Pavement Maintenance Plans in 2011, 2015, & 2019
 - ii) The current plan will cover 2025-2029, with a 10-year StreetSaver analysis to create a "backburner" list
 - iii) We completed a historical review of contracted pavement rehabilitation projects from 2008 to 2023 to show trends
 - (1) PCI
 - (a) Generally increased from a 65 PCI in 2011 to a 75 in 2022
 - (b) 77 PCI in 2023 (current)
 - (c) 78 PCI after 2024 paving & PM season (projected)
 - (d) Shows that PMUF dollars are working
 - (2) Cost of Contracted Pavement Rehab
 - (a) Contracted work has increased; which coincides with PMUF revenue increases
 - (b) But differed street rehabilitation still negatively impacting overall PCI
 - (3) Asphalt Price
 - (a) 2010 - 2015 under \$80/ton
 - (b) 2016-2021 under \$100/ton
 - (c) 2022 and 2023 we saw a large jump in oil prices which spiked our ACP price to \$140/ton in 2022
- b. Updated StreetSaver Decision Tree and Treatment Costs
 - i) Developed Decision Tree and treatments cost for developing new StreetSaver budget scenarios.

- (1) Decisions Tree was developed from recent projects to get a treatment cost per SY.
 - (a) Costs are only for pavement rehab (no ADA, PE/CE)
- (2) Treatments Selected based on typical applications over the past 5 years
 - (a) Rehab - Arterial & Collector - Updates to Decision Tree
 - (i) 2" Mill and Inlay
 - (ii) 2" Mill and 4" Inlay
 - (iii) Full Depth Reconstruct - Full 8" AC/12" Agg
 - (b) Rehab - Residential/Local - Updates to Decision Tree
 - (i) 2" Mill and Inlay
 - (ii) Reconstruct Light - 3" Remove and Replace
 - (iii) Full Depth Reconstruction - Local 6" AC/12" Agg
- (3) Annual City Budget for Rehab (not including ADA, PE, CE, misc., etc.)
 - (a) To run StreetSaver rehab budget scenarios, also included \$400k/year for annual contracted Preventative Maintenance work.
- (4) StreetSaver Budget
 - (a) The annual Contracted Construction Budget removes 10% for ADA construction costs. Final Construction costs are in the decision tree PDF.
 - (b) ADA costs will be added back into each street cost after the StreetSaver analysis is performed. This way, the plan can compare and contrast specific street rehabilitation needs on a street-by-street basis.

4. StreetSaver Pavement Rehabilitation Results

- a. StreetSaver Prioritization
 - i) Program prioritizes Arterials and Collectors with goal of network PCI 86
- b. Current Systemwide PCI
 - (1) Figure 1 - Systemwide PCI
 - (2) Current 2023 PCI is 77
 - (a) 2023 Streets were under construction and were not updated on this map. Will update for future analysis (ACTION ITEM (AI): CONSOR).
 - (3) End of 2024 PCI will be 78 w/ planned rehab and PM treatments plugged in
- c. StreetSaver Unconstrained Budget Scenario Summary
 - (1) Cost Summary
 - (a) \$19M in rehab and \$5M in PM in 2025 to get to 86 PCI
 - (b) \$19.5M in deferred
 - (c) Streetsaver program considers 86 PCI as the maximized PCI and moves on to other treatments
 - (d) It does the most cost-effective treatment in the first year
 - (2) Network Condition Summary
 - (a) PCI per year holds at 86
 - (b) 2024 there are streets in Condition IV and V (poor)
 - (c) After 2034 there are no poor streets
- d. StreetSaver Constrained Budget Scenario Summary
 - (3) Cost Summary
 - (a) \$13M in deferred in 2025 and increases to \$35M in 2034
 - (b) StreetSaver program tries to keep the good streets good
 - (i) 2025 & 2026: Mostly grind & inlay work for cost-effectiveness
 - (c) 2027 starts doing some reconstruct light/full
 - (d) Consor to explain the differed totals being different than Unconstrained total. (AI:CONSOR)
 - (4) Network Condition Summary
 - (a) PCI per year steadily declines from 78 to 72 due to deferred maintenance
 - (b) 2024 there are streets in Condition IV and V (poor)
 - (c) After 2034 the % in condition V (very poor) increases due to cost-effectiveness
- b. Unconstrained Budget Figure (Map)
 - (1) Figure 2 - Shows the Treatments by Year
 - (a) Lot's of streets treated in 2025 to get to a network level 86 PCI
 - (b) Keeps good streets good
 - (c) 2027 to 2031 focus on poor and very poor streets

- b. Constrained Budget Figure (Map)
 - (1) Figure 3 - Shows Treatment by Year
 - (a) Keeps good streets good and deferrers poor streets
- c. Group Discussion - 10 Year Constrained Budget Road List
 - (1) This list does not consider the CIP projects, or Draft Concept Plan created by the City over the past summer,
 - (2) Lists are unedited and what was received from CAP as a StreetSaver output.
 - (3) The Constrained Budget Road List discussion was based on the following leading questions:
 - (a) What's not shown in the 5 or 10 year list that should?
 - (b) What street we should prioritize?
 - (c) What can we add?
 - (d) What can we delete?
 - (4) Constrained list
 - (a) Reviewed constrained list and added notes for streets to keep and remove, 2025-2028. **See attachment with meeting notes.**
 - (b) Clackamette Dr not being done with PMUF dollars, remove from 2031.
 - (5) Major Street Projects - ranked by priority for consideration in developing list.
 - (a) 7th/Mollala
 - (b) Division
 - (c) Warner Milne
 - (d) Warner Parrot
 - (e) Central Point
 - (6) Other Streets to Note
 - (a) Caulfield - Now City Rd
 - (b) Glenbrook Rd - In Caulfield
 - (c) Beaver Creek Rd - Potential County acquisition
 - (d) Agnes Rd - Potential County acquisition
- d. Next step: Manual Adjustments to Rehab List

5. Next step: PMUF Workshop #2

- a. January to Mid-February - Team to coordinate final date.

6. Action Items

Action Item:	Responsible Party:
Send team updated maps/files	Andrew
Send team notes from group discussion	Andrew
City to work on manual adjustments for rehab list	Josh
Schedule PMUF Workshop #2 - January to Mid-February	Gabe/Josh

Client: City of Oregon City
Project Name: Five Year Pavement Maintenance Plan 2025-2029
Meeting Description: PMUF Pavement Rehabilitation Workshop #2
Date and Time: 2:30 PM - 3:30 PM, Monday, March 18, 2024
Location: Abernethy Creek Conference Room
 13895 Fir Street, Oregon City
Anticipated Attendees: Gabe Crop, Andrew Giesy, Angel Castro (Consor), Josh Wheeler, John Lewis, Dayna Webb, Vance Walker, Jayson Thronberg, Patty Nelson, Ken Cannady-Schultz, Eric Hand, Kevin Hanks, John Burrell (City)

Agenda items are shown in black text and notes from the meeting are shown in red.

1. Introductions

Participant	Role
City Project Team	
Josh Wheeler	Assist. City Engineer/Project Manager
John Lewis	Public Works Director
Dayna Webb	City Engineer
Vance Walker	Assistant Public Works Director
Jayson Thornburg	Transportation Maintenance Manager
Patty Nelson	Senior Project Engineer
Ken Cannady-Schultz	Project Engineer
Eric Hand	Wastewater/Storm Operations Manager
Kevin Hanks	Water Operations Supervisor
John Burrell	Project Manager
Consor Project Team	
Gabe Crop	Project Manager
Andrew Giesy	Assistant PM
Angel Castro	Engineering Designer

2. Meeting Objectives

- Summarize planning process to date, pavement rehab list adjustments since Workshop #1, and next steps
- Review pavement rehab list by year
- Review draft preventative maintenance list by year
 - Jayson's list is a 7 year list (2024-2030) with a backburner list
 - Omit 2024 for the plan
 - Push 2030 to the backburner list since plan covers 2025-2029

3. Background

- Pavement Workshop #1 held on November 29, 2023
 - Discussed historical trends (PCI, Contracted Costs, and Asphalt Prices)
 - Reviewed StreetSaver Decision Tree, treatment types and costs
 - Reviewed StreetSaver Unconstrained and Constrained Budget Scenario Outputs
 - Reviewed StreetSaver 10-year Constrained Road List
- Updated pavement rehab list
 - Used Josh list along with adjustments from meeting
- Prepared draft preventative maintenance list
 - Used Jayson's list

4. Pavement Rehab List Review by Year

- List development
 - 2026 & 2027 years were planned to follow CIP projects.
 - 2028 was last year with project to follow CIP projects.

- iii) 2029 projects are project needed to be completed based on need.
- b. Options for coordination
 - i) Adjust timeline for paving or utility work
 - ii) Merge utility and paving work
 - iii) Note coordination needs for future project development

5. Preventative Maintenance List Review by Year

- a. Focus for the next 5 years are streets that were treated 10-years ago and are ready for a second application
- b. Jayson provided initial list based on historic data. Used updated StreetSaver decision tree to update project costs. Compared list to mapped 2020-2023 slurry streets to check for outlier “blind spots” that may overlap.
- c. Curb ramps for Micro streets are accounted for in the pavement rehab list, and will be constructed the year before Micro treatment
- d. Jayson organized streets to be grouped by neighborhoods to reduce the amount of construction impacts to a given area.

6. Next Steps

- a.
- b. Finalize 5-year rehab list
 - i) Push years 6-10 to backburner list
- c. Finalize 5-year preventative maintenance list
- d. Rerun StreetSaver with final 5-year rehab/PM lists for output summaries
- e. General Map Updates (AI:CONSOR)
 - i) Update PCI map to make sure that 2024 streets are marked as 100 PCI
 - ii) Identify County Streets on Maps
- f. Draft Plan April 15, 2024
- g. County Commission Work Session May 7, 2024
- h. Final Plan May 30, 2024

7. Action Items

Action Item:	Responsible Party:



APPENDIX F
PUBLIC INVOLVEMENT RESPONSES



Public Comments – Received Prior to 5 Year Plan Production

- The City made a posting on social media asking for input and received the following responses :
 - o 6th Street between City Hall and the library
 - o Redland Road
 - Staff directed the commenter to Clackamas County
 - o Beavercreek Road, east of Highway 213
 - Staff directed the commenter to Clackamas County
 - o Autumn Lane between Meyers Road and Clairmont Way
 - o The dead end of Rose Road
 - Staff directed the commenter to Clackamas County
- The City created a surveymonkey post and sent to a number of residents and received the following responses :
 - o The City repairs roads through preventative maintenance and annual road resurfacing projects. These repairs are funded by PMUF. Do you know what PMUF is?
 - 3 Yes, 0 No
 - o All property owners pay the PMUF (Pavement Maintenance Utility Fee) fee. While the fee exists, there is still a backlog of roads needing surface treatments. Since 2008, the larger volume roads and more expensive roads have received PMUF funds leaving short dead end streets and courts rarely receiving treatments. Do you support using funds more often on the higher traffic volume roads even if that means ignoring or significantly delaying smaller volume roadways?
 - 2 Yes, 1 No
 - o The City recently accepted Maplelane Court, Caulfield Road, and Longstanding Court from Clackamas County. Beavercreek Road from 213 to south city limits (currently maintained by Clackamas County) is under consideration to transfer to the City. Do you support the City taking over maintenance of Beavercreek Road?
 - 3 No
 - o Do you believe resurfacing of roads like Molalla, 7th, Washington, Beavercreek (City portion west of Molalla), Warner Milne, Warner Parrott, and Holmes should be prioritized over small local streets, even if that means the small local streets further deteriorate?
 - 2 Yes, 1 No
 - o Based on the roadway sections listed below, what are your top 3 roadways in need of a surface treatment within the next 10 years if we can only pick 3 :
 - 1 Molalla : Division to Holmes
 - 1 5th St : Center to Pearl
 - 1 Linn : Glenwood to Warner Milne



- The overall average PCI (Pavement Condition Index or road grade/rating) of City roadways is 75 out of 100. When the program started, the average PCI was in the high 50s. The industry standard or target for average PCI for a City is 85. To reach a PCI of 85, there is a backlog of approximately \$20 million. Do you support a bond or raise in PMUF to accomplish this or keep funding as-is?
 - 1 Raise Fees
 - 2 Keep funding as is
- During the 2023 Community Survey, we received the following comments on roads to be resurfaced :
 - Willamette Street, east of Molalla
 - Warren Street, south of Division
 - 3rd Street
 - Side Street maintenance in old part of town, Buena Vista neighborhood and downtown



APPENDIX G
PROJECT LISTS

Street ID	Section ID	STSEGKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (ft)	Width	Area (sq ft)	Unit Cost (\$/sq ft)	Estimated Construction Cost	Year	Number of Ramps	Cost of ADA	Total ADA Cost	Grand Total	Comments
01STST	010	01STST_010	1ST ST	HIGH ST	CENTER ST	25	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	230	39	8970	\$ 44.00	\$ 49,357.32	2028	4	\$ 10,000.00	\$ 40,000.00	\$ 89,357.32	
SPRING	010	SPRING_010	SPRING ST	JEFFERSON ST	JOHN ADAMS ST	0	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	238	12	2856	\$ 44.00	\$ 15,715.11	2028	0	\$ 10,000.00	\$ -	\$ 15,715.11	
SJNADM	005	SJNADM_005	S JOHN ADAMS ST	CENTER ST	SPRING ST	18	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	1170	20	23400	\$ 44.00	\$ 128,758.23	2028	0	\$ 10,000.00	\$ -	\$ 128,758.23	
SJNADM	010	SJNADM_010	S JOHN ADAMS ST	SPLIT @ SJN ADAMS NEAR SPRING	WATERBOARD PARK RD	23	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	200	16	3200	\$ 44.00	\$ 17,607.96	2028	0	\$ 10,000.00	\$ -	\$ 17,607.96	
03RDST	020	03RDST_020	3RD ST	CENTER ST	WASHINGTON ST	13	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	265	40	10600	\$ 44.00	\$ 58,326.38	2028	8	\$ 10,000.00	\$ 80,000.00	\$ 138,326.38	
03RDST	025	03RDST_025	3RD ST	WASHINGTON ST	JEFFERSON ST	13	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	507	40	20280	\$ 44.00	\$ 111,590.47	2028	8	\$ 10,000.00	\$ 80,000.00	\$ 191,590.47	
03RDST	030	03RDST_030	3RD ST	JEFFERSON ST	END @ MADISON ST	46	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	275	40	11000	\$ 44.00	\$ 60,527.37	2028	8	\$ 10,000.00	\$ 80,000.00	\$ 140,527.37	
04THST	020	04THST_020	4TH ST	CENTER ST	WASHINGTON ST	48	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	197	40	7880	\$ 44.00	\$ 43,359.61	2028	8	\$ 10,000.00	\$ 80,000.00	\$ 123,359.61	
04THST	025	04THST_025	4TH ST	WASHINGTON ST	JEFFERSON ST	48	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	541	40	21640	\$ 44.00	\$ 119,073.85	2028	16	\$ 10,000.00	\$ 160,000.00	\$ 279,073.85	Water CIP
04THST	030	04THST_030	4TH ST	JEFFERSON ST	MONROE ST	23	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	514	40	20560	\$ 44.00	\$ 113,131.16	2028	16	\$ 10,000.00	\$ 160,000.00	\$ 273,131.16	Water CIP
06THST	0208	06THST_0208	6TH ST	CENTER ST	WASHINGTON ST	18	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	220	40	8800	\$ 44.00	\$ 48,421.90	2028	0	\$ 10,000.00	\$ -	\$ 48,421.90	Water CIP
WSHNTN	010	WSHNTN_010	WASHINGTON ST	2ND ST	3RD ST	24	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	330	40	13200	\$ 44.00	\$ 72,632.85	2028	0	\$ 10,000.00	\$ -	\$ 72,632.85	
WSHNTN	011	WSHNTN_011	WASHINGTON ST	3RD ST	4TH ST	24	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	340	40	13600	\$ 44.00	\$ 74,833.84	2028	0	\$ 10,000.00	\$ -	\$ 74,833.84	Water CIP
WSHNTN	012	WSHNTN_012	WASHINGTON ST	4TH ST	5TH ST	24	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	276	40	11040	\$ 44.00	\$ 60,747.47	2028	0	\$ 10,000.00	\$ -	\$ 60,747.47	
JHNADM	010	JHNADM_010	JOHN ADAMS ST	SPRING ST	3RD ST	23	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	654	21	13734	\$ 44.00	\$ 75,571.18	2028	0	\$ 10,000.00	\$ -	\$ 75,571.18	
JHNADM	015	JHNADM_015	JOHN ADAMS ST	3RD ST	5TH ST	19	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	590	40	23600	\$ 44.00	\$ 129,858.73	2028	0	\$ 10,000.00	\$ -	\$ 129,858.73	
			BUCHANAN								ADA							1	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	To prepare for OPS Work in 2029
			8TH ST								ADA							1	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	To prepare for OPS Work in 2029

REHAB CONST. SUBTOTAL \$1,179,513

ADA CONST. SUBTOTAL \$2,700,000

\$1,879,513 GRAND TOTAL CONST.

\$2,000,000 YEARLY CONST. BUDGET

\$120,487 REMAINING

\$2,500,000 PROJECT OVERALL BUDGET (CONST. + ENGINEERING + MISC.)

\$2,379,513 PROJECT OVERALL COST (CONST. + ENGINEERING + MISC.)

\$120,487 PROJECT BUDGET REMAINING

CENTER	045	CENTER_045	CENTER ST	7TH ST	END N/O 9TH ST	48	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	914	40	36560	4062	\$ 44.00	\$ 207,206.06	2029	12	\$ 10,000.00	\$ 120,000.00	\$ 327,206.06	
MADISN	010	MADISN_010	MADISON ST	END S/O 3RD ST	3RD ST	16	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	390	44	17160	1907	\$ 44.00	\$ 94,422.70	2028	0	\$ 10,000.00	\$ -	\$ 94,422.70	
MADISN	020	MADISN_020	MADISON ST	4TH ST	5TH ST	15	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	304	25	7600	844	\$ 44.00	\$ 41,818.91	2028	4	\$ 10,000.00	\$ 40,000.00	\$ 81,818.91	Ramps at 4th
JEFFER	005	JEFFER_005	JEFFERSON ST	SPRING ST	3RD ST	23	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	638	34	21692	2410	\$ 44.00	\$ 119,359.98	2028	0	\$ 10,000.00	\$ -	\$ 119,359.98	
JEFFER	010	JEFFER_010	JEFFERSON ST	3RD ST	5TH ST	22	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	646	34	21964	2440	\$ 44.00	\$ 120,856.66	2028	0	\$ 10,000.00	\$ -	\$ 120,856.66	
HOLMES	010	HOLMES_010	HOLMES ST	DIVISION ST	WILLAMETTE ST	8	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	261	28	7308	812	\$ 44.00	\$ 41,418.54	2029	4	\$ 10,000.00	\$ 40,000.00	\$ 81,418.54	
WILLAM	010	WILLAM_010	WILLAMETTE ST	END @ HOLMES ST	MOLALLA AV	25	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	477	22	10494	1166	\$ 44.00	\$ 59,475.39	2029	1	\$ 10,000.00	\$ 10,000.00	\$ 69,475.39	
WILLAM	020	WILLAM_020	WILLAMETTE ST	MOLALLA AV	WARREN ST	21	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	438	22	9636	1071	\$ 44.00	\$ 54,612.63	2029	4	\$ 10,000.00	\$ 40,000.00	\$ 94,612.63	Changed from Full Depth Reconstruct - Light
WILLAM	030	WILLAM_030	WILLAMETTE ST	WARREN ST	SELMA ST	24	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	915	22	20130	2237	\$ 44.00	\$ 114,088.02	2029	10	\$ 10,000.00	\$ 100,000.00	\$ 214,088.02	Changed from Full Depth Reconstruct - Light
SELMA	010	SELMA_010	SELMA ST	DIVISION ST	WILLAMETTE ST	23	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	223	20	4460	496	\$ 44.00	\$ 25,277.33	2029	0	\$ 10,000.00	\$ -	\$ 25,277.33	
LOGUS	010	LOGUS_010	LOGUS ST	MOLALLA AV	END	25	100																

StreetID	SectionID	STSECIDKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (LF)	Width	Area (SF)	Area (SY)	Unit Cost (\$/SY)	Estimated Construction Cost	Year	Comments
GARDEN	020	GARDEN_020	GARDEN MEADOW DR	100' E OF COKERON DR	MOLALLA AVE	81	89	R	AC	C-CITY	SLURRY SEAL	488	24	11712	1301	\$ 2.70	\$ 3,513.60	2025	
GARDEN	010	GARDEN_010	GARDEN MEADOW DR	CHAR DIAZ DR	100' E OF COKERON DR	75	84	R	AC	C-CITY	SLURRY SEAL	830	25	20750	2306	\$ 2.70	\$ 6,225.00	2025	
CHARDI	010	CHARDI_010	CHAR DIAZ DR	GARDEN MEADOWS DR	ALVARO LN	76	84	R	AC	C-CITY	SLURRY SEAL	190	25	4750	528	\$ 2.70	\$ 1,425.00	2025	
CHARDI	020	CHARDI_020	CHAR DIAZ DR	ALVARO LN	MOLLALA AVE	75	83	R	AC	C-CITY	SLURRY SEAL	454	30	13620	1513	\$ 2.70	\$ 4,086.00	2025	
ALAVAR	010	ALAVAR_010	ALVARO LN	CHAR DIAZ DR	CUL DE SAC	68	78	R	AC	C-CITY	SLURRY SEAL	457	25	11425	1269	\$ 2.70	\$ 3,427.50	2025	
CHANTD	005	CHANTD_005	CHANTICLEER DR	DEAD END S OF EDGEMONT DR	DEAD END N OF EDGEMONT DR	77	85	R	AC	C-CITY	SLURRY SEAL	292	29	8468	941	\$ 2.70	\$ 2,540.40	2025	
EDGEMO	010	EDGEMO_010	EDGEMONT DR	ST HWY 213	CHANTICLEER DR	78	86	R	AC	C-CITY	SLURRY SEAL	279	29	8091	899	\$ 2.70	\$ 2,427.30	2025	
CANDIC	010	CANDIC_010	CANDICE LN	CANYON RIDGE DR	CUL DE SAC	78	86	R	AC	C-CITY	SLURRY SEAL	333	31	10323	1147	\$ 2.70	\$ 3,096.90	2025	
KINSLI	010	KINSLI_010	KINSLIE CT	CANYON RIDGE DR	CUL DE SAC	87	93	R	AC	C-CITY	SLURRY SEAL	310	29	8990	999	\$ 2.70	\$ 2,697.00	2025	
QUAKIN	010	QUAKIN_010	QUAKING ASPEN AVE	GLEN OAK RD	MEYERS RD	79	87	R	AC	C-CITY	SLURRY SEAL	673	29	19517	2169	\$ 2.70	\$ 5,855.10	2025	
TANNER	010	TANNER_010	TANNERY ST	QUAKING ASPEN AVE	COAST REDWOOD AVE	83	90	R	AC	C-CITY	SLURRY SEAL	492	29	14268	1585	\$ 2.70	\$ 4,280.40	2025	
ANITAP	010	ANITAP_010	ANITA PL	175 FT NW OF VILLARD PL	REDDAWAY AVE	81	89	R	AC	C-CITY	SLURRY SEAL	819	32	26208	2912	\$ 2.70	\$ 7,862.40	2025	
PELICA	010	PELICA_010	PELICAN LAKE PL	ANITA PL	JOSEPH WAY	81	89	R	AC	C-CITY	SLURRY SEAL	201	29	5829	648	\$ 2.70	\$ 1,748.70	2025	
PELICA	020	PELICA_020	PELICAN LAKE PL	JOSEPH WAY	DEAD END 160' SE OF VILLARD PL	83	90	R	AC/AC	C-CITY	SLURRY SEAL	385	29	11165	1241	\$ 2.70	\$ 3,349.50	2025	
VILLAR	005	VILLAR_005	VILLARD PL	MCCORD RD	290' SW OF REDDAWAY AVE	83	90	R	AC/AC	C-CITY	SLURRY SEAL	650	28	18200	2022	\$ 2.70	\$ 5,460.00	2025	
JOSEPH	005	JOSEPH_005	JOSEPH WAY	PELICAN LAKE PL	290' SW OF REDDAWAY AVE	90	95	R	AC/AC	C-CITY	SLURRY SEAL	170	28	4760	529	\$ 2.70	\$ 1,428.00	2025	
MURREN	010	MURREN_010	MURREN WAY	BERGEVIEW WAY	DEAD END WEST	85	91	R	AC	C-CITY	SLURRY SEAL	338	29	9802	1089	\$ 2.70	\$ 2,940.60	2025	
RUSSWI	010	RUSSWI_010	RUSS WILCOX WAY	QUIET OAK ST	CHANTICLEER PL	81	88	R	AC	C-CITY	SLURRY SEAL	738	25	18450	2050	\$ 2.70	\$ 5,535.00	2025	
CHANTP	010	CHANTP_010	CHANTICLEER PL	DEAD END S. OF TALAWA PL	DEAD END N. OF RUSS WILCOX WY	77	85	R	AC	C-CITY	SLURRY SEAL	593	27	16011	1779	\$ 2.70	\$ 4,803.30	2025	
BEVRLY	010	BEVRLY_010	BEVERLY DR	MOLALLA AV	MOLALLA AV	69	100	R	AC	C-CITY	SLURRY SEAL	1194	32	38208	4245	\$ 2.70	\$ 11,462.40	2025	2" Mill and Inlay in CAPS
WESTLI	010	WESTLI_010	WESTLING DR	VINCENT DR	VINCENT DR	81	89	R	AC	C-CITY	SLURRY SEAL	1686	26	43836	4871	\$ 2.70	\$ 13,150.80	2025	
ORCHAR	010	ORCHAR_010	ORCHARD GROVE DR	MCCORD RD	LOT #19536	70	79	R	AC	C-CITY	SLURRY SEAL	2170	29	62930	6992	\$ 2.70	\$ 18,879.00	2025	
SUNSET	010	SUNSET_010	SUNSET SPRINGS DR	HAZEL PARK DR	MCCORD RD	82	89	R	AC	C-CITY	SLURRY SEAL	785	29	22765	2529	\$ 2.70	\$ 6,829.50	2025	
MCCORH	010	MCCORH_010	MCCORD HEIGHTS CT	SUNSET SPRINGS DR	CUL DE SAC	82	90	R	AC	C-CITY	SLURRY SEAL	322	29	9338	1038	\$ 2.70	\$ 2,801.40	2025	
HAZELP	010	HAZELP_010	HAZEL PARK DR	ORCHARD GROVE DR	DEAD END W. OF HAZELDELL AV	70	79	R	AC	C-CITY	SLURRY SEAL	1583	29	45907	5101	\$ 2.70	\$ 13,772.10	2025	
HAZELD	010	HAZELD_010	HAZELDELL AVE	WESTLING DR	CENTRAL POINT RD	88	94	R	AC	C-CITY	SLURRY SEAL	174	26	4524	503	\$ 2.70	\$ 1,357.20	2025	
HAZELD	020	HAZELD_020	HAZELDELL AVE	CENTRAL POINT RD	ORCHARD GROVE DR	84	91	R	AC	C-CITY	SLURRY SEAL	1267	29	36743	4083	\$ 2.70	\$ 11,022.90	2025	
HAZELC	010	HAZELC_010	HAZEL CREEK DR	HAZEL PARK DR	130' SW OF HAZEL DELL	82	90	R	AC	C-CITY	SLURRY SEAL	407	29	11803	1311	\$ 2.70	\$ 3,540.90	2025	
VOYAGE	010	VOYAGE_010	VOYAGE RD	CAUFIELD RD	TRAVELER RD	90	95	R	AC	C-CITY	SLURRY SEAL	636	29	18444	2049	\$ 2.70	\$ 5,533.20	2025	
TRAVEL	010	TRAVEL_010	TRAVELER RD	DEAD END W. OF VOYAGE RD	TRADE WAY	90	95	R	AC	C-CITY	SLURRY SEAL	671	29	19459	2162	\$ 2.70	\$ 5,837.70	2025	Settlement PI may be included in this segment.
SETTLE	010	SETTLE_010	SETTLEMENT PL	TRADE WAY	TRAVELER RD	90	95	R	AC	C-CITY	SLURRY SEAL	289	29	8381	931	\$ 2.70	\$ 2,514.30	2025	
TRADEW	010	TRADEW_010	TRADE WAY	PASSAGE PKWY	SETTLEMENT PL	90	95	R	AC	C-CITY	SLURRY SEAL	194	29	5626	625	\$ 2.70	\$ 1,687.80	2025	
PASSAG	010	PASSAG_010	PASSAGE PKWY	DEAD END W. OF VOYAGE	EAST DEAD END	90	95	R	AC	C-CITY	SLURRY SEAL	1034	29	29986	3332	\$ 2.70	\$ 8,995.80	2025	
CAPITO	010	CAPITO_010	CAPITAL CT	PASSAGE PKWY	CUL DE SAC	90	95	R	AC	C-CITY	SLURRY SEAL	192	29	5568	619	\$ 2.70	\$ 1,670.40	2025	
CLARMT	010	CLARMT_010	CLAIRMONT WAY	S. MEYERS RD	70' W/O WASSAIL LN	88	94	C	AC	C-CITY	MICROSURFACING	1613	40	64520	7169	\$ 9.00	\$ 64,520.00	2025	
CLARMT	020	CLARMT_020	CLAIRMONT WAY	70' W/O WASSAIL LN	BERTA DR	83	90	C	AC	C-CITY	MICROSURFACING	2270	40	90800	10089	\$ 9.00	\$ 90,800.00	2025	
CLARMT	030	CLARMT_030	CLAIRMONT WAY	BERTA DR	MOLALLA AV	79	87	C	AC	C-CITY	MICROSURFACING	1268	40	50720	5636	\$ 9.00	\$ 50,720.00	2025	

PM CONST. SUBTOTAL \$ 387,797

YEARLY PM BUDGET \$ 400,000

REMAINING \$ 12,203

COASTR	010	COASTR_010	COAST REDWOOD AVE	GLEN OAK	MEYER RD	79	87	R	AC	C-CITY	SLURRY SEAL	662</
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TANSY	010	TANSY_010	TANSY DR	MIMOSA WAY	DEAD END 100' NE OF MIMOSA WAY	84	91	R	AC	C - CITY	SLURRY SEAL	118	32	3776	420	\$ 2.70	\$ 1,166.78	2026	
INISHB	010	INISHB_010	INISHBRIDE CT	PARTLOW RD	CUL DE SAC	87	93	R	AC	C - CITY	SLURRY SEAL	536	32	17152	1906	\$ 2.70	\$ 5,299.97	2026	
KATHAW	010	KATHAW_010	KATHAWAY CT	INISHBRIDE CT	CUL DE SAC	87	93	R	AC	C - CITY	SLURRY SEAL	228	32	7296	811	\$ 2.70	\$ 2,254.46	2026	
KIMBER	010	KIMBER_010	KIMBERLY ROSE DR	TALWALA DR	ANDREA LYNN TER	80	88	R	AC	C - CITY	SLURRY SEAL	698	29	20242	2249	\$ 2.70	\$ 6,254.78	2026	
HEIDER	010	HEIDER_010	HEIDER DR	TALWALA DR	GLEN OAK RD	68	78	R	AC	C - CITY	SLURRY SEAL	980	29	28420	3158	\$ 2.70	\$ 8,781.78	2026	Listed as Slurry Seal Rehab per CAPS
CAMBRI	010	CAMBRI_010	CAMBRIA TER	HEIDER DR	KIMBERLY ROSE DR	84	91	R	AC	C - CITY	SLURRY SEAL	444	29	12876	1431	\$ 2.70	\$ 3,978.68	2026	
ANDREL	010	ANDREL_010	ANDREA LYNN TER	HEIDER DR	KIMBERLY ROSE DR	79	87	R	AC	C - CITY	SLURRY SEAL	464	29	13456	1495	\$ 2.70	\$ 4,157.90	2026	
BRITTA	010	BRITTA_010	BRITTANY TER	100 FT. W. OF MOSSY MEADOWS	KIMBERLY ROSE DR	86	87	R	AC	C - CITY	SLURRY SEAL	561	29	16269	1808	\$ 2.70	\$ 5,027.12	2026	Need to split to have limits be Heider to Kimberly. Listed as Seal Cracks per CAPS
SCHAEF	005	SCHAEF_005	SCHAEFER DR	GAFFNEY LN	NOBEL DR	76	85	R	AC	C - CITY	SLURRY SEAL	595	29	17255	1917	\$ 2.70	\$ 5,331.80	2026	
GAFFNY	005	GAFFNY_005	GAFFNEY LN	CUL DE SAC	S. NOBLE RD	83	90	R	AC	C - CITY	SLURRY SEAL	483	29	14007	1556	\$ 2.70	\$ 4,328.16	2026	
GAFFNY	007	GAFFNY_007	GAFFNEY LN	S. NOBLE RD	100 FT. SW. OF DATELINE AVE	76	84	R	AC	C - CITY	SLURRY SEAL	976	29	28304	3145	\$ 2.70	\$ 8,745.94	2026	
GAFFNY	008	GAFFNY_008	GAFFNEY LN	100 FT. SW. OF DATELINE AVE	DEAD END NE. OF DATELINE AVE	85	92	R	AC	C - CITY	SLURRY SEAL	422	22	9284	1032	\$ 2.70	\$ 2,868.76	2026	
NOBEL	010	NOBEL_010	NOBEL RD	MEYERS RD	LOT #13385	85	92	R	AC	C - CITY	SLURRY SEAL	188	25	4700	522	\$ 2.70	\$ 1,452.30	2026	
NOBEL	020	NOBEL_020	NOBEL RD	LOT #13385	LOT #13336	85	92	R	AC	C - CITY	SLURRY SEAL	458	21	9618	1069	\$ 2.70	\$ 2,971.96	2026	
NOBEL	030	NOBEL_030	NOBEL RD	LOT #13336	END OF PAVEMENT	89	95	R	AC	C - CITY	SLURRY SEAL	554	25	13850	1539	\$ 2.70	\$ 4,279.65	2026	
PAVILI	005	PAVILI_005	PAVILION PL	PEASE RD	300' SW OF REDDAWAY AVE	88	94	R	AC	C - CITY	SLURRY SEAL	350	32	11200	1244	\$ 2.70	\$ 3,460.80	2026	
LINDSY	010	LINDSY_010	LINDSAY ANNE LN	LELAND RD	CEDARWOOD WAY	87	93	R	AC	C - CITY	SLURRY SEAL	807	32	25824	2869	\$ 2.70	\$ 7,979.62	2026	
CHERWD	010	CHERWD_010	CHERRYWOOD WAY	LOT #19726	200' SE OF LINDSAY ANNE LN	88	94	R	AC	C - CITY	SLURRY SEAL	331	32	10592	1177	\$ 2.70	\$ 3,272.93	2026	
CHERWD	020	CHERWD_020	CHERRYWOOD WAY	200' SE OF LINDSAY ANNE LN	DEAD END 75' SE OF COTTONWOOD AVE	85	92	R	AC	C - CITY	SLURRY SEAL	683	32	21856	2428	\$ 2.70	\$ 6,753.50	2026	
CEDARW	010	CEDARW_010	CEDARWOOD WAY	LOT #19724	200' SE OF LINDSAY ANNE LN	88	94	R	AC	C - CITY	SLURRY SEAL	330	32	10560	1173	\$ 2.70	\$ 3,263.04	2026	
CEDARW	020	CEDARW_020	CEDARWOOD WAY	200' SE OF LINDSAY ANNE LN	JESSIE AVE	86	92	R	AC	C - CITY	SLURRY SEAL	355	32	11360	1262	\$ 2.70	\$ 3,510.24	2026	
ASPENW	010	ASPENW_010	ASPENWOOD LN	CHERRYWOOD WAY	DEAD END 215' SW OF CEDARWOOD WAY	85	92	R	AC	C - CITY	SLURRY SEAL	665	29	19285	2143	\$ 2.70	\$ 5,959.07	2026	
JESSIE	005	JESSIE_005	JESSIE AVE	CYPRESSWOOD ST	CHERRYWOOD WAY	82	89	R	AC	C - CITY	SLURRY SEAL	744	29	21576	2397	\$ 2.70	\$ 6,666.98	2026	
COTTWD	010	COTTWD_010	COTTONWOOD AVE	CHERRYWOOD WAY	CYPRESSWOOD ST	86	92	R	AC	C - CITY	SLURRY SEAL	465	32	14880	1653	\$ 2.70	\$ 4,597.92	2026	
CYPRES	010	CYPRES_010	CYPRESSWOOD ST	135' W OF JESSIE AVE	DEAD END 10' E OF COTTONWOOD AVE	86	92	R	AC	C - CITY	SLURRY SEAL	469	32	15008	1668	\$ 2.70	\$ 4,637.47	2026	
WICKIU	010	WICKIU_010	WICKIUP DR	PROVISIONER CT	WOODLANDS TER	69	79	R	AC	C - CITY	SLURRY SEAL	684	29	19836	2204	\$ 2.70	\$ 6,129.32	2026	Listed as Slurry Seal Rehab per CAPS
PRAIRI	010	PRAIRI_010	PRAIRIEVIEW TER	WICKIUP DR	FRONTIER PKWY	69	79	R	AC	C - CITY	SLURRY SEAL	406	29	11774	1308	\$ 2.70	\$ 3,638.17	2026	Listed as Slurry Seal Rehab per CAPS
WOODLA	010	WOODLA_010	WOODLANDS TER	WICKIUP DR	FRONTIER PKWY	70	79	R	AC	C - CITY	SLURRY SEAL	413	29	11977	1331	\$ 2.70	\$ 3,700.89	2026	Listed as Slurry Seal Rehab per CAPS
POMPEI	010	POMPEI_010	POMPEI DR	SANDRA LOOP	SEBASTIAN WAY	82	90	R	AC	C - CITY	SLURRY SEAL	1188	29	34452	3828	\$ 2.70	\$ 10,645.67	2026	
SANDRA	010	SANDRA_010	SANDRA LOOP	POMPEI DR	POMPEI DR	81	89	R	AC	C - CITY	SLURRY SEAL	898	29	26042	2894	\$ 2.70	\$ 8,046.98	2026	
NAPLES	010	NAPLES_010	NAPLES ST	SANDRA LP	DEAD END (N)	84	91	R	AC	C - CITY	SLURRY SEAL	92	29	2668	296	\$ 2.70	\$ 824.41	2026	
VENICE	010	VENICE_010	VENICE CT	SEBASTIAN WAY	CUL DE SAC	83	90	R	AC	C - CITY	SLURRY SEAL	315	29	9135	1015	\$ 2.70	\$ 2,822.72	2026	
CHARMN	010	CHARMN_010	CHARMAN ST	TELFORD RD	CHERRY AVE	87	93	C	AC/AC	C - CITY	SLURRY SEAL	975	34	33150	3683	\$ 2.70	\$ 10,243.35	2026	Listed as micro per CAPS
CHARMN	015	CHARMN_015	CHARMAN ST	CHERRY AVE	BRIGHTON AVE	89	95	C	AC/AC	C - CITY	SLURRY SEAL	798	34	27132	3015	\$ 2.70	\$ 8,383.79	2026	Listed as micro per CAPS
CHARMN	020	CHARMN_020	CHARMAN ST	BRIGHTON AV	LINN AV	87	93	C	AC/AC	C - CITY	SLURRY SEAL	1545	40	61800	6867	\$ 2.70	\$ 19,096.20	2026	Listed as micro per CAPS
ELECTR	010	ELECTR_010	ELECTRIC ST	CHARMAN ST	LINN AV	82	90	C	AC	C - CITY	SLURRY SEAL	335	28	9380	1042	\$ 2.70	\$ 2,898.42	2026	Listed as micro per CAPS
BARKRA	010	BARKRA_010	BARKER AVE	SOUTH END RD	VINE ST	83	90	C	AC	C - CITY	SLURRY SEAL	1665	26	43290	4810	\$ 2.70	\$ 13,376.61	2026	Listed as micro per CAPS
BARKRA	020	BARKRA_020	BARKER AVE	VINE ST	TELFORD RD	89	94	C	AC/AC	C - CITY	SLURRY SEAL	713	29	20677	2297	\$ 2.70	\$ 6,389.19	2026	Listed as micro per CAPS
TELFRD	010	TELFRD_010	TELFORD RD	OGDEN DR	PARK DR	83	90	C	AC	C - CITY	SLURRY SEAL	1203	36	43308	4812	\$ 2.70	\$ 13,382.17	2026	
TELFRD	020	TELFRD_020	TELFORD RD	PARK DR	HOLMES LN	81	89	C	AC	C - CITY	SLURRY SEAL	1302	36	46872	5208	\$ 2.70	\$ 14,483.45	2026	
BEAVCR	002	BEAVCR_002	BEAVERCREEK RD	ST HWY 213	FIR ST	69	100	A	AC	C - CITY	MICROSURFACING	987	60	59220	6580	\$ 9.00	\$ 60,996.60	2026	2" Mill and inlay in 2032
BEAVCR	005A	BEAVCR_005A	BEAVERCREEK RD	FIR ST	380' E														

RENEE	030	RENEE_030	RENEE WAY	DEAD END 300' SW OF SKELLINGER WAY	SKELLINGER WAY	84	91	R	AC/AC	C - CITY	SLURRY SEAL	325	29	9425	1047	\$ 2.70	\$ 2,999.69	2027	
HAZELC	020	HAZELC_020	HAZEL CREEK DR	130' SW OF HAZEL DELL	SKELLINGER WAY	82	89	R	AC/AC	C - CITY	SLURRY SEAL	475	29	13775	1531	\$ 2.70	\$ 4,384.17	2027	
TOLSTR	010	TOLSTR_010	TOLSTRUP DR	300' NW OF HAZEL CREEK DR	LOT#12113	90	95	R	AC/AC	C - CITY	SLURRY SEAL	530	29	15370	1708	\$ 2.70	\$ 4,891.81	2027	
TOLSTR	020	TOLSTR_020	TOLSTRUP DR	LOT #12113	ORCHARD GROVE DR	90	95	R	AC	C - CITY	SLURRY SEAL	365	29	10585	1176	\$ 2.70	\$ 3,368.89	2027	
BLANDR	010	BLANDR_010	BLANCHET DR	CENTRAL POINT RD	330' SE OF RENEE WAY	84	91	R	AC	C - CITY	SLURRY SEAL	823	32	26336	2926	\$ 2.70	\$ 8,381.96	2027	
BLANDR	020	BLANDR_020	BLANCHET DR	330' SE OF RENEE WAY	ORCHARD GROVE DR	86	92	R	AC	C - CITY	SLURRY SEAL	559	29	16211	1801	\$ 2.70	\$ 5,159.47	2027	
HYDRAN	010	HYDRAN_010	HYDRANGIA LN	WHITE LN	BLANCHET DR	89	95	R	AC	C - CITY	SLURRY SEAL	374	29	10846	1205	\$ 2.70	\$ 3,451.96	2027	
WHITEL	010	WHITEL_010	WHITE LN	CENTRAL POINT RD	END OF PAVEMENT	81	89	R	AC	C - CITY	SLURRY SEAL	1708	34	58072	6452	\$ 2.70	\$ 18,482.58	2027	
PAYSON	010	PAYSON_010	PAYSON LN	CUL DE SAC WEST OF RENEE WY	WHITE LN	82	90	R	AC	C - CITY	SLURRY SEAL	1205	34	40970	4552	\$ 2.70	\$ 13,039.52	2027	
SKELLE	010	SKELLE_010	SKELLINGER WAY	CENTRAL PT RD	HAZEL GROVE DR	88	89	R	AC	C - CITY	SLURRY SEAL	1171	30	35130	3903	\$ 2.70	\$ 11,180.83	2027	Original treatment is seal cracks in CAPS
VINCEN	010	VINCEN_010	VINCENT DR	HAZELNUT AVE	SKELLINGER WAY	86	87	R	AC	C - CITY	SLURRY SEAL	440	29	12760	1418	\$ 2.70	\$ 4,061.13	2027	Original treatment is seal cracks in CAPS
HAZELN	005	HAZELN_005	HAZELNUT AVE	CENTRAL POINT RD	ASPEN RIDGE CT	90	95	R	AC	C - CITY	SLURRY SEAL	893	30	26790	2977	\$ 2.70	\$ 8,526.45	2027	
HAZELN	010	HAZELN_010	HAZELNUT AVE	ASPEN RIDGE CT	HAZEL GROVE DR	85	92	R	AC	C - CITY	SLURRY SEAL	268	30	8040	893	\$ 2.70	\$ 2,558.89	2027	
ASPENC	010	ASPENC_010	ASPEN CT	HAZELNUT AVE	CUL DE SAC	87	93	R	AC	C - CITY	SLURRY SEAL	184	29	5336	593	\$ 2.70	\$ 1,698.29	2027	
FISHER	010	FISHER_010	FISHERMANS WAY	S. PEASE RD	MAYFLY CT	83	90	R	AC	C - CITY	SLURRY SEAL	515	29	14935	1659	\$ 2.70	\$ 4,753.36	2027	
MAYFLY	010	MAYFLY_010	MAYFLY CT	FISHERMANS WY	CUL DE SAC	85	91	R	AC	C - CITY	SLURRY SEAL	265	29	7685	854	\$ 2.70	\$ 2,445.90	2027	
WINDMI	005	WINDMI_005	WINDMILL DR	FISHERMANS WAY	330' NE OF FISHERMANS WAY	80	87	R	AC	C - CITY	SLURRY SEAL	367	29	10643	1183	\$ 2.70	\$ 3,387.35	2027	
WINDMI	007	WINDMI_007	WINDMILL DR	330' NE OF FISHERMANS WAY	190' SW OF HAMPTON DR	84	91	R	AC	C - CITY	SLURRY SEAL	189	32	6048	672	\$ 2.70	\$ 1,924.90	2027	
WINDMI	011	WINDMI_011	WINDMILL DR	190' SW OF HAMPTON DR	135' SW OF ROGUE RIVER WAY	83	90	R	AC	C - CITY	SLURRY SEAL	1083	29	31407	3490	\$ 2.70	\$ 9,995.91	2027	
BOYNTN	030	BOYNTN_030	BOYNTON ST	CENTRAL POINT RD	WINDMILL DR	81	89	R	AC	C - CITY	SLURRY SEAL	1131	29	32799	3644	\$ 2.70	\$ 10,438.94	2027	
DRIFTW	010	DRIFTW_010	DRIFTWOOD DR	BOYNTON ST	SUN HAVEN TER	81	89	R	AC	C - CITY	SLURRY SEAL	381	29	11049	1228	\$ 2.70	\$ 3,516.57	2027	
LITTLE	010	LITTLE_010	LITTLE PLAINS PKWY	DEAD END SW OF BOYNTON	DEAD END NE OF SUN HAVEN	83	90	R	AC	C - CITY	SLURRY SEAL	636	29	18444	2049	\$ 2.70	\$ 5,870.17	2027	
SUNHAV	010	SUNHAV_010	SUN HAVEN TER	DRIFTWOOD DR	SUNRISE WAY	81	89	R	AC	C - CITY	SLURRY SEAL	487	29	14123	1569	\$ 2.70	\$ 4,494.93	2027	
SUNRIS	010	SUNRIS_010	SUNRISE WAY	BOYNTON ST	SUN HAVEN TER	87	93	R	AC	C - CITY	SLURRY SEAL	221	29	6409	712	\$ 2.70	\$ 2,039.79	2027	
BOULDR	010	BOULDR_010	BOULDER RUN CT	HAMPTON DR	DEAD END 200' SW OF HAMPTON DR	84	91	R	AC	C - CITY	SLURRY SEAL	213	28	5964	663	\$ 2.70	\$ 1,898.16	2027	
RIVERH	010	RIVERH_010	RIVERHEAD PKWY	WINDMILL DR	PEASE RD	90	95	R	AC	C - CITY	SLURRY SEAL	337	29	9773	1086	\$ 2.70	\$ 3,110.45	2027	
ROGWER	010	ROGWER_010	ROGUE RIVER WAY	PEASE RD	DEAD END	89	90	R	AC	C - CITY	SLURRY SEAL	643	25	16075	1786	\$ 2.70	\$ 5,116.19	2027	Original treatment is seal cracks in CAPS
CRISPD	010	CRISPD_010	CRISP DR	PEASE RD	WINDMILL DR	84	91	R	AC	C - CITY	SLURRY SEAL	370	29	10730	1192	\$ 2.70	\$ 3,415.04	2027	
HAMPTO	005	HAMPTO_005	HAMPTON DR	125' NW OF BOULDER RUN CT	125' NW OF WINDMILL DR	84	91	R	AC	C - CITY	SLURRY SEAL	235	32	7520	836	\$ 2.70	\$ 2,393.39	2027	
HAMPTO	010	HAMPTO_010	HAMPTON DR	125' NW OF WINDMILL DR	PEASE RD	84	91	R	AC	C - CITY	SLURRY SEAL	485	29	14065	1563	\$ 2.70	\$ 4,476.47	2027	
CENTUR	010	CENTUR_010	CENTURY DR	MEYERS RD	100 FT. W. OF DATELINE AVE	77	85	R	AC	C - CITY	SLURRY SEAL	730	29	21170	2352	\$ 2.70	\$ 6,737.78	2027	
MILLEN	010	MILLEN_010	MILLENNIUM WAY	CENTURY DR	DATELINE AVE	83	90	R	AC	C - CITY	SLURRY SEAL	450	29	13050	1450	\$ 2.70	\$ 4,153.42	2027	
DATELI	010	DATELI_010	DATELINE AVE	GAFFNEY LN	CENTURY DR	81	89	R	AC	C - CITY	SLURRY SEAL	491	29	14239	1582	\$ 2.70	\$ 4,531.85	2027	
SCHAEF	010	SCHAEF_010	SCHAEFER DR	NOBEL DR	ROYAL AVE	80	87	R	AC	C - CITY	SLURRY SEAL	616	29	17864	1985	\$ 2.70	\$ 5,685.58	2027	
ROYALA	010	ROYALA_010	ROYAL AVE	SCHAEFER DR	NEVIN CT	85	92	R	AC	C - CITY	SLURRY SEAL	615	29	17835	1982	\$ 2.70	\$ 5,676.35	2027	
NEVINC	010	NEVINC_010	NEVIN CT	CUL DE SAC (NW)	ROYAL AVE	81	89	R	AC	C - CITY	SLURRY SEAL	477	29	13833	1537	\$ 2.70	\$ 4,402.63	2027	
SQUIRE	010	SQUIRE_010	SQUIRE DR	SCHAFFER DR	MEYERS RD	81	89	R	AC	C - CITY	SLURRY SEAL	809	29	23461	2607	\$ 2.70	\$ 7,466.93	2027	
JAMESC	010	JAMESC_010	JAMES CT	SQUIRE DR	CUL DE SAC	87	93	R	AC	C - CITY	SLURRY SEAL	107	65	6955	773	\$ 2.70	\$ 2,213.57	2027	

PM CONST. SUBTOTAL \$ 224,428

YEARLY PM BUDGET \$ 400,000

REMAINING \$ 175,572

BRIGHT	010	BRIGHT_010	BRIGHTON AVE	PARK DR	OGDEN DR	89	95	R	AC/AC</
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BLUEBL	010	BLUEBL_010	BLUE BLOSSOM WAY	AUTUMN CREST PL	50' E OF LODGEPOLE WAY	86	92	R	AC	C - CITY	SLURRY SEAL	664	23	15272	1697	\$ 2.70	\$ 5,006.44	2028	
BLUEBL	020	BLUEBL_020	BLUE BLOSSOM WAY	50' E OF LODGEPOLE WAY	DEAD END 160' E OF LODGEPOLE WAY	86	92	R	AC	C - CITY	SLURRY SEAL	110	23	2530	281	\$ 2.70	\$ 829.38	2028	
AUTUMC	020	AUTUMC_020	AUTUMN CREST PL	120' S. OF WALNUT GROVE WAY	BLUE BLOSSOM WAY	87	93	R	AC	C - CITY	SLURRY SEAL	232	28	6496	722	\$ 2.70	\$ 2,129.51	2028	
AUTUMC	010	AUTUMC_010	AUTUMN CREST PL	WALNUT GROVE WAY	120' S. OF WALNUT GROVE WAY	69	79	R	AC	C - CITY	SLURRY SEAL	126	29	3654	406	\$ 2.70	\$ 1,197.85	2028	Listed as Slurry Seal (Rehab) per CAPS
KITTYH	010	KITTYH_010	KITTY HAWK AVE	CUL DE SAC S OF HOLCOMB BLVD	N OF LOT #16303	82	90	R	AC	C - CITY	SLURRY SEAL	2235	28	62580	6953	\$ 2.70	\$ 20,514.86	2028	
JADAWY	010	JADAWY_010	JADA WAY	HOLCOMB BLVD	LOT #16263	83	90	R	AC	C - CITY	SLURRY SEAL	303	29	8787	976	\$ 2.70	\$ 2,880.54	2028	
JADAWY	020	JADAWY_020	JADA WAY	LOT #16263	DEAD END E OF KITTY HAWK AVE	84	91	R	AC	C - CITY	SLURRY SEAL	680	29	19720	2191	\$ 2.70	\$ 6,464.57	2028	
EARHRT	010	EARHRT_010	EARHART AVE	JADA WAY	DEAD END N OF WRIGHT FLYER LN	84	91	R	AC	C - CITY	SLURRY SEAL	1430	28	40040	4449	\$ 2.70	\$ 13,125.84	2028	
BARLOW	030	BARLOW_030	BARLOW DR	LOT #16253	DEAD END E OF KITTY HAWK AVE	84	91	R	AC	C - CITY	SLURRY SEAL	675	29	19575	2175	\$ 2.70	\$ 6,417.04	2028	
WRTFLY	010	WRTFLY_010	WRIGHT FLYER LN	EARHART AVE	DEAD END E OF KITTY HAWK AVE	84	91	R	AC	C - CITY	SLURRY SEAL	465	28	13020	1447	\$ 2.70	\$ 4,268.19	2028	
FANDAN	010	FANDAN_010	FANDANGO DR	SOUTH END RD	CANTATA DR	86	92	R	AC	C - CITY	SLURRY SEAL	450	26	11700	1300	\$ 2.70	\$ 3,835.47	2028	
MINUET	010	MINUET_010	MINUET CT	FANDANGO DR	CUL DE SAC	85	91	R	AC	C - CITY	SLURRY SEAL	125	55	6875	764	\$ 2.70	\$ 2,253.75	2028	
CANTAT	010	CANTAT_010	CANTATA DR	LEGATO DR	DEAD END NE	84	91	R	AC	C - CITY	SLURRY SEAL	240	29	6960	773	\$ 2.70	\$ 2,281.61	2028	
LEGATO	010	LEGATO_010	LEGATO DR	DEAD END SOUTH	CANTATA DR	80	88	R	AC	C - CITY	SLURRY SEAL	438	26	11388	1265	\$ 2.70	\$ 3,733.19	2028	
TODDKE	010	TODDKE_010	TODD KELLI WAY	KAREN SCOTT DR	121' SW OF LEGATO DR	83	90	R	AC	C - CITY	SLURRY SEAL	139	29	4031	448	\$ 2.70	\$ 1,321.43	2028	
TODDKE	020	TODDKE_020	TODD KELLI WAY	121' SW OF LEGATO DR	LEGATO DR	85	87	R	AC	C - CITY	SLURRY SEAL	121	29	3509	390	\$ 2.70	\$ 1,150.31	2028	Listed as Seal Cracks per CAPS
KAREN	010	KAREN_010	KAREN SCOTT DR	LINDA DR	TODD KELLI WAY	89	90	R	AC	C - CITY	SLURRY SEAL	262	29	7598	844	\$ 2.70	\$ 2,490.76	2028	Listed as Seal Cracks per CAPS
LINDAD	010	LINDAD_010	LINDA DR	PARRISH RD	KAREN SCOTT DR	85	92	R	AC	C - CITY	SLURRY SEAL	190	29	5510	612	\$ 2.70	\$ 1,806.28	2028	
CATHYA	010A	CATHYA_010A	CATHY ADAMS DR	LEANN MARIE LN	GINGER WAY	88	94	R	AC	C - CITY	SLURRY SEAL	221	25	5525	614	\$ 2.70	\$ 1,811.20	2028	
PAULSE	010A	PAULSE_010A	PAULSEN DR	LEANN MARIE LN	GINGER WAY	87	93	R	AC	C - CITY	SLURRY SEAL	253	29	7337	815	\$ 2.70	\$ 2,405.20	2028	
LEANN	010	LEANN_010	LEANN MARIE LN	CATHY ADAMS	CUL DE SAC	69	78	R	AC	C - CITY	SLURRY SEAL	560	29	16240	1804	\$ 2.70	\$ 5,323.77	2028	Listed as Slurry Seal (Rehab) per CAPS
ATLANT	010	ATLANT_010	ATLANTA DR	AUBURN DR	CENTRAL POINT RD	89	94	R	AC	C - CITY	SLURRY SEAL	920	26	23920	2658	\$ 2.70	\$ 7,841.41	2028	
TALAWA	005	TALAWA_005	TALAWA DR	CHANTICLEER PL	115 FT. W. OF HEIDER DR	86	92	R	AC	C - CITY	SLURRY SEAL	1257	25	31425	3492	\$ 2.70	\$ 10,301.68	2028	
TALAWA	010	TALAWA_010	TALAWA DR	115 FT. W. OF HEIDER DR	LOT #14484	83	90	R	AC	C - CITY	SLURRY SEAL	761	29	22069	2452	\$ 2.70	\$ 7,234.62	2028	
TALAWA	020	TALAWA_020	TALAWA DR	LOT #14484	QUINALT DR	80	87	R	AC	C - CITY	SLURRY SEAL	106	26	2756	306	\$ 2.70	\$ 903.47	2028	
BERGEV	010	BERGEV_010	BERGE VIEW AVE	RUSS WILCOX	GLEN OAK RD	86	93	R	AC	C - CITY	SLURRY SEAL	699	29	20271	2252	\$ 2.70	\$ 6,645.20	2028	
BRITTA	001	BRITTA_001	BRITTANY TER	DEAD END WEST	BERGE VIEW	84	91	R	AC	C - CITY	SLURRY SEAL	323	29	9367	1041	\$ 2.70	\$ 3,070.67	2028	Should we add this too?
BRITTA	002	BRITTA_002	BRITTANY TER	BERGE VIEW	100 FT W. OF TAD PL	88	94	R	AC	C - CITY	SLURRY SEAL	539	25	13475	1497	\$ 2.70	\$ 4,417.35	2028	
BRITTA	005	BRITTA_005	BRITTANY TER	100 FT W. OF TAD PL	100 FT. W. OF MOSSY MEADOWS	86	92	R	AC	C - CITY	SLURRY SEAL	485	25	12125	1347	\$ 2.70	\$ 3,974.79	2028	
QUIETO	010	QUIETO_010	QUIET OAK ST	TALAWA PL	GLEN OAK RD	86	92	R	AC	C - CITY	SLURRY SEAL	979	27	26433	2937	\$ 2.70	\$ 8,665.22	2028	
TADPL	010	TADPL_010	TAD PL	BRITTANY AV	EMILY PL	84	91	R	AC	C - CITY	SLURRY SEAL	245	25	6125	681	\$ 2.70	\$ 2,007.89	2028	
MOSSYM	010	MOSSYM_010	MOSSY MEADOWS AVE	400 FT. N. OF BRITTANY TER	TALAWA DR	88	94	R	AC	C - CITY	SLURRY SEAL	932	25	23300	2589	\$ 2.70	\$ 7,638.16	2028	
ADAVIS	010	ADAVIS_010	A V DAVIS RD	CANEMAH RD	LINN AV	76	84	C	AC	C - CITY	SLURRY SEAL	1026	28	28728	3192	\$ 2.70	\$ 9,417.56	2028	
CANMHR	010	CANMHR_010	CANEMAH RD	WARNER-PARROTT RD	A.V. DAVIS RD	87	93	C	AC/AC	C - CITY	SLURRY SEAL	1092	24	26208	2912	\$ 2.70	\$ 8,591.46	2028	
NEWELL	010	NEWELL_010	NEWELL CREST DR	DUANE ST	END OF PAVEMENT	81	88	R	AC	C - CITY	SLURRY SEAL	998	25	24950	2772	\$ 2.70	\$ 8,179.06	2028	
CRESTC	010	CRESTC_010	CREST CT	DUANE AV	END OF PAVEMENT	82	90	R	AC	C - CITY	SLURRY SEAL	112	26	2912	324	\$ 2.70	\$ 954.61	2028	
JSNLEW	010	JSNLEW_010	JASON LEE WAY	BARCLAY HILLS DR	#18058 (S PROPERTY LINE)	87	93	R	AC/AC	C - CITY	SLURRY SEAL	168	24	4032	448	\$ 2.70	\$ 1,321.76	2028	
JSNLEW	020	JSNLEW_020	JASON LEE WAY	#18058 (S PROPERTY LINE)	DUANE ST	90	95	R	AC	C - CITY	SLURRY SEAL	67	24	1608	179	\$ 2.70	\$ 527.13	2028	
DUANES	030	DUANES_030	DUANE ST	JASON LEE WY	NEWELL CREST DR	69	79	R	AC	C - CITY	SLURRY SEAL	964	25	24100	2678	\$ 2.70	\$ 7,900.42	2028	Listed as Slurry Seal Rehab per CAPS
NEWELR	010	NEWELR_010	NEWELL RIDGE DR	CHICKAREE DR	DUANE ST	85	92	R	AC	C - CITY	SLURRY SEAL	1411	29	40919	4547	\$ 2.70	\$ 13,413.99	2028	
KESTRE	010	KESTRE_010	KESTREL CT	CHICKAREE DR	CUL-DE-SAC	78	86	R	AC	C - CITY	SLURRY SEAL	439	26	11414	1268	\$ 2.70	\$ 3,741.72	2028	
BRCLHL	020	BRCLHL_020	BARCLAY HILLS DR	ALDEN ST	100' E OF CHICKAREE DR	72	80</												

LARENC	010	LARENC_010	LARENCE LN	BLANCHET DR	LOT #19736	86	92	R	AC	C - CITY	SLURRY SEAL	296	29	8584	954	\$ 2.70	\$ 2,898.41	2029	
LARENC	020	LARENC_020	LARENCE LN	LOT #19736	WHEELER WAY	86	92	R	AC	C - CITY	SLURRY SEAL	150	29	4350	483	\$ 2.70	\$ 1,468.79	2029	
HAZELN	002	HAZELN_002	HAZELNUT AVE	LARENCE LN	DEAD END 195' NW OF LARENCE LN	86	92	R	AC	C - CITY	SLURRY SEAL	219	29	6351	706	\$ 2.70	\$ 2,144.43	2029	
WINNIE	010	WINNIE_010	WINNIE WAY	ORCHARD GROVE DR	WHEELER FARM RD	88	94	R	AC	C - CITY	SLURRY SEAL	320	29	9280	1031	\$ 2.70	\$ 3,133.42	2029	
WHEELR	010	WHEELR_010	WHEELER FARM RD	LOT #19745	CUL DE SAC	84	91	R	AC	C - CITY	SLURRY SEAL	600	29	17400	1933	\$ 2.70	\$ 5,875.16	2029	
CHERWD	003	CHERWD_003	CHERRYWOOD WAY	DEAD END NW OF DOTSON WAY	85' NW OF MYRTLEWOOD WAY	90	95	R	AC	C - CITY	SLURRY SEAL	310	19	5890	654	\$ 2.70	\$ 1,988.77	2029	
CHERWD	005	CHERWD_005	CHERRYWOOD WAY	85' NW OF MYRTLEWOOD WAY	LOT #19726	82	89	R	AC	C - CITY	SLURRY SEAL	320	29	9280	1031	\$ 2.70	\$ 3,133.42	2029	
CEDARW	005	CEDARW_005	CEDARWOOD WAY	DEAD END NW OF MYRTLEWOOD WAY	LOT #19724	84	91	R	AC	C - CITY	SLURRY SEAL	320	29	9280	1031	\$ 2.70	\$ 3,133.42	2029	
MYRTWD	010	MYRTWD_010	MYRTLEWOOD WAY	LELAND RD	END	85	92	R	AC	C - CITY	SLURRY SEAL	925	29	26825	2981	\$ 2.70	\$ 9,057.53	2029	
DOTSON	010	DOTSON_010	DOTSON WAY	LELAND RD	CHERRYWOOD WAY	90	95	R	AC	C - CITY	SLURRY SEAL	375	29	10875	1208	\$ 2.70	\$ 3,671.97	2029	
GAINST	005	GAINST_005	GAIN ST	S. APPERSON BLVD	HARLEY AVE	67	77	R	AC/AC	C - CITY	SLURRY SEAL	299	16	4784	532	\$ 2.70	\$ 1,615.33	2029	Listed as Slurry Seal (Rehab) per CAPS
GAINST	010	GAINST_010	GAIN ST	HARLEY AVE	S. FRONT ST	70	79	R	AC	C - CITY	SLURRY SEAL	474	16	7584	843	\$ 2.70	\$ 2,560.76	2029	Listed as Slurry Seal (Rehab) per CAPS
APPERB	010	APPERB_010	APPERSON BLVD	HOLCOMB RD	GAIN ST	79	81	C	ST	C - CITY	SLURRY SEAL	1877	25	46925	5214	\$ 2.70	\$ 15,844.35	2029	Original treatment is seal cracks in CAPS
APPERB	020	APPERB_020	APPERSON BLVD	GAIN ST	LA RAE	81	83	C	ST	C - CITY	SLURRY SEAL	1363	25	34075	3786	\$ 2.70	\$ 11,505.52	2029	Original treatment is seal cracks in CAPS
APPERB	030	APPERB_030	APPERSON BLVD	LA RAE	S. MELINDA ST	81	83	C	ST	C - CITY	SLURRY SEAL	644	25	16100	1789	\$ 2.70	\$ 5,436.21	2029	Original treatment is seal cracks in CAPS
APPERB	040	APPERB_040	APPERSON BLVD	S. MELINDA ST	S. FORSYTHE RD	82	89	C	AC	C - CITY	SLURRY SEAL	448	25	11200	1244	\$ 2.70	\$ 3,781.71	2029	Listed as Micro per CAPS
LARAE	010	LARAE_010	LA RAE RD	S. APPERSON BLVD	HARLEY AV	89	94	R	AC/AC	C - CITY	SLURRY SEAL	454	16	7264	807	\$ 2.70	\$ 2,452.71	2029	
LARAE	020	LARAE_020	LA RAE RD	S. HARLEY ST	S. FRONT AV	88	94	R	AC	C - CITY	SLURRY SEAL	434	17	7378	820	\$ 2.70	\$ 2,491.20	2029	
CLVLND	010	CLVLND_010	CLEVELAND ST	S. APPERSON BLVD	S. FRONT AV	87	88	R	AC	C - CITY	SLURRY SEAL	896	18	16128	1792	\$ 2.70	\$ 5,445.66	2029	Original treatment is seal cracks in CAPS
HARLEY	020	HARLEY_020	HARLEY AVE	S. LA RAE ST	CLEVELAND ST	87	88	R	AC	C - CITY	SLURRY SEAL	831	14	11634	1293	\$ 2.70	\$ 3,928.25	2029	Original treatment is seal cracks in CAPS
HARLEY	030	HARLEY_030	HARLEY AVE	CLEVELAND ST	S. GAIN ST	88	89	R	AC	C - CITY	SLURRY SEAL	481	16	7696	855	\$ 2.70	\$ 2,598.58	2029	Original treatment is seal cracks in CAPS
HARLEY	040	HARLEY_040	HARLEY AVE	MELINDA ST	NORTH DEAD END	87	93	R	AC	C - CITY	SLURRY SEAL	232	16	3712	412	\$ 2.70	\$ 1,253.37	2029	
MELINDA	020	MELINDA_020	MELINDA ST	APPERSON BLVD	DEAD END EAST	82	89	R	AC	C - CITY	SLURRY SEAL	462	22	10164	1129	\$ 2.70	\$ 3,431.90	2029	
TOMANS	010	TOMANS_010	TOMAN RD	MELINDA ST	NORTH DEAD END	85	91	R	AC	C - CITY	SLURRY SEAL	238	32	7616	846	\$ 2.70	\$ 2,571.56	2029	
LEOCT	010	LEOCT_010	LEO CT	MELINDA ST	CUL DE SAC	87	93	R	AC	C - CITY	SLURRY SEAL	201	30	6030	670	\$ 2.70	\$ 2,036.05	2029	
GERBER	010	GERBER_010	GERBER WOODS DR	GAFFNEY LN	MEYERS RD	85	92	R	AC	C - CITY	SLURRY SEAL	696	29	20184	2243	\$ 2.70	\$ 6,815.18	2029	
LASIC	010	LASIC_010	LASIC CT	GERBER WOODS DR	CUL DE SAC	69	78	R	AC	C - CITY	SLURRY SEAL	305	28	8540	949	\$ 2.70	\$ 2,883.55	2029	Listed as Slurry Seal (Rehab) per CAPS
CASTCT	020	CASTCT_020	CASTLEBERRY LOOP	CASTLEBERRY LP	CUL DE SAC	86	92	R	AC	C - CITY	SLURRY SEAL	104	74	7696	855	\$ 2.70	\$ 2,598.58	2029	
SQUIRE	020	SQUIRE_020	SQUIRE DR	MEYERS RD	100' NE OF CASTLEBERRY LP	86	93	R	AC	C - CITY	SLURRY SEAL	597	28	16716	1857	\$ 2.70	\$ 5,644.20	2029	
SQUIRE	030	SQUIRE_030	SQUIRE DR	100' NE OF CASTLEBERRY LP	GLENVIEW CT	68	78	R	AC	C - CITY	SLURRY SEAL	375	28	10500	1167	\$ 2.70	\$ 3,545.35	2029	Listed as Slurry Seal (Rehab) per CAPS
TONICT	010	TONICT_010	TONI CT	SQUIRE DR	CUL DE SAC	84	85	R	AC	C - CITY	SLURRY SEAL	758	31	23498	2611	\$ 2.70	\$ 7,934.16	2029	Original treatment is seal cracks in CAPS
ANDERS	010	ANDERS_010	ANDERSON LN	TONI CT	GLENVIEW CT	84	85	R	AC	C - CITY	SLURRY SEAL	228	31	7068	785	\$ 2.70	\$ 2,386.53	2029	Original treatment is seal cracks in CAPS
GLENVI	010	GLENVI_010	GLENVIEW CT	GAFFNEY LN	100' E OF SQUIRE	79	81	R	AC	C - CITY	SLURRY SEAL	1085	23	24955	2773	\$ 2.70	\$ 8,426.12	2029	Original treatment is seal cracks in CAPS
SMALL	010	SMALL_010	SMALL CT	MEYERS RD	CUL DE SAC	82	89	R	AC/AC	C - CITY	SLURRY SEAL	150	28	4200	467	\$ 2.70	\$ 1,418.14	2029	
GENTHI	010	GENTHI_010	GENTRY HIGHLANDS LN	PEASE RD	COHO WAY	86	92	R	AC	C - CITY	SLURRY SEAL	442	27	11934	1326	\$ 2.70	\$ 4,029.55	2029	
GENTHI	020	GENTHI_020	GENTRY HIGHLANDS LN	COHO WAY	S END OF HOUSE #19230	85	91	R	AC	C - CITY	SLURRY SEAL	237	29	6873	764	\$ 2.70	\$ 2,320.69	2029	
GENTHI	030	GENTHI_030	GENTRY HIGHLANDS LN	S END OF HOUSE #19230	CUL DE SAC E. OF KAFTON TER	87	93	R	AC	C - CITY	SLURRY SEAL	380	29	11020	1224	\$ 2.70	\$ 3,720.93	2029	
CARMLD	010A	CARMLD_010A	CARMELITA DR	COHO WAY	LOT #12715	90	91	R	AC	C - CITY	SLURRY SEAL	131	29	3799	422	\$ 2.70	\$ 1,282.74	2029	Original treatment is seal cracks in CAPS
CARMLD	010B	CARMLD_010B	CARMELITA DR	LOT #12715	LELAND DR	70	79	R	AC	C - CITY	SLURRY SEAL	684	29	19836	2204	\$ 2.70	\$ 6,697.68	2029	Listed as Slurry Seal (Rehab) per CAPS
KAFTON	010	KAFTON_010	KAFTON TER	KAYENTA PL	HOUSE #12678	83	90	R	AC	C - CITY	SLURRY SEAL	408	29	11832	1315	\$ 2.70	\$ 3,995.11	2029	
KAFTON	020	KAFTON_020	KAFTON TER	HOUSE #12678	GENTRY HIGHLANDS LN	89	95	R	AC	C - CITY	SLURRY SEAL	168	29	4872	541	\$ 2.70	\$ 1,645.04	2029	
KAYENT	010	KAYENT_010	KAYENTA PL	BELLAMY WAY	KAFTON TERR	69	79	R	AC	C - CITY	SLURRY SEAL	334	29	9686	1076				

MAINST	060	MAINST_060	MAIN ST	END/O CG N/O 205 UNDERPASS	820' EAST OF MCLOUGHLIN OVERPASS	88	94	C	AC	C - CITY	MICROSURFACING	1263	32	40416	4491	\$ 9.00	\$ 45,488.57	2029	
WSHNTN	090	WSHNTN_090	WASHINGTON ST	HWY 213 OVERPASS	ROUNABOUT	69	78	A	AC	C - CITY	MICROSURFACING	375	70	26250	2917	\$ 9.00	\$ 29,544.61	2029	To get to Depot lane needed to add portion of Clackmas River Dr
CLACKR	007	CLACKR_007	CLACKAMAS RIVER DR	833' N. OF ST HWY 213	340' S. OF MELINDA ST	66	75	A	AC	C - CITY	MICROSURFACING	574	50	28700	3189	\$ 9.00	\$ 32,302.11	2029	Listed as Microsurface (Rehab) per CAPS. Need to split if we want limits to
SHIGHS	010	SHIGHS_010	S HIGH ST	S 2ND ST	1ST ST	88	94	A	AC	C - CITY	MICROSURFACING	645	40	25800	2867	\$ 9.00	\$ 29,038.13	2029	
HIGHST	010	HIGHST_010	HIGH ST	1ST ST	3RD ST	86	92	A	AC	C - CITY	MICROSURFACING	665	40	26600	2956	\$ 9.00	\$ 29,938.54	2029	
HIGHST	020	HIGHST_020	HIGH ST	3RD ST	5TH ST	90	95	A	AC	C - CITY	MICROSURFACING	660	40	26400	2933	\$ 9.00	\$ 29,713.44	2029	
HIGHST	030	HIGHST_030	HIGH ST	5TH ST	7TH ST	89	94	C	AC	C - CITY	MICROSURFACING	765	40	30600	3400	\$ 9.00	\$ 34,440.58	2029	
PM CONST. SUBTOTAL \$ 555,326 YEARLY PM BUDGET \$ 400,000 REMAINING \$ (155,326)																			

2029



APPENDIX H
BACKUP PROJECT LISTS

Street ID	Section ID	STSECIDKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (Ft)	Width	Area	Area (SY)	Unit Cost (\$/SY)	Estimated Construction Cost	Number of Ramps	Cost of ADA	Total ADA Cost	Grand Total	Comments
WSHNTN	040	WSHNTN_040	WASHINGTON ST	13TH ST	14TH ST	47	100	A	AC	C - CITY	2" Mill & 4" Inlay	317	40	12680	1409	\$ 42.00	\$ 70,656.04	0	\$ 10,000.00	\$ -	\$ 70,656.04	
WSHNTN	055	WSHNTN_055	WASHINGTON ST	16TH ST	ABERNETHY RD	48	100	A	AC	C - CITY	2" Mill & 4" Inlay	520	48	24960	2773	\$ 42.00	\$ 151,979.96	2	\$ 10,000.00	\$ 20,000.00	\$ 171,979.96	
WSHNTN	050	WSHNTN_050	WASHINGTON ST	14TH ST	15TH ST	48	100	A	AC	C - CITY	2" Mill & 4" Inlay	417	40	16680	1853	\$ 42.00	\$ 77,840.00	2	\$ 10,000.00	\$ 20,000.00	\$ 37,424.00	
WPARRT	035	WPARRT_035	WARNER PARROTT RD	PVMNT CHG 30'W/O POLE # 677	LELAND RD (S.)	75	100	A	AC/AC	C - CITY	2" Mill & Inlay	701	60	42060	4673	\$ 26.00	\$ 145,085.28	1	\$ 10,000.00	\$ 10,000.00	\$ 155,085.28	
WARNML	005	WARNML_005	WARNER MILNE RD	LINN AV	300' E. OF LINN AVE	48	100	A	AC	C - CITY	2" Mill & Inlay	300	43	12900	1433	\$ 26.00	\$ 44,498.34	1	\$ 10,000.00	\$ 10,000.00	\$ 54,498.34	May need water main
VINEST	020	VINEST_020	VINE ST	TELFORD RD	CHERRY AV	70	100	R	AC	C - CITY	2" Mill & Inlay	622	30	18660	2073	\$ 25.00	\$ 51,833.33	0	\$ 10,000.00	\$ -	\$ 158,476.64	
TELFRD	005	TELFRD_005	TELFORD RD	PVMNT CHG 124' NW/O OGDEN DR	OGDEN DR	50	100	C	AC	C - CITY	2" Mill & 4" Inlay	124	27	3348	372	\$ 42.00	\$ 18,655.87	0	\$ 10,000.00	\$ -	\$ 18,655.87	
TELFRD	010	TELFRD_010	TELFORD RD	OGDEN DR	PARK DR	69	100	C	AC	C - CITY	2" Mill & Inlay	1203	36	43308	4812	\$ 26.00	\$ 168,140.02	0	\$ 10,000.00	\$ -	\$ 168,140.02	May need storm sewer
TAYLOR	020	TAYLOR_020	TAYLOR ST	9TH ST	12TH ST	41	100	C	AC	C - CITY	2" Mill & 4" Inlay	963	40	38520	4280	\$ 42.00	\$ 221,082.15	22	\$ 10,000.00	\$ 220,000.00	\$ 441,082.15	May need water main
TAYLOR	010	TAYLOR_010	TAYLOR ST	MOLALLA AV	9TH ST	45	100	C	AC/AC	C - CITY	2" Mill & 4" Inlay	696	40	27840	3093	\$ 42.00	\$ 164,578.76	12	\$ 10,000.00	\$ 120,000.00	\$ 284,578.76	
SWANAV	020	SWANAV_020	SWAN AVE	S. HOLCOMB RD	S. FORSYTHE RD	64	100	C	AC/AC	C - CITY	2" Mill & Inlay	2733	18	49194	5466	\$ 26.00	\$ 142,116.00	0	\$ 10,000.00	\$ -	\$ 203,666.21	
STHEND	030	STHEND_030	SOUTH END RD	WARNER PARROTT RD	LAFAYETTE AV	48	100	A	AC	C - CITY	2" Mill & 4" Inlay	2310	48	110880	12320	\$ 42.00	\$ 636,386.00	19	\$ 10,000.00	\$ 190,000.00	\$ 826,386.00	
SHIGHS	005	SHIGHS_005	S HIGH ST	S 2ND ST	POLE # 322	48	100	A	AC	C - CITY	2" Mill & 4" Inlay	273	40	10920	1213	\$ 42.00	\$ 66,491.23	2	\$ 10,000.00	\$ 20,000.00	\$ 86,491.23	
SCENTR	005	SCENTR_005	S CENTER ST	TELFORD AVE	SUNSET ST	47	100	C	AC/AC	C - CITY	2" Mill & 4" Inlay	923	24	22152	2461	\$ 42.00	\$ 123,436.32	0	\$ 10,000.00	\$ -	\$ 123,436.32	
SCENTR	020	SCENTR_020	S CENTER ST	S 1ST ST	1ST ST	47	100	C	AC	C - CITY	2" Mill & 4" Inlay	329	40	13160	1462	\$ 42.00	\$ 75,530.66	4	\$ 10,000.00	\$ 40,000.00	\$ 115,530.66	
RILANC	010	RILANC_010	RILANCE LN	HOLMES LN	CUL DE SAC	70	100	R	AC	C - CITY	2" Mill & Inlay	801	32	25632	2848	\$ 25.00	\$ 71,200.00	4	\$ 10,000.00	\$ 40,000.00	\$ 64,250.22	
RANDLC	010	RANDLC_010	RANDALL CT	VINE ST	CUL DE SAC	45	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	165	28	4620	513	\$ 44.00	\$ 22,586.67	0	\$ 10,000.00	\$ -	\$ 31,565.07	
PRASCH	010	PRASCH_010	PRAIRIE SCHOONER WAY	WASHINGTON ST	HWY 213	48	100	A	AC	C - CITY	2" Mill & 4" Inlay	384	72	27648	3072	\$ 42.00	\$ 173,397.42	0	\$ 10,000.00	\$ -	\$ 173,397.42	
PINECR	010	PINECR_010	PINECREEK LN	LAZY CREEK LN	100' NE OF STILLMEADOW	69	100	R	AC	C - CITY	2" Mill & Inlay	376	32	12032	1337	\$ 25.00	\$ 39,907.87	0	\$ 10,000.00	\$ -	\$ 39,907.87	Paving Intersection Linn/Leland/Warner Parrott/Warner Milne include 300 ft east into Warner Milne and encompassing any detection loop areas
PIERCE	050	PIERCE_050	PIERCE ST	16TH ST	17TH ST	43	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	285	20	5700	633	\$ 44.00	\$ 35,300.66	0	\$ 10,000.00	\$ -	\$ 35,300.66	
PEASE	020	PEASE_020	PEASE RD	CRISP DR	RIVERHEAD PKWY	42	100	C	AC	C - CITY	2" Mill & 4" Inlay	278	28	7784	865	\$ 42.00	\$ 44,675.58	3	\$ 10,000.00	\$ 30,000.00	\$ 74,675.58	
OAKTRA	010	OAKTRA_010	OAKTREE AVE	LAFAYETTE AV	LAFAYETTE AV	69	100	R	AC	C - CITY	2" Mill & Inlay	1280	32	40960	4551	\$ 25.00	\$ 144,130.28	0	\$ 10,000.00	\$ -	\$ 144,130.28	
MONROE	030	MONROE_030	MONROE ST	8TH ST	10TH ST	61	100	R	AC	C - CITY	2" Mill & Inlay	624	40	24960	2773	\$ 25.00	\$ 82,787.61	4	\$ 10,000.00	\$ 40,000.00	\$ 122,787.61	
MONROE	020	MONROE_020	MONROE ST	5TH ST	6TH ST	46	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	295	40	11800	1311	\$ 44.00	\$ 75,270.90	8	\$ 10,000.00	\$ 80,000.00	\$ 155,270.90	
MONROE	025	MONROE_025	MONROE ST	6TH ST	8TH ST	48	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	588	40	23520	2613	\$ 44.00	\$ 154,532.42	16	\$ 10,000.00	\$ 160,000.00	\$ 314,532.42	
MOLALA	005	MOLALA_005	MOLALLA AVE	TAYLOR ST/7TH ST	DIVISION ST	50	100	A	AC	C - CITY	2" Mill & 4" Inlay	236	37	8732	970	\$ 42.00	\$ 53,168.63	0	\$ 10,000.00	\$ -	\$ 53,168.63	
MEYERS	004	MEYERS_004	MEYERS RD	100 FT W. OF SOPHIA CT	HIGH SCHOOL AVE	69	100	A	AC	C - CITY	2" Mill & Inlay	1681	59	99179	11020	\$ 26.00	\$ 286,517.11	5	\$ 10,000.00	\$ 50,000.00	\$ 92,802.35	
MCCORD	020	MCCORD_020	MCCORD RD	100' SE. OF SUNSET SPRINGS DR	S. PEASE RD	70	100	C	AC	C - CITY	2" Mill & Inlay	773	32	24736	2748	\$ 26.00	\$ 71,459.56	0	\$ 10,000.00	\$ -	\$ 15,160.70	
MADISN	040	MADISN_040	MADISON ST	7TH ST	12TH ST	45	100	R	AC/AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	1525	25	38125	4236	\$ 44.00	\$ 243,195.19	2	\$ 10,000.00	\$ 20,000.00	\$ 263,195.19	
LONGST	010	LONGST_010	LONGSTANDING CT	SOUTH END RD	CUL DE SAC	45	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	495	34	16830	1870	\$ 44.00	\$ 82,280.00	0	\$ 10,000.00	\$ -	\$ 216,448.19	
LINNAV	010	LINNAV_010	LINN AVE	WARNER-MILNE RD	A. V. DAVIS RD	68	100	A	AC	C - CITY	2" Mill & Inlay	1350	46	62100	6900	\$ 27.00	\$ 222,451.89	1	\$ 10,000.00	\$ 10,000.00	\$ 232,451.89	
LINNAV	025	LINNAV_025	LINN AVE	HOLMES LN	PARK DR	49	100	A	AC	C - CITY	2" Mill & 4" Inlay	900	35	31500	3500	\$ 42.00	\$ 197,555.65	2	\$ 10,000.00			

Street ID	Section ID	STSECIDKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (Lf)	Width	Area	Area (SY)	Unit Cost (\$/SY)	Estimated Construction Cost	Number of Ramps	Cost of ADA	Total ADA Cost	Grand Total	Comments
BEEMER	005	BEEMER_005	BEEMER WAY	HOLCOMB RD	JACOBS WAY	67	100	R	ST	C - CITY	2" Mill & Inlay	340	14	4760	529	\$ 25.00	\$ 15,788.02	0	\$ 10,000.00	\$ -	\$ 15,788.02	
BEAVCR	010A	BEAVCR_010A	BEAVERCREEK RD	MOLALLA AV	200 FT W. OF MOLALLA AV	70	100	A	AC	C - CITY	2" Mill & Inlay	200	51	10200	1133	\$ 26.00	\$ 37,327.49	0	\$ 10,000.00	\$ -	\$ 37,327.49	
BEAVCR	010B	BEAVCR_010B	BEAVERCREEK RD	200 FT W. OF MOLALLA AV	1000 FT W. OF MOLALLA AV	70	100	A	AC	C - CITY	2" Mill & Inlay	800	51	40800	4533	\$ 26.00	\$ 149,309.96	0	\$ 10,000.00	\$ -	\$ 149,309.96	
BEAVCR	020	BEAVCR_020	BEAVERCREEK RD	1000 FT W. OF MOLALLA AV	KAEN RD	69	100	A	AC	C - CITY	2" Mill & Inlay	1442	47	67774	7530	\$ 26.00	\$ 248,022.87	4	\$ 10,000.00	\$ 40,000.00	\$ 288,022.87	
BARCLY	030	BARCLY_030	BARCLAY AVE	BRIGHTON AV	HARDING BLVD	68	100	R	AC/AC	C - CITY	2" Mill & Inlay	725	28	20300	2256	\$ 25.00	\$ 56,388.89	0	\$ 10,000.00	\$ -	\$ 31,735.12	
APPERS	015	APPERS_015	APPERSON ST	MCLOUGHLIN BLVD	3RD AV	40	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	207	28	5796	644	\$ 44.00	\$ 34,849.71	0	\$ 10,000.00	\$ -	\$ 34,849.71	
APPERS	015	APPERS_015	APPERSON ST	MCLOUGHLIN BLVD	3RD AV	40	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	207	28	5796	644	\$ 44.00	\$ 35,895.19	0	\$ 10,000.00	\$ -	\$ 35,895.19	Placed here to complete after San CIP
APPERS	020	APPERS_020	APPERSON ST	CHARMAN ST	MCKINLEY ST	50	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	649	31	20119	2235	\$ 44.00	\$ 98,359.56	0	\$ 10,000.00	\$ -	\$ 51,071.66	
09THST	060	09THST_060	9TH ST	TAYLOR ST	DIVISION ST	70	100	R	AC	C - CITY	2" Mill & Inlay	1144	31	35464	3940	\$ 25.00	\$ 128,534.64	8	\$ 10,000.00	\$ 80,000.00	\$ 208,534.64	
07THST	015	07THST_015	7TH ST	SINGER HILL	WASHINGTON ST	50	100	A	AC	C - CITY	2" Mill & 4" Inlay	415	40	16600	1844	\$ 42.00	\$ 98,132.45	16	\$ 10,000.00	\$ 160,000.00	\$ 258,132.45	
07THST	040	07THST_040	7TH ST	HARRISON ST	MOLALLA AVE	49	100	A	AC/AC	C - CITY	2" Mill & 4" Inlay	308	40	12320	1369	\$ 42.00	\$ 75,015.75	6	\$ 10,000.00	\$ 60,000.00	\$ 135,015.75	
07THST	050	07THST_050	7TH ST	MOLALLA AVE	DIVISION ST	61	100	C	AC/AC	C - CITY	2" Mill & Inlay	207	40	8280	920	\$ 26.00	\$ 23,920.00	3	\$ 10,000.00	\$ 30,000.00	\$ 251,369.84	
06THST	005	06THST_005	6TH ST	MCLOUGHLIN BLVD	MAIN ST	45	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	242	37	8954	995	\$ 44.00	\$ 57,116.58	2	\$ 10,000.00	\$ 20,000.00	\$ 77,116.58	
06THST	010	06THST_010	6TH ST	MAIN ST	RAILROAD AV	46	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	216	25	5400	600	\$ 44.00	\$ 34,446.01	2	\$ 10,000.00	\$ 20,000.00	\$ 54,446.01	
05THST	030	05THST_030	5TH ST	MONROE ST	JACKSON ST	69	100	A	AC	C - CITY	2" Mill & Inlay	510	40	20400	2267	\$ 26.00	\$ 74,654.98	8	\$ 10,000.00	\$ 80,000.00	\$ 154,654.98	
05THST	010B	05THST_010B	5TH ST	CENTER ST	WASHINGTON ST	47	100	A	AC	C - CITY	2" Mill & 4" Inlay	254	40	10160	1129	\$ 42.00	\$ 61,863.64	8	\$ 10,000.00	\$ 80,000.00	\$ 141,863.64	
05THAV	010A	05THAV_010A	5TH AVE	CEMETERY ENTRANCE	BLANCHARD ST (S)	0	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	56	18	1008	112	\$ 116.00	\$ 17,460.16	0	\$ 10,000.00	\$ -	\$ 17,460.16	
04THST	040	04THST_040	4TH ST	END	LINN AV	24	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	677	30	20310	2257	\$ 116.00	\$ 331,606.61	0	\$ 10,000.00	\$ -	\$ 331,606.61	To prepare for OPS Work in 2028
03RDST	040	03RDST_040	3RD ST	TERRACE AV	SE END	24	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	567	22	12474	1386	\$ 116.00	\$ 203,666.21	0	\$ 10,000.00	\$ -	\$ 203,666.21	
03RDAV	010	03RDAV_010	3RD AVE	ST WIDENING @ PCC STAIRS	END OF PAVEMENT	20	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	129	9	1161	129	\$ 116.00	\$ 18,403.83	2	\$ 10,000.00	\$ 20,000.00	\$ 38,403.83	Complete Recon
02NDST	030	02NDST_030	2ND ST	CENTER ST	END	0	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	355	36	12780	1420	\$ 116.00	\$ 221,369.84	4	\$ 10,000.00	\$ 40,000.00	\$ 261,369.84	Delay for Water CIP to this date
01STST	020	01STST_020	1ST ST	CENTER ST	END	0	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	91	22	2002	222	\$ 116.00	\$ 31,735.12	8	\$ 10,000.00	\$ 80,000.00	\$ 111,735.12	
01STST	010	01STST_010	1ST ST	HIGH ST	CENTER ST	13	100	R	AC/AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	230	39	8970	997	\$ 116.00	\$ 155,374.61	8	\$ 10,000.00	\$ 80,000.00	\$ 235,374.61	
18THST	005	18THST_005	18TH ST	MAIN ST EXTENSION	END	41	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	162	22	3564	396	\$ 44.00	\$ 17,424.00	0	\$ 10,000.00	\$ -	\$ 28,580.61	
17THST	011	17THST_011	17TH ST	MAIN ST	DEAD END GATE	47	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	206	22	4532	504	\$ 44.00	\$ 28,909.13	2	\$ 10,000.00	\$ 20,000.00	\$ 48,909.13	
17THST	012	17THST_012	17TH ST	DEAD END GATE	WASHINGTON	46	100	R	AC	C - CITY	RECONSTRUCT LIGHT - 3" REMOVE AND REPLACE	305	22	6710	746	\$ 44.00	\$ 42,802.35	2	\$ 10,000.00	\$ 20,000.00	\$ 62,802.35	
17THST	030	17THST_030	17TH ST	PIERCE ST	DIVISION ST	0	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	70	20	1400	156	\$ 116.00	\$ 24,250.22	0	\$ 10,000.00	\$ -	\$ 24,250.22	
15THST	040	15THST_040	15TH ST	POLK ST	PREScott ST	43	100	C	AC/AC	C - CITY	2" Mill & 4" Inlay	708	39	27612	3068	\$ 42.00	\$ 158,476.64	24	\$ 10,000.00	\$ 240,000.00	\$ 398,476.64	
13THST	020	13THST_020	13TH ST	WASHINGTON ST	SE END	0	100	R	AC	C - CITY	FULL DEPTH RECLAMATION - LOCAL	184	17	3128	348	\$ 116.00	\$ 51,071.66	0	\$ 10,000.00	\$ -	\$ 51,071.66	
12THST	040	12THST_040	12TH ST	JACKSON ST	TAYLOR ST	42	100	C	AC	C - CITY	2" Mill & 4" Inlay	1079	36	38844	4316	\$ 42.00	\$ 216,448.19	13	\$ 10,000.00	\$ 130,000.00	\$ 346,448.19	
12THST	010	12THST_010	12TH ST	MAIN ST	CENTER ST	50	100	C	AC/PCC	C - CITY	2" Mill & 4" Inlay	255	46	11730	1303	\$ 42.00	\$ 69,342.99	0	\$ 10,000.00	\$ -	\$ 69,342.99	
12THST	005	12THST_005	12TH ST	MCLOUGHLIN BLVD	MAIN ST	49	100	C	AC	C - CITY	2" Mill & 4" Inlay	162	32	5184	576	\$ 42.00	\$ 31,565.07	2	\$ 10,000.00	\$ 20,000.00	\$ 51,565.07	
11THST																						

StreetID	SectionID	STSECIDKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (LF)	Width	Area (SF)	Area (SY)	Unit Cost (\$/SY)	Estimated Construction Cost	Comments
WINSTO	005	WINSTO_005	WINSTON DR	SMITHFIELD DR	HOLCOMB BLVD	69	78	R	AC	C - CITY	SLURRY SEAL	317	29	9193	1021	\$ 2.70	\$ 3,293.08	Listed as Slurry Seal (Rehab) per CAPS
SMITHF	005	SMITHF_005	SMITHFIELD DR	95 FT W OF STEPH CT	TRAILVIEW DR	69	78	R	AC	C - CITY	SLURRY SEAL	775	29	22475	2497	\$ 2.70	\$ 8,050.90	Listed as Slurry Seal (Rehab) per CAPS
SMITHF	002	SMITHF_002	SMITHFIELD DR	DEAD END WEST	95 FT W OF STEPH CT	84	85	R	AC	C - CITY	SLURRY SEAL	370	25	9250	1028	\$ 2.70	\$ 3,313.49	Original treatment is seal cracks in CAPS
TRACEY	010	TRACEY_010	TRACEY LEE CT	SMITHFIELD DR	CUL DE SAC NORTH	78	80	R	AC	C - CITY	SLURRY SEAL	374	25	9350	1039	\$ 2.70	\$ 3,349.32	Original treatment is seal cracks in CAPS
STEPHC	005	STEPHC_005	STEPH CT	SMITHFIELD DR	CUL-DE-SAC	76	84	R	AC	C - CITY	SLURRY SEAL	354	29	10266	1141	\$ 2.70	\$ 3,677.44	
CATTLE	005	CATTLE_005	CATTLE DR	SMITHFIELD DR	HALF CUL-DE-SAC	69	78	R	AC	C - CITY	SLURRY SEAL	479	29	13891	1543	\$ 2.70	\$ 4,975.97	Listed as Slurry Seal (Rehab) per CAPS
CATTLE	010	CATTLE_010	CATTLE DR	HALF CUL DE SAC	DEAD END SOUTH	77	85	R	AC	C - CITY	SLURRY SEAL	149	29	4321	480	\$ 2.70	\$ 1,547.85	
BUFFAL	005	BUFFAL_005	BUFFALO WAY	CATTLE DR	TRAILVIEW DR	77	85	R	AC	C - CITY	SLURRY SEAL	671	29	19459	2162	\$ 2.70	\$ 6,970.52	
SHARTN	005	SHARTN_005	SHARTNER DR	BUFFALO WAY	S DEAD END	78	86	R	AC	C - CITY	SLURRY SEAL	320	29	9280	1031	\$ 2.70	\$ 3,324.24	
WILLVA	005	WILLVA_005	WILLAMETTE VALLEY DR	BUFFALO WAY	JOURNEY DR	82	90	R	AC	C - CITY	SLURRY SEAL	672	29	19488	2165	\$ 2.70	\$ 6,980.91	
TRAILV	005	TRAILV_005	TRAILVIEW DR	SMITHFIELD DR	JOURNEY DR	68	78	R	AC	C - CITY	SLURRY SEAL	915	29	26535	2948	\$ 2.70	\$ 9,505.25	Listed as Slurry Seal (Rehab) per CAPS
JOURNE	005	JOURNE_005	JOURNEY DR	TRAILVIEW DR	100 FT W OF WILLAMETTE VALLEY	80	88	R	AC	C - CITY	SLURRY SEAL	442	29	12818	1424	\$ 2.70	\$ 4,591.61	
EFFING	010	EFFING_010	EFFINGER WAY	WALNUT GROVE WAY	SUGARPINE ST	70	79	R	AC	C - CITY	SLURRY SEAL	517	29	14993	1666	\$ 2.70	\$ 5,370.73	Listed as Slurry Seal (Rehab) per CAPS
SUGARP	010B	SUGARP_010B	SUGARPINE ST	WHITEHORSE CT	100' E. OF YELLOW WOOD RD (HOUSE #14647)	69	78	R	AC	C - CITY	SLURRY SEAL	591	29	17139	1904	\$ 2.70	\$ 6,139.46	Listed as Slurry Seal (Rehab) per CAPS
CLEARW	010	CLEARW_010	CLEARWATER PL	SUGARPINE ST	MAPLELANE RD	68	78	R	AC	C - CITY	SLURRY SEAL	538	29	15602	1734	\$ 2.70	\$ 5,588.88	Listed as Slurry Seal (Rehab) per CAPS
OREGON	005	OREGON_005	OREGON IRIS WAY	CLEARWATER PL	DEAD END	89	90	R	AC	C - CITY	SLURRY SEAL	135	29	3915	435	\$ 2.70	\$ 1,402.41	Original treatment is seal cracks in CAPS
YELLOW	010	YELLOW_010	YELLOWWOOD RD	WALNUT GROVE WAY	SUGARPINE ST	69	78	R	AC	C - CITY	SLURRY SEAL	515	29	14935	1659	\$ 2.70	\$ 5,349.95	Listed as Slurry Seal (Rehab) per CAPS
RIVERB	010	RIVERB_010	RIVER BIRCH PL	EFFINGER WAY	YELLOW WOOD RD	69	79	R	AC	C - CITY	SLURRY SEAL	386	29	11194	1244	\$ 2.70	\$ 4,009.87	Listed as Slurry Seal (Rehab) per CAPS
WALNUT	020	WALNUT_020	WALNUT GROVE WAY	EAST PROP LINE AT 14521 WALNUT GROVE	NUTMEG LN	81	89	R	AC	C - CITY	SLURRY SEAL	772	29	22388	2488	\$ 2.70	\$ 8,019.73	
SILVSA	010	SILVSA_010	SILVER SALMON DR	COHO WAY	PEASE RD	90	90	R	AC	C - CITY	SLURRY SEAL	523	29	15167	1685	\$ 2.70	\$ 5,433.06	Original treatment is seal cracks in CAPS
SOCKEY	010	SOCKEY_010	SOCKEYE TER	GENTRY HIGHLANDS WAY	115' S. OF SILVER SALMON	81	89	R	AC	C - CITY	SLURRY SEAL	347	29	10063	1118	\$ 2.70	\$ 3,604.72	
COHOWY	005	COHOWY_005	COHO WAY	GENTRY HIGHLANDS LN	CARMELITA DR	86	92	R	AC	C - CITY	SLURRY SEAL	335	29	9715	1079	\$ 2.70	\$ 3,480.06	
COHOWY	010	COHOWY_010	COHO WAY	CARMELITA DR	SILVER SALMON DR	88	94	R	AC	C - CITY	SLURRY SEAL	150	29	4350	483	\$ 2.70	\$ 1,558.24	
DALLAS	005	DALLAS_005	DALLAS ST	CUL DE SAC	100' W. OF ROMAN CT	89	94	R	AC	C - CITY	SLURRY SEAL	292	32	9344	1038	\$ 2.70	\$ 3,347.17	
DALLAS	010	DALLAS_010	DALLAS ST	100' W. OF ROMAN CT	LELAND RD	70	79	R	AC	C - CITY	SLURRY SEAL	568	27	15336	1704	\$ 2.70	\$ 5,493.59	
ROMANC	010	ROMANC_010	ROMAN CT	DALLAS ST	CUL DE SAC	75	84	R	AC	C - CITY	SLURRY SEAL	126	30	3780	420	\$ 2.70	\$ 1,354.05	
GILMAN	010	GILMAN_010	GILMAN DR	DIVISION ST	TRILLIUM AV	74	83	R	AC	C - CITY	SLURRY SEAL	762	29	22098	2455	\$ 2.70	\$ 7,915.85	
GILMAN	020	GILMAN_020	GILMAN DR	TRILLIUM AV	WAKE-ROBIN CIRCLE	87	88	R	AC	C - CITY	SLURRY SEAL	490	29	14210	1579	\$ 2.70	\$ 5,090.24	Original treatment is seal cracks in CAPS
WAKERO	010	WAKERO_010	WAKE ROBIN CIR	GILMAN DR	END OF CIRCLE	82	90	R	AC	C - CITY	SLURRY SEAL	1115	22	24530	2726	\$ 2.70	\$ 8,787.03	
TRILLI	010	TRILLI_010	TRILLIUM PARK DR	GILMAN DR	350 FT. NORTH OF SWORDFERN CT	82	89	R	AC	C - CITY	SLURRY SEAL	623	25	15575	1731	\$ 2.70	\$ 5,579.21	
TRILLI	020	TRILLI_020	TRILLIUM PARK DR	CANYON CT	DAVIS RD	82	89	R	AC	C - CITY	SLURRY SEAL	380	25	9500	1056	\$ 2.70	\$ 3,403.05	
SWORDF	010	SWORDF_010	SWORDFERN CT	TRILLIUM AVE	CUL-DE-SAC	81	88	R	AC	C - CITY	SLURRY SEAL	216	25	5400	600	\$ 2.70	\$ 1,934.36	
CANYCT	010	CANYCT_010	CANYON CT	TRILLIUM PARK DR	END	87	93	R	AC	C - CITY	SLURRY SEAL	157	25	3925	436	\$ 2.70	\$ 1,406.00	
BEANCT	010	BEANCT_010	BEAN CT	TRILLIUM PARK DR	CUL-DE-SAC	85	91	R	AC	C - CITY	SLURRY SEAL	553	25	13825	1536	\$ 2.70	\$ 4,952.33	
DAVISR	010	DAVISR_010	DAVIS RD	DIVISION ST	END E OF TRILLIUM PARK DR	84	91	R	AC	C - CITY	SLURRY SEAL	1145	25	28625	3181	\$ 2.70	\$ 10,253.92	
FISHAV	010	FISHAV_010	FISHER AVE	MORTON RD	JUNEBERRY LN	87	93	R	AC	C - CITY	SLURRY SEAL	202	29	5858	651	\$ 2.70	\$ 2,098.43	
JUNEBE	010	JUNEBE_010	JUNEBERRY LN	FISHER AVE	EAST DEAD END	87	93	R	AC	C - CITY	SLURRY SEAL	180	22	3960	440	\$ 2.70	\$ 1,418.53	
GEORGI	010	GEORGI_010	GEORGIA AVE	MORTON RD	DEAD END	87	93	R	AC	C - CITY	SLURRY SEAL	188	20	3760	418	\$ 2.70	\$ 1,346.89	
HARRIE	010	HARRIE_010	HARRIET AVE	MORTON RD	DEAD END 300' N OF MORTON RD	82	89	R	AC/AC	C - CITY	SLURRY SEAL	306	18	5508	612	\$ 2.70	\$ 1,973.05	
REDDAW	010	REDDAW_010	REDDAWAY AVE	LELAND RD	JOSEPH WAY	90	91	R	AC	C - CITY	SLURRY SEAL	611	37	22607	2512	\$ 2.70	\$ 8,098.18	Original treatment is seal cracks in CAPS
REDDAW	020	REDDAW_020	REDDAWAY AVE	JOSEPH WAY	PEASE RD	87	93	R	AC	C - CITY	SLURRY SEAL	632	37	23384	2598	\$ 2.70	\$ 8,376.51	
ANITAP	020	ANITAP_020	ANITA PL	REDDAWAY AVE	GENTRY HIGHLANDS LN	89	90	R	AC	C - CITY	SLURRY SEAL	667	29	19343	2149	\$ 2.70	\$ 6,928.96	Original treatment is seal cracks in CAPS
JOSEPH	010	JOSEPH_010	JOSEPH WAY	290' SW OF REDDAWAY AVE	FRIARS LN	89	90	R	AC	C - CITY	SLURRY SEAL	669	24	16056	1784</			

StreetID	SectionID	STSECIDKEY	Street Name	Begin Location	End Location	PCI Untreated	PCI Treated	Street FC	Existing Surface Type	AreaID	Suggested Treatment Type	Length (LF)	Width	Area (SF)	Area (SY)	Unit Cost (\$/SY)	Estimated Construction Cost	Comments
ROSSST	010A	ROSSST_010A	ROSS ST	DEAD END S.REDDAWAY AVE	REDDAWAY AVE	82	90	R	AC	C - CITY	SLURRY SEAL	337	29	9773	1086	\$ 2.70	\$ 3,500.84	
ROSSST	010B	ROSSST_010B	ROSS ST	REDDAWAY AVE	FRIARS LN	90	90	R	AC	C - CITY	SLURRY SEAL	301	29	8729	970	\$ 2.70	\$ 3,126.86	Original treatment is seal cracks in CAPS
FRIARS	005	FRIARS_005	FRIARS LN	PEASE RD	PAVILLION PL	78	86	R	AC	C - CITY	SLURRY SEAL	225	29	6525	725	\$ 2.70	\$ 2,337.36	
FRIARS	010	FRIARS_010	FRIARS LN	PAVILLION PL	JOSEPH WY	85	91	R	AC	C - CITY	SLURRY SEAL	415	24	9960	1107	\$ 2.70	\$ 3,567.83	
FRIARS	020	FRIARS_020	FRIARS LN	JOSEPH WAY	ROSS ST	88	94	R	AC	C - CITY	SLURRY SEAL	397	29	11513	1279	\$ 2.70	\$ 4,124.14	
PAVILI	010	PAVILI_010	PAVILION PL	300' SW OF REDDAWAY AVE	FRIARS LN	82	90	R	AC	C - CITY	SLURRY SEAL	587	32	18784	2087	\$ 2.70	\$ 6,728.72	
MEYERS	002	MEYERS_002	MEYERS RD	BEAVER CREEK RD	EMERSON CT	82	89	A	AC	C - CITY	MICROSURFACING	328	47	15416	1713	\$ 9.00	\$ 18,407.51	
MEYERS	003	MEYERS_003	MEYERS RD	EMERSON CT	100 FT W. OF SOPHIA CT	81	89	A	AC	C - CITY	MICROSURFACING	390	47	18330	2037	\$ 9.00	\$ 21,886.97	
MEYERS	005	MEYERS_005	MEYERS RD	HIGH SCHOOL AVE	530' W OF HIGH SCHOOL AVE	87	93	A	AC	C - CITY	MICROSURFACING	566	56	31696	3522	\$ 9.00	\$ 37,846.67	
MEYERS	007	MEYERS_007	MEYERS RD	530' W OF HIGH SCHOOL AVE	HWY 213	88	94	A	AC	C - CITY	MICROSURFACING	2140	60	128400	14267	\$ 9.00	\$ 153,316.28	
HIGHSC	010	HIGHSC_010	HIGH SCHOOL AVE	GLEN OAK RD	MEYERS RD	88	94	C	AC	C - CITY	MICROSURFACING	705	22	15510	1723	\$ 9.00	\$ 18,519.75	