



**CLAYTON CITY COUNCIL
REGULAR MEETING AGENDA**

TUESDAY, MARCH 18, 2025

7:00 PM

**Hoyer Hall, Clayton Community Library
6125 Clayton Road, Clayton, CA 94517**

Kim Trupiano, Mayor

Jeff Wan, Vice Mayor

Jim Diaz, Councilmember

Holly Tillman, Councilmember

Richard G Enea, Councilmember

1. CALL TO ORDER and ROLL CALL

2. PLEDGE OF ALLEGIANCE

3. PUBLIC COMMENT ON NON-AGENDA ITEMS

4. CONSENT CALENDAR

(a) Approval of the March 4, 2025, Meeting Minutes

[\(View\)](#)

(b) Resolution Directing the Preparation of an Engineer's Report for the Diablo Estates Benefit Assessment District

[\(View\)](#)

5. RECOGNITIONS AND PRESENTATIONS

(a) Certificates of Recognition to Public School Students for Exemplifying the "Do the Right Thing" Character Trait of "Self-Discipline" During the Months of January and February 2025

[\(View\)](#)

6. REPORTS

(a) City Manager/Staff

- Link to ClearGov Transparency Portal: <https://cleargov.com/california/contracosta/city/clayton/checkbook>

- (b) City Council / Committees
[\(View\)](#)

7. PUBLIC HEARINGS

(There are no Public Hearings scheduled for this meeting)

8. ACTION ITEMS

- (a) **Receive Report on Mid-Year Budget**
[\(View\)](#)
- (b) **Biennial Pavement Assessment Report and 2026 Paving Project Street Selection**
[\(View\)](#)
- (c) **Pilot Sidewalk Repair Program for Assisting Fronting Property Owners**
[\(View\)](#)

9. ADJOURNMENT

The next regularly scheduled meeting of the City Council will be April 1, 2025. For meeting information and materials, please visit the City's website at www.claytonca.gov.

Meeting Information and Access

- A complete packet of information containing staff reports and exhibits related to each public item is available for public review in City Hall located at 6000 Heritage Trail and on the City's website at www.claytonca.gov
- Agendas are posted at: 1) City Hall, 6000 Heritage Trail; 2) Library, 6125 Clayton Road; 3) Ohm's Bulletin Board, 1028 Diablo Street, Clayton; and 4) City Website at www.claytonca.gov
- Any writings or documents provided to a majority of the City Council after distribution of the agenda packet and regarding any public item on this agenda will be made available for public inspection in the City Clerk's office located at 6000 Heritage Trail during normal business hours and is available for review on the City's website at www.claytonca.gov
- If you have a physical impairment requiring special accommodation to participate, please call the City Clerk's office at least 72 hours (about 3 days) before the meeting at (925) 673-7300.
- E-mail Public Comments: Public comment may also be sent to the City Clerk at cityclerk@claytonca.gov by 5:00 p.m. on the day of the meeting. All e-mailed public comments will be forwarded to the entire committee and made part of the official meeting file.

Each person attending the meeting in-person, via videoconference, or call-in and who wishes to speak on an agendized or non-agendized matter (within the council's jurisdiction), shall have a set amount of time to speak as determined by the Mayor.



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Stephanie Cabrera-Brown, City Clerk/Assistant to the City Manager

DATE: March 18, 2025

SUBJECT: Approval of the March 4, 2025, Meeting Minutes

RECOMMENDATION

Please see attachment.

BACKGROUND

The City Council reviews and approves the meeting minutes from the previous meeting.

FISCAL IMPACTS

N/A

CEQA

N/A

ATTACHMENTS

[Minutes 030425 - Draft.pdf](#)



**MINUTES
OF THE
REGULAR MEETING
CLAYTON CITY COUNCIL**

TUESDAY, MARCH 4, 2025

1. **CALL TO ORDER AND ROLL CALL** – The meeting was called to order at 6:30 p.m. by Mayor Trupiano held in-person, and broadcast from Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton, California. Councilmembers present: Councilmembers: Diaz, Enea, Vice Mayor Wan, and Mayor Trupiano. Councilmembers excused: Councilmember Tillman. Staff present: Assistant City Manager, Regina Rubier; Interim Community Development Director, Farhad Mortazavi; City Attorney, Malathy Subramanian; City Clerk, Stephanie Cabrera-Brown.
2. **PLEDGE OF ALLEGIANCE** – Led by Mayor Trupiano
3. **PUBLIC COMMENT ON NON-AGENDA ITEMS**
Members of the public may address the City Council on non-agendized items within the Council's jurisdiction. To ensure an orderly meeting and an equal opportunity for everyone, each speaker is limited to three (3) minutes, or the time established by the Mayor. In accordance with State Law, no action may take place on any item not appearing on the posted agenda. The Council may respond to statements made or questions asked or may at its discretion request staff to report back at a future meeting concerning the matter.

Public comment and input on other agenda items will be allowed when each item is considered by the Council.

There were no members of the public wishing to speak to non-agenda items.
4. **CONSENT CALENDAR**
It was moved by Vice Mayor Wan and seconded by Councilmember Diaz, to approve Consent Calendar Items 4(a) - 4(c) as amended to make clerical edits. (Passed 4/0; Excused: Councilmember Tillman)

(a) **Approval of the February 18, 2025, Meeting Minutes.**

- (b) **Authorize the City Manager to Execute an Agreement with Prime Time Entertainment, Inc for Promotor and On-site Coordinator Services for the 2025 Concerts in the Grove Series.**

Contract 2025-1

- (c) **Acceptance of the 2024 General Plan Implementation and Housing Element Annual Progress Report**

Following discussion by the City Council, Mayor Trupiano opened the Consent Calendar to public comment: There were no members of the public wishing to speak to the Consent Calendar.

5. RECOGNITIONS AND PRESENTATIONS

- (a) **Unsung Hero for the Month of February.**

Mayor Trupiano Presented the Unsung Hero Award to Paul Jordan for his dedication to the Clayton Community.

Mr. Jordan thanked the council and community for the opportunity to serve.

6. REPORT

- (a) **City Manager / Staff**

- Link to ClearGov Transparency Portal:
<https://cleargov.com/california/contra-costa/city/clayton/checkbook>

Regina Rubier, Assistant City Manager, shared an update on the February 25th Planning Commission, All-hands staff meeting, shared that the City Manager scheduling meetings with Maintenance and Police Department staff, provided an update on budget and recruitment activities.

- (b) **City Council / Committees**

Reports provided as an attachment to the agenda.

Following discussion by the City Council, Mayor Trupiano opened the Reports to public comment: There were no members of the public wishing to speak to the Reports.

7. PUBLIC HEARINGS

(There were no Public Hearings scheduled for this meeting.)

8. **ACTION ITEM(S)**

(a) **Authorize Execution and Recordation of the Noise Abatement Agreement for Oakhurst Golf Course Maintenance Activities.**

Regina Rubier, Assistant City Manager, provided an overview of the Noise Abatement Agreement for Oakhurst Golf Course Maintenance Activities. Following discussion by the City Council, Mayor Trupiano opened the item to public comment:

Brian Wiesendanger – Spoke regarding concerns with the times approved in the agreement and Oakhurst's maintenance activities.

Pam Wiesendanger - Congratulated Paul Jordan on his award and spoke regarding the times approved in agreement, the inclusion of the neighborhood in future surveys regarding noise complaints.

Brian Kreft – Spoke regarding the layout of the golf course and the noise agreement.

It was moved by Vice Mayor Wan and seconded by Councilmember Diaz to Authorize Execution and Recordation of the Noise Abatement Agreement for Oakhurst Golf Course Maintenance Activities as amended to:

- **Add a phone number to where complaints can be made to section 3**
- **Modifying Section 4 to read "...complaints that are not promptly resolved"**

(Passed 4/0; Excused: Councilmember Tillman)

9. **ADJOURNMENT** – on a call by Mayor Trupiano, The City Council adjourned its meeting at 7:42 p.m.

Please note the Minutes of this meeting set forth all actions taken by the City Council on the matters stated, but not necessarily in the chronological sequence in which the matters were taken up.



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Larry Theis, General Manager

DATE: March 18, 2025

SUBJECT: Resolution Directing the Preparation of an Engineer's Report for the Diablo Estates Benefit Assessment District

RECOMMENDATION

Adopt a Resolution Directing the Preparation of an Engineer's Report for the Diablo Estates Benefit Assessment District.

BACKGROUND

At the request of the developer of the Diablo Estates residential project, the City Council (by approval of Resolution 04-2012 on February 7, 2012) formed the Diablo Estates Benefit Assessment District ("District") in accordance with the requirements of the Landscaping & Lighting Act of 1972 and the Benefit Assessment Act of 1982. The purpose of the District is for private property owners to be assessed annually to fund the annual maintenance of the various subdivision improvements constructed as part of the residential project that are of benefit to the properties within the subdivision. The initial Engineer's Report and benefit assessment was prepared by the Engineer of Work and approved via a Proposition 218 ballot election by the property owners as required by law. The District was formed allowing the maximum annual assessment rates to increase annually based on the San Francisco Bay Area Consumer Price Index ("CPI").

Although the Benefit Assessment Act of 1982 does not require further action prior to levying the annual assessment if the assessment rates are not increased (other than any pre-authorized adjustment due to a CPI increase), the Landscaping & Lighting Act of 1972 does require the filing and approval of an annual Engineer's Report prior to levying an annual assessment.

For the purpose of continuing to levy annual assessments on the property owners, the City Council initiates the process by calling for preparation of an annual Engineer's Report. After adoption of this Resolution, the next step will be for the Engineer of Work (City Engineer) to

submit, and the City Council to review and then accept, the Engineer's Report for this District. Following that submittal and action by Council, will be a public hearing (with property owners' advance notification) prior to formally setting next year's assessments in sufficient time to be levied and collected on the County's Fiscal Year 2025-2026 secured property tax bills.

DISCUSSION

This is the first step to initiate the process for setting the annual assessments on the properties within the Diablo Estates subdivision for landscape and weed abatement services which are collected through the property taxes collected by the County.

FISCAL IMPACTS

None to the City. As designed and approved, all expenses associated with the subdivision improvements, maintenance, operation, and repair are borne by the property owners of the District.

CEQA

None

ATTACHMENTS

[Resolution Directing the Filing of Annual Engineer's Report for Diablo Estates Benefit Assessment District.docx](#)

RESOLUTION NO. ____-2025

**A RESOLUTION DIRECTING THE FILING OF AN ANNUAL ENGINEER'S REPORT
FOR THE DIABLO ESTATES BENEFIT ASSESSMENT DISTRICT
(PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, as requested by the Diablo Estates project's property owners and by Resolution No. 04-2012 adopted February 7, 2012, the Clayton City Council formed the Diablo Estates Benefit Assessment District (the "District") pursuant to both the Landscaping & Lighting Act of 1972 and the Benefit Assessment Act of 1982; and

WHEREAS, an initial Engineer's Report was prepared by a registered civil engineer; and

WHEREAS, an initial annual assessment, along with an allowable annual rate increase in accordance with annual increase in the San Francisco-Bay Area Consumer Price Index ("CPI"), was approved by the affected property owner(s) in a Proposition 218 ballot election; and

WHEREAS, although the Benefit Assessment Act of 1982 requires no further action to continue levying the annual assessment, the Landscaping & Lighting Act of 1972 does require the City Council to direct the Engineer of Work to prepare an Annual Engineer's Report prior to the levying of an assessment; and

WHEREAS, it is the City Council's intent to commence said proceedings to ensure sufficient funds be assessed, levied, collected, and expended each fiscal year to fulfill the property owner's obligation to properly maintain, operate and repair the associated Diablo Estates subdivision improvements as private property owner beneficiaries; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Clayton, California, does hereby resolve as follows:

1. There are no significant changes proposed to the improvements maintained by the District.
2. The City Engineer is hereby directed to prepare and file an Annual Engineer's Report in accordance with the provisions of the Landscaping & Lighting Act of 1972.
3. This Resolution is adopted pursuant to Section 22622 of the California Streets and Highways Code.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California, at a regular public meeting thereof held on the 18th day of March 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

THE CITY COUNCIL OF CLAYTON, CA

Kim Trupiano, Mayor

ATTEST:

Stephanie Cabrera-Brown, City Clerk



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Kris Lofthus, City Manager

DATE: March 18, 2025

SUBJECT: Certificates of Recognition to Public School Students for Exemplifying the "Do the Right Thing" Character Trait of "Self-Discipline" During the Months of January and February 2025

BACKGROUND

Recognition of Public School Students for Exemplifying the "Do the Right Thing" Character Traits.

FISCAL IMPACTS

n/a

CEQA

n/a



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Stephanie Cabrera-Brown, City Clerk/Assistant to the City Manager

DATE: March 18, 2025

SUBJECT: City Council / Committees

RECOMMENDATION

Councilmember Diaz:

- No report submitted.

Councilmember Enea:

- Attended the Mayors Conference in Lafayette.
- Attended the Black Diamond Homeowners Association meeting.
- Met the Retired Public Employees Association meeting.
- Attended the TRANSPAC meeting.
- Met in person and on phone with various Clayton residents regarding city questions.

Councilmember Tillman:

- February 27 attended League of CA Cities East Bay Division Board Meeting and general meeting with a legislative priority update from our Assemblymembers and Senators.
- February 28 attended Choice in Aging's (CiA) annual crab feed which helps raise funds for adult day health care for seniors and disabled adults in our county. CiA provides respite for caregivers and helps keep them age with independence and dignity.
- March 3 attended Mt. Diablo Education Foundation (MDEDF) Board of Directors Meeting. We will be hosting our 3rd annual bocce tournament at the Ipsen Family Bocce Courts on May 3rd from 9:30 am- 5 pm. Proceeds from the tournament will help to provide educational enhancement programs to students across the Mt. Diablo Unified School District, including students at Mt. Diablo Elementary and Diablo View Middle School.
- March 8 attended the Network of Care annual crab feed. If you're ever in need of a meal while sitting with your loved ones at the hospital, ask the nurse for a purple bagged lunch which is lovingly prepared by the Network of Care volunteers.
- March 11 attended Clayton Pride Board meeting and future organizational planning.
- Since our last meeting I have also discussed the following topics with numerous residents and/or staff: Firewise neighborhoods, weed abatement options such as goats on the hillside and larger fire breaks, updated fire maps, Trails and Landscape Committee meeting schedule, paving project updates and the using crack sealing, HCD and Housing Element compliance and delays, council governance training, council 2025 goal setting session and council priorities, and council meeting accessibility issues with

streaming.

- Clayton Cleans Up returns on Saturday, April 19th, just in time for Earth Day, so if you have service work that your school or organization needs help completing, please begin recruiting volunteers to come out early to help beautify Clayton. More hands make light work! More details will be forthcoming as the event date nears.

Vice Mayor Wan:

- Attended the Mayors Conference in Lafayette.
- Discussions with residents.
- Attended the March 17th Budget and Audit Committee meeting.

Mayor Trupiano:

- March 5th Agenda setting meeting.
- March 6th Meeting with Clayton Community Church re: 1027 Pine Hollow Court project.
- March 6th East Contra Costa Habitat Conversancy Governing Board meeting.
- March 6th Kris and I had a meeting with the Regional Vice President, Diamond Terrace. Below is a recap of what the Regional VP shared with us: Cost of amenities to residents was surpassing cost of rent (\$1400-\$1700 amenities vs. rent \$1,200-\$1,400/month) This was creating a number of vacancies as well as hardships on some families who were supplementing costs Facility is still 55+ community and 100% affordable. They are bringing in a full-time activities coordinator and will be offering their meeting spaces, including the dining room, to local community groups at no charge.
- March 6th Afternoon Tea at Diamond Terrace, with Clayton Valley Village. As a volunteer myself, I attended the Tea to speak with some of the residents of Diamond Terrace about the benefits of CVV membership Clayton Valley Village was given an opportunity to speak with residents possibly interested in becoming members of CVV at an Afternoon Tea that day. CVV provides its members transportation for grocery shopping, medical visits and other appointments, as well as a vast number of social activities.
- March 9th attended Celebration of Life Service for long time Clayton resident, Daniel DeSousa, at Clayton Community Church.
- March 11th Clayton Community Library Foundation Annual meeting and board meeting.
- March 15th attended Career Day at Diablo View Middle School.
- March 17th, Budget & Audit committee meeting.
- Distribution of sponsorship package materials to all local businesses for City Sponsored Special Events: deadline is March 31st.
- Meeting with Kris Lofthus, March 11th and 18th.

BACKGROUND

The City Council provides a report of activities that took place between the city council meetings.

FISCAL IMPACTS

n/a



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Regina Rubier, City Engineer

DATE: March 18, 2025

SUBJECT: Receive Report on Mid-Year Budget

BACKGROUND

The City's Operating Budget for FY 2024-25 was developed on an annual basis. However, during the budgeting process, the City faced a leadership transition as the previous Finance Director had recently resigned. In response, the Interim City Manager engaged a consulting firm to prepare the annual budget, despite the firm having limited background information about the City's financial history and operational priorities.

When the City Council reviewed and approved the FY 2024-25 budget on June 4, 2024, they recognized the need for additional oversight and accuracy. The Council's practice is to conduct a comprehensive mid-year budget review to ensure the budget was both thorough and aligned with the City's financial and operational needs. This review would serve as an opportunity to assess any discrepancies, make necessary adjustments and provide greater transparency in financial planning.

Tonight's action includes a comprehensive mid-fiscal year review of the FY 2024-25 Operating Budget, as mandated by previous Council direction. City staff has conducted an extensive analysis of all municipal funds and operational expenditures from July 1, 2024, through January 31, 2025, approximately 60% of the fiscal year, to ensure financial stability and alignment with the city's goals. Following this thorough review, staff has determined that no additional budget amendments are necessary at this time. This assessment reflects the City's commitment to responsible financial management and transparency while maintaining the services and initiatives essential to the community.

DISCUSSION

FISCAL IMPACTS

n/a

CEQA

None.

ATTACHMENTS

[Staff Report Mid Year Budget review 03 13 2025 v2 \(002\).pdf](#)

[FY 2024-25 Mid-Year Budget Presentation 03 17 2025 v3.pdf](#)



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Regina Rubier, Assistant City Manager

DATE: March 18, 2025

SUBJECT: FY 2024-25 Mid-year Operating Budget Update

RECOMMENDATION

City staff recommends that the City Council formally receive and review a report on the Fiscal Year (FY) 2024-25 Operating Budget. This report will provide an overview of projected revenues, planned expenditures, and key financial priorities for the remainder of this fiscal year. Additionally, it will outline the fact that there are not any significant budgetary changes, funding allocations for essential services, and strategic initiatives aimed at addressing the city's operational and community needs. The presentation of this report will allow the City Council to assess the financial outlook, ask questions, and provide guidance as necessary to ensure fiscal responsibility and alignment with policy objectives.

BACKGROUND

The City's Operating Budget for FY 2024-25 was developed on an annual basis. However, during the budgeting process, the City faced a leadership transition as the previous Finance Director had recently resigned. In response, the Interim City Manager engaged a consulting firm to prepare the annual budget, despite the firm having limited background information about the City's financial history and operational priorities.

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DISCUSSION

Included in this report is an update of the FY 2024-25 General Fund projection. This projection is conservative and incorporates all economic factors known to staff at this time, including projected cost increases associated with settled and unsettled labor contracts. This annual projection shows an anticipated result from ongoing operations with operational expenses exceeding revenues by approximately \$342,835; a difference of approximately \$58,000, of which is noted below .

City of Clayton					
General Fund					
Fiscal Year Ending June 30, 2025					
		Budget	Year To Date (01/31/2025)	Year to Date Variance	Projected Year End (June 30, 2025)
Revenue:					
	Property Tax In-Lieu of VLF	1,323,067	677,607	(645,460)	1,355,214
	Property Taxes - Secured	1,305,423	623,431	(681,992)	1,246,863
	Redevelopment Property Tax	495,591	307,537	(188,054)	615,073
	Sales and Use Tax	594,704	302,461	(292,243)	604,922
	Other General Fund Revenue	2,092,278	1,616,328	(475,950)	1,988,991
Total Revenue		5,811,063	3,527,364	(2,283,699)	5,811,063
Expenses:					
	Salaries and Benefits	3,888,797	2,591,671	1,297,126	3,888,797
	Services and Supplies	2,207,183	2,090,101	117,082	2,265,101
Total General Fund Expenses		6,095,980	4,681,772	1,414,209	6,153,898
Available for Fund Balance		(284,917)			(342,835)

The General Fund's operating revenues for this fiscal year are adequate to fully cover both regular operating costs and one-time expenditures without requiring deficit spending from ongoing operations. This financial stability ensures that essential services and planned initiatives can proceed without reliance on reserve funds. However, due to deferred maintenance on various city assets and infrastructure, some unexpected expenses have arisen. In response, the City Council has approved several unbudgeted expenditures and

budget amendments through prior actions during this fiscal year. These additional costs reflect the necessity of addressing critical maintenance issues that, if left unattended, could lead to higher expenses in the future. Items include:

- Interior painting of City Hall (approximately \$26,000)
- Carpeting of City Hall (approximately \$28,000)

Other anomalies found:

- Repair of the Library HVAC system (approximately \$17,000)
- Dues and Subscriptions (approximately \$30,000)
- Library Phone (approximately \$5,000)
- Legal – Police (approximately \$7,500)
- Dispatch Services (approximately \$24,000) – offset by departmental savings.
- Professional Services (approximately \$328,000) – offset by cost savings of vacant positions.

Date	Description	\$
June 4, 2024	Adopted General Fund Expense Budget	\$ 6,040,686
November 17, 2024	Budget Amendment for City Hall Maintenance	55,294
	Amended Budget Amount	\$ 6,095,980
	Anomalies:	
	Library HVAC System	17,000
	Dues and Subscriptions	30,000
	Phone and Legal	11,000
	Estimated Year End Expenses	\$ 6,153,980

City staff will continue to keep the City Council informed of any significant economic impacts affecting the operating budget. Regular updates will be provided as necessary to ensure transparency and proactive financial planning. The next scheduled financial update will take place in May 2025 as part of the presentation of the Fiscal Year 2025-26 Annual Operating Budget, where a comprehensive review of revenue projections, expenditures, and economic conditions will be discussed.

The most notable anomaly, although entirely expected, is the overage in the "Other Professional Services" expense accounts. These accounts reflect costs related to consulting firms and external suppliers who have been hired to fill gaps left by the shortage of internal staff. While these expenses have surpassed initial projections, they are effectively offset by the salary savings generated from vacant city staff positions. In other words, the funds that would have been allocated to those unfilled positions remain unused, helping to mitigate the increased spending on external services. As a result, even though the overage appears significant, it does not lead to any net negative impact on the overall budget. The budgetary balance remains intact, as the savings from staff vacancies effectively counterbalance the additional costs.

Furthermore, all other funds are exhibiting steady revenue and expenditure patterns, with these figures aligning closely with the projected estimates for the fiscal year. This consistent

financial performance highlights the accuracy of our initial forecasts and demonstrates the effective stewardship of resources. The continued stability in both revenue and expenses across these funds underscores our commitment to maintaining a well-managed and sustainable financial outlook, ensuring that we remain on track to meet our annual goals.

FISCAL IMPACT

There is no fiscal impact with this action

CEQA IMPACT

There is no anticipated environmental impact with this action

ATTACHMENTS

None

2024-25 MIDYEAR BUDGET REVIEW



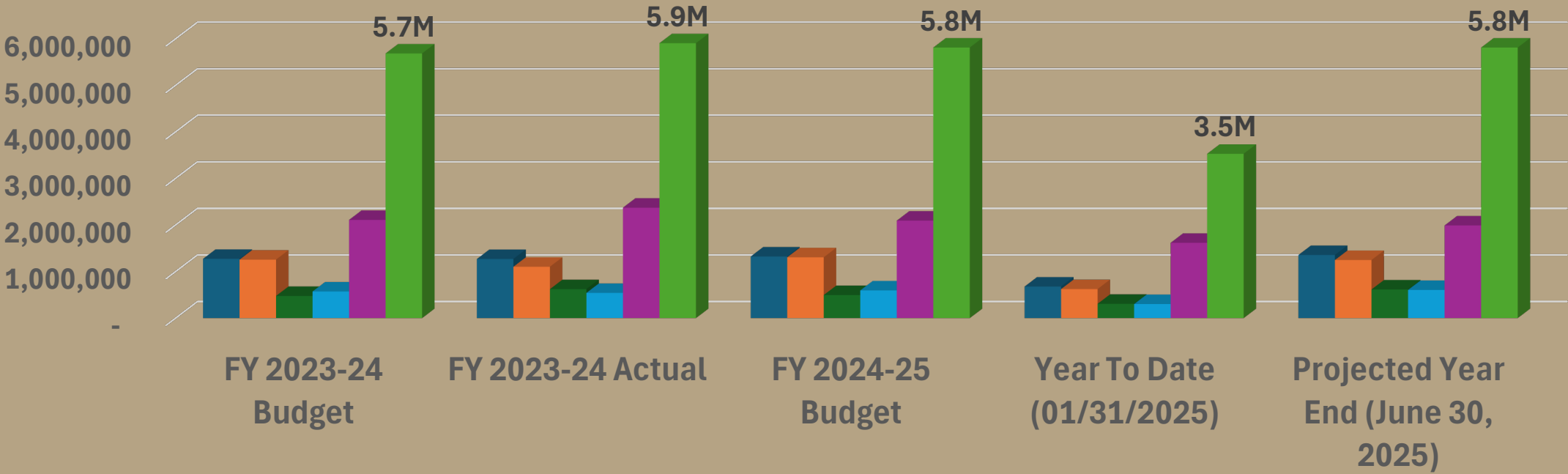
PURPOSE

**For City Council to accept the report out of the Mid-Year
2024-25 General Fund Budget Review**

BACKGROUND INFORMATION

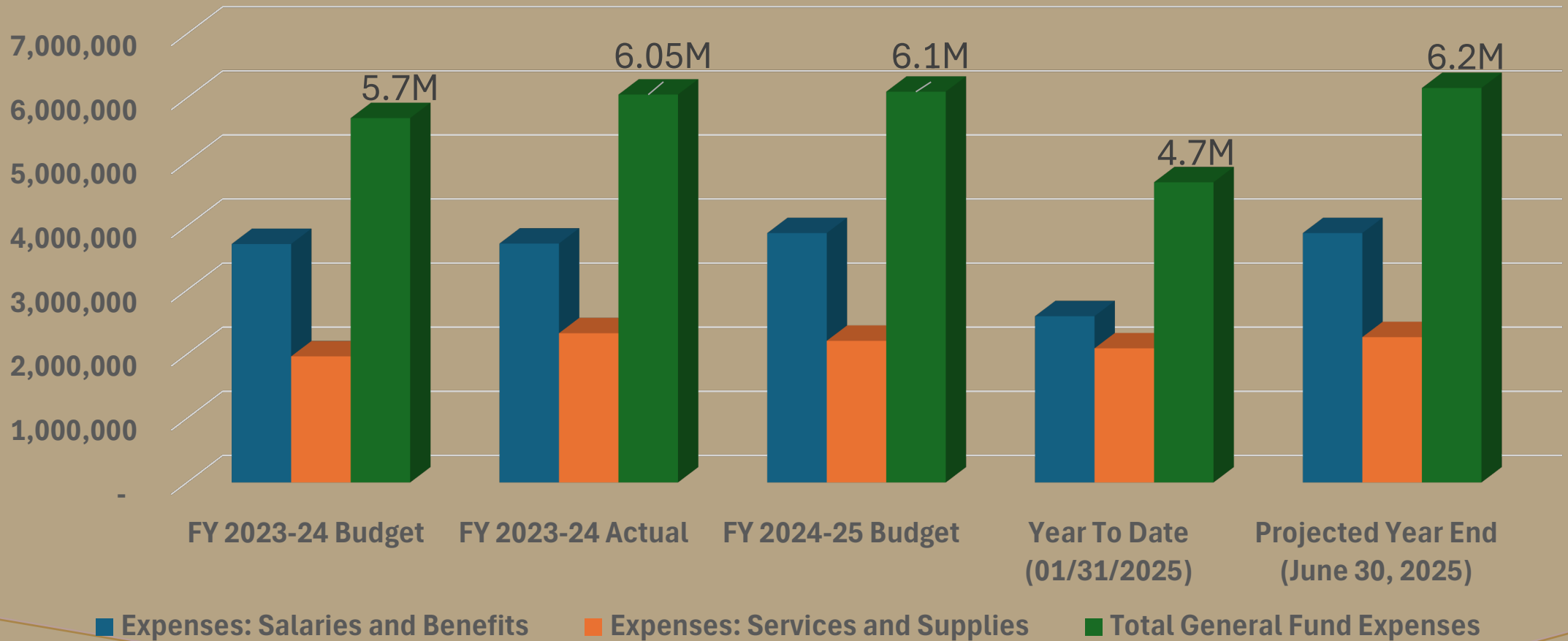
- City Council approved the FY 2024-25 Budget on June 3, 2024
- On November 17, 2024, City Council approved a budget amendment not to exceed \$60,000 for the painting and carpeting of City Hall
- 4.6 Positions at City Hall remain vacant and staffing is being supplemented by consultants and temporary services
- Any additional major purchases for FY 2024-25 will require Council approval and a budget amendment prior to June 30, 2025.

GENERAL FUND REVENUE



- Revenue: Property Tax In-Lieu of VLF
- Revenue: Property Taxes - Secured
- Revenue: Redevelopment Property Tax Trust Fund - Distribution
- Revenue: Sales and Use Tax
- Revenue: Other General Fund Revenue
- Total Revenue

EXPENSES



BUDGET SUMMARY

	FY 2023-24 Budget	FY 2023-24 Actual	FY 2024-25 Budget	Year To Date (01/31/2025)	Projected Year End (June 30, 2025)
Revenue	5,683,916	5,904,558.00	5,811,063	3,527,364	5,811,063
General Fund Expenses	5,683,916	6,051,046	6,095,980	4,681,772	6,153,898
Available for Fund Balance	-	(146,488)	(284,917)		(342,835)

ANOMALIES

Expense Accounts In Excess of Budgeted Amount:

- **\$17,000 HVAC work at the Library**
- **\$30,000 in Dues and Subscriptions**
- **\$5,000 over budget for Library phone**
- **\$7,500 over budget for Legal Expense for the Police Department**
- **\$24,000 over budget for Dispatch**
- **\$328,000 Professional Services – offset by cost savings of vacant positions**

BUDGET AUGMENTATION

- Interior painting of City Hall (approximately \$26,000)
- Carpeting of City Hall (approximately \$28,000)
- Riding Lawnmower (approximately \$75,000) – Capital Asset Fund

RECOMMENDATION

- Have the City Council receive the report and direct staff to start the FY 2025-26 budget process.



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Larry Theis, General Manager

DATE: March 18, 2025

SUBJECT: Biennial Pavement Assessment Report and 2026 Paving Project Street Selection

RECOMMENDATION

The City Engineer recommends that the City Council receive the biennial 2025 Pavement Management Program Report for Clayton's Public Roadway Network and Provide Direction on Which Streets Should be Rehabilitated in the Next Paving Project Scheduled for the Summer of 2026.

BACKGROUND

The Metropolitan Transportation Commission (MTC) coordinates with every Bay Area public agency which maintains a public roadway network to prepare a pavement condition report for their jurisdiction that is updated every two years. The visual assessment of the pavement condition is based on uniform inspection standards that quantify a qualitative assessment into a single pavement condition index (PCI) score for each street segment that ranges from 100 (best) to 0 (worst) using a program called StreetSaver. This data has been compiled for approximately 25 years. MTC provides a grant every two years that typically funds 80% of the cost of hiring an independent consultant that is certified to perform the road ratings and preparing a pavement management report for MTC. This pavement management report cost \$18,000 with Clayton providing a \$3,000 local match and MTC funding the remaining \$15,000.

The City of Clayton has 42.4 centerline miles of publicly maintained roadways within its city limits; which is comprised of 5.8 miles of arterials, 9.0 miles of collectors, and 27.6 miles of residential roadways. The visual inspection by the independent consultant is typically performed in "even years" with the data being compiled and the report being published in the following "odd year".

DISCUSSION

The current average PCI for the City's network is 73. This report (Attachment 1) included the latest paving work performed last October 2024. The City's network PCI was maintained above 80 through 2018 (85 in 2016, 82 in 2018) and dropped to 78 in its last inspection in 2022. This can be attributed to the insufficient maintenance and rehabilitation activities being performed in that time period. See Figure 2 on Page 5 of Attachment 1 - Pavement Report.

The City's overall network is generally in a uniform condition with the collectors and

residential rated at 73 with the arterials having a PCI of 71. Clayton's network PCI of 73 is still considered in "Good" condition (PCI above 70) but it is trending downward for the past decade. StreetSaver estimates that the City needs to spend an average of \$2.6 million a year in order to maintain its current PCI of 73. The network is projected to drop to 68 and into "Fair" condition (PCI 50-69) in the next five years based on the City's current roadway funding budget of an average of \$1.0 million a year.

Breakdown of annual funding sources:

- \$100,000 Gas Tax (\$425K allocation - \$325K for maintenance operations)
- \$290,000 RMRA Gas Tax (Approved by SB1)
- \$310,000 CCTA Measure J (Return to Source from CCTA)
- \$300,000 Capital Fund (*this is leftover unspent funds \$1.2M avg/4 years*)
- \$1,000,000 TOTAL

The CIP currently budgets on average \$1.0 million per year for paving projects in the next five-year window; however, this is inflated using previously unspent funds that have accumulated in the past few years. The City's actual annual revenue collected for road paving projects is approximately \$700,000 per year based on allocations from Gas Tax and CCTA Return to Source. See Figure 3 and Table 2 on Page 6 of Attachment 1 - Pavement Report.

Within the current CIP, the City has allocated approximately \$2 million for its next paving project (\$1.7M for construction costs and \$300K for "soft costs" such as design, construction management and inspection, administration). The unit prices used in StreetSaver includes these soft costs. Therefore, when implementing different cost scenarios we are using the total budget, not just the estimated construction costs.

In general, allowing StreetSaver to select which streets should be rehabilitated based on your available budget will produce the optimal increase in the overall network PCI. But StreetSaver does not consider grouping streets into regions to reduce mobilizing costs, outside impacts such as school traffic or special events, or upcoming utility work that should be done before repaving a particular street. StreetSaver will generally prioritize roads that are rated in the 50-70 PCI range since it is more cost effective to rehabilitate a road in good to fair condition than replacing a road in poor to failed condition since it is much more expensive to reconstruct a roadway versus applying a surface treatment. This will leave certain "worst" roads to continue to fall in rating or remain at the bottom since it will never be cost effective to be selected when an agency has a limited budget. Based on my prior experience, I recommend the City Council consider a percentage of the \$2 million budget be allocated for certain "worst" roads and the remaining amount be selected by StreetSaver.

Within the pavement report, Scenario 1A is allowing StreetSaver to select the entire \$2 million budget; while Scenario 1B is based on a 50/50 split of the budget with \$1 million to be used on specific roads selected by the City Council and the remaining \$1 million based on StreetSaver's recommendation. These are just two example scenarios. The City Council can provide direction on any scenario it would like to proceed with; for example; changing the \$2 million budget, selecting streets for the entire budget, or any different percentage split between City selected and StreetSaver recommended streets. Other cost saving considerations would be to group streets by region/neighborhood and/or by type of rehabilitation work.

Additional items that should be considered in the street selection discussion:

1. Per Council direction from February 4, 2025 meeting - Allocate \$200,000 (save \$40,000 in

soft cost by incorporating into overall 2026 project) toward the Mountaire Parkway resurfacing and bicycle lane striping between Marsh Creek Road and Mountaire Circle (south – swimming pool).

2. Received public requests to repave and/or restripe Eagle Peak Avenue between Oakhurst Drive (east) and Keller Ridge Drive. The current PCI is 53 which recommends in-place recycling and overlay of pavement with an estimated cost between \$700,000 and \$800,000. However, this location could be delayed further and allow the pavement to deteriorate another 10-15 points before repaving is considered since the proposed type of rehabilitation would still remain the same before needing an even more costly repair of full reconstruction.

3. The two lowest rated roads in Clayton are El Portal Drive (Regency Dr to El Pueblo Pl) with PCI of 36 and Main Street (Oak St to Marsh Creek Rd) with PCI of 40. They would need to be evaluated and tested to determine if an in-place recycling and overlay option would still be recommended or if a full-depth reclamation with thick overlay is needed to reconstruct the roadway. The cost difference is approximately 50% more for reclamation versus in-place recycling. For El Portal Drive the range of cost, depending on the recommended pavement rehabilitation would be \$200,000 to \$300,000 and for Main Street it would be \$275,000 to \$425,000. For Main Street, the City would also need to consider the impacts of the construction work to the downtown businesses.

4. The City Council should also consider its anticipated long-term roadway paving budget shortfall and consider developing new prioritization criteria going forward. As one example, restrict all future roadway paving budget to collectors and arterials to ensure the limited roadway work will benefit the most residents of the community instead of less used residential streets.

FISCAL IMPACTS

No specific fiscal impact with this discussion. The direction from this discussion with the City Council for this item will be used to update the upcoming Capital Improvement Plan for FY 2025-2026 to be approved in May/June 2025. The current budgeted amount for the 2026 Paving Project is approximately \$2,000,000.

CEQA

None with this staff report.

ATTACHMENTS

[ATTACHMENT 1 - City of Clayton PTAP 2025 REPORT.pdf](#)

Final Pavement Management Program Report

PTAP-25, Pavement Management Program Update

City of Clayton

City of Clayton

Clayton City Hall
6000 Heritage Trail
Clayton, CA 94517

February 2025



1003 W. Cutting Blvd., Suite 110
Point Richmond, CA 94804
NCE Project No. 55.161.55

Pavement Management Program Report**PTAP-25, Pavement Management Program Update****City of Clayton**

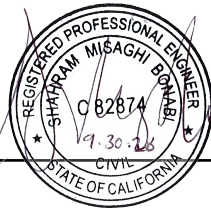
February 2025

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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Executive Summary

In 2024, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the pavement management program (PMP) of the City of Clayton as part of the Pavement Management Technical Assistance Program, Round 25 (PTAP-25). This report summarizes the results of the 2024 update and its purpose is to help educate policy makers about the current condition of the street network and the impact of various funding scenarios on future network condition.

The City of Clayton is responsible for maintaining approximately 42.4 centerline miles of pavement, or 249 pavement sections, which represents a substantial investment of approximately \$83 million. In 2024 NCE collected pavement condition data throughout the entire network using MTC distress protocols. Survey data were entered into the StreetSaver® database, which the City uses as a decision-support tool.

Overall, the City's pavement network is currently in "Good" condition with an average pavement condition index (PCI) of 73. Approximately 66 percent of the street network is in "Good" condition with no streets in "Failed" condition.

The budget needs analysis indicated that the City needs to spend \$26.5 million over the next five years to bring the street network to a condition that can be maintained with on-going preventive maintenance in the most cost-effective way. Four alternative budget scenarios were performed to illustrate the impacts of different funding levels. The following table lists each scenario with its corresponding five-year budget, the PCI, and deferred maintenance at the end of the analysis period. NCE recommends that the City pursue Scenario 3, which will increase the network PCI to 78 in five years while decreasing the deferred maintenance to \$5.2 million. This scenario will increase the portion of the network in "Good" condition to more than 85 percent and eliminate all streets in "Failed" conditions. It will require \$23.5 million over the next five years.

Scenario	Description	5-Year Budget (\$M)	2029 PCI	2029 Deferred Maintenance (\$M)
1A	Existing Budget with no Project Selection	5.0	68	25.2
2B	Existing Budget with Project Selection	5.0	68	25.9
2	Maintain PCI at 73	13.0	73	16.6
3	Improve Network PCI by 5 Points	23.5	78	5.2

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Appendix B

Maintenance and Rehabilitation Decision Tree

Appendix C

Budget Needs Analysis Results

Appendix D

Budget Scenario Results

Appendix E

Sections Selected For Treatment: Scenario 1A

Sections Selected for Treatment: Scenario 1B

Appendix F

Quality Management Report

1 Introduction and Background

In 2024, Nichols Consulting Engineers, Chtd. (NCE) was selected by the Metropolitan Transportation Commission (MTC) to update the pavement management program (PMP) of the City of Clayton as part of the Pavement Management Technical Assistance Program, Round 25 (PTAP-25). This report summarizes the results of the 2024 update and its purpose to help educate policy makers about the current condition of the street network and the impact of various funding scenarios on future network condition.

In general, PMPs are "designed to provide objective information and useful data for analysis so that... managers can make more consistent, cost effective, and defensible decisions related to the preservation of a pavement network.¹"

The goals of the 2024 update were to:

- Update the existing pavement network inventory to include new streets,
- Perform pavement condition surveys,
- Update historical maintenance records (e.g., previously resurfaced pavements),
- Update the maintenance and rehabilitation decision tree and associated costs,
- Perform budgetary analyses and determine funding needs, and
- Prepare a final PMP report documenting the results of the update.

To update the City's PMP, NCE performed walking condition survey in 2024 using the Metropolitan Transportation Commission's (MTC) modified² ASTM D6433³ survey procedures for the entire network. Walking surveys were performed by one or two-person crews to record all pavement distresses. The surveys did not include non-pavement issues such as traffic, safety and road hazards, geometric issues, shoulders, sidewalks, curb and gutters, drainage issues, or immediate maintenance needs. All survey data were entered into the City's StreetSaver® database, and pavement condition index (PCI) calculations were performed. NCE then met with agency representatives and reviewed and updated the City's decision tree including maintenance and rehabilitation (M&R) strategies and treatment unit costs. A budget needs analysis was then performed, and four budget scenarios were analyzed for the street network.

This report answers the following questions for the City of Clayton (City):

- What does the City's pavement network include?
- What is the current condition of the pavement network?
- What are the City's current M&R strategies?
- How much funding is required to perform all needed M&R treatments over the next five years?

¹ AASHTO "Guidelines for Pavement Management Systems". American Association of State Highway and Transportation Officials, Washington, DC, July 1990.

² PCI Distress Identification Manuals (AC 4th Edition, PCC 3rd Edition), Metropolitan Transportation Commission, San Francisco, CA March 2022.

³ ASTM D6433-20 Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys, ASTM International, West Conshohocken, PA, 2018, www.astm.org.

- What effect does the City's existing funding have on the network condition and overall deferred maintenance?
- What effect will the best management practices have on the network condition and deferred maintenance?

2 Network Summary

The City is responsible for maintaining approximately 42.4 centerline miles of streets (or 249 pavement sections). The network is composed of only asphalt concrete (AC) pavement sections.

Table 1. Network Summary Statistics

Functional Class	Number of Sections	Centerline Miles	Lane Miles	Network Area (%)
Arterial	10	5.8	20.4	19.7%
Collector	25	9.0	18.8	22.3%
Residential	214	27.6	55.0	58.0%
Total	249	42.4	94.2	100.0%

The street network replacement cost is estimated to be approximately \$83 million. This can be viewed as the value of the pavement network and is the amount needed to fund a reconstruction of the entire paved network. The replacement cost is calculated by multiplying the total pavement area by the unit cost of reconstruction of the pavement structure. It does **not** include related infrastructure assets such as sidewalks, signals, markings, signs, or storm drains.

3 Pavement Condition

Pavement condition is typically quantified using the pavement condition index (PCI), which ranges from 100 (best) to 0 (worst). Pavement conditions are affected by the environment, traffic loads and volumes, construction materials, and age. Figure 1 shows examples of streets with varying PCIs.

The PCI scale is divided into four general condition categories. Pavements in “Good” condition have a PCI above 70, pavements in “Fair” condition have a PCI between 50 and 69, pavements in “Poor” condition have a PCI between 25 and 49, and finally pavements in “Failed” condition have a PCI below 25.



Figure 1. Examples of typical City Streets with Different PCIs

A list of all sections in the network along with their attributes, including the PCI at the time of last inspection, is provided in Appendix A. For convenience, two versions are provided – one sorted alphabetically by street name and the other sorted by descending PCI.

3.1 City's Pavement Condition Index

The current average PCI for the City's network is 73. This value is an area-weighted calculation performed in StreetSaver® and is based on the condition survey performed in 2024.

Figure 2 illustrates the City's historical network PCI for the streets and treated lane miles by treatment types. The PCI values shown were obtained from field inspection updates. The City's network PCI was maintained above 80 till 2018 and dropped to 78 in 2022. This can be attributed to the lack of maintenance and rehabilitation activities in that time period.

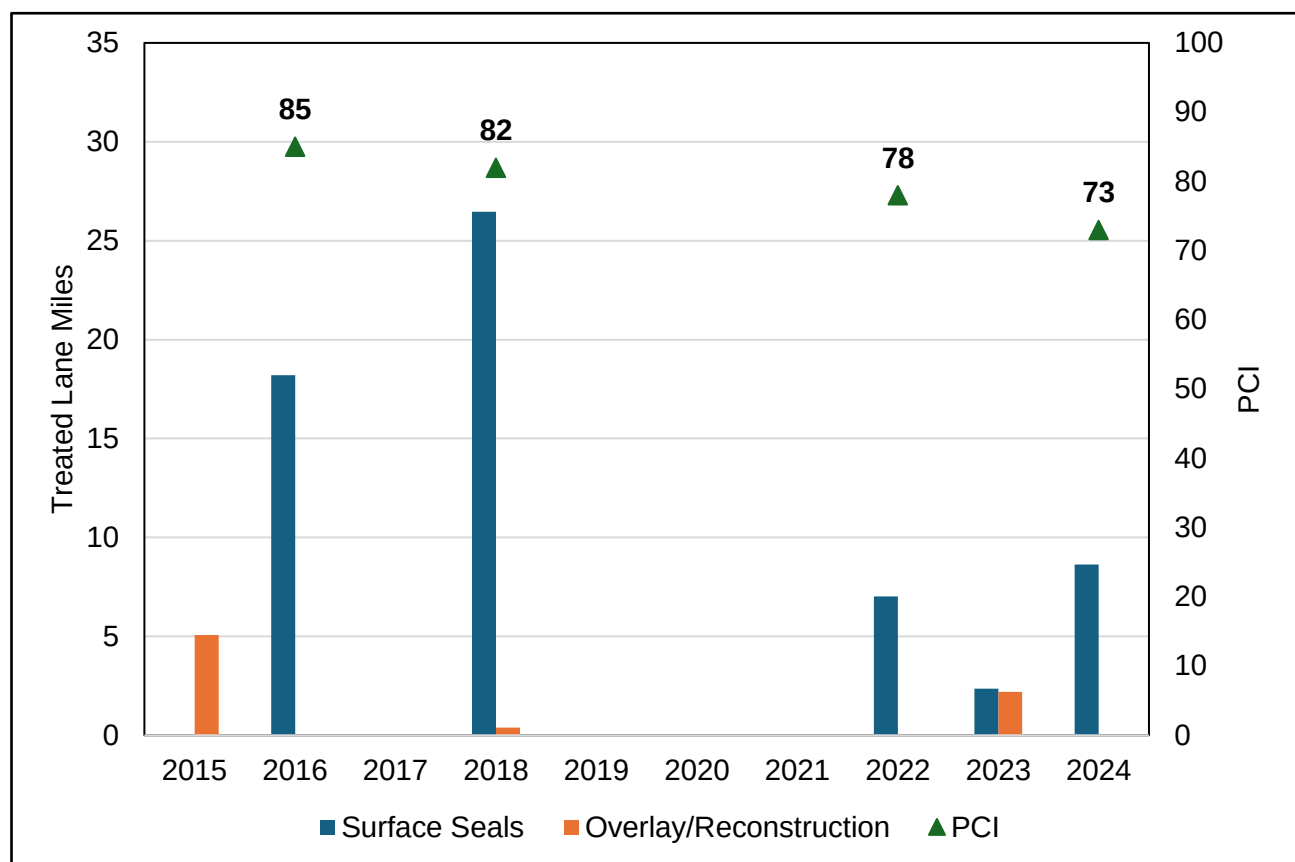


Figure 2. Historical Network PCI and Treatment History since 2015

3.2 City's Network Condition Breakdown

Figure 3 breaks down the current street network PCI by functional classification. The average pavement condition for collectors and residentials is the highest with PCIs of 73 followed by arterials with PCI of 71. Table 2 summarizes the street network by condition category and functional classification. Approximately, 66 percent of the street network is in "Good" condition with no streets in "Failed" condition.

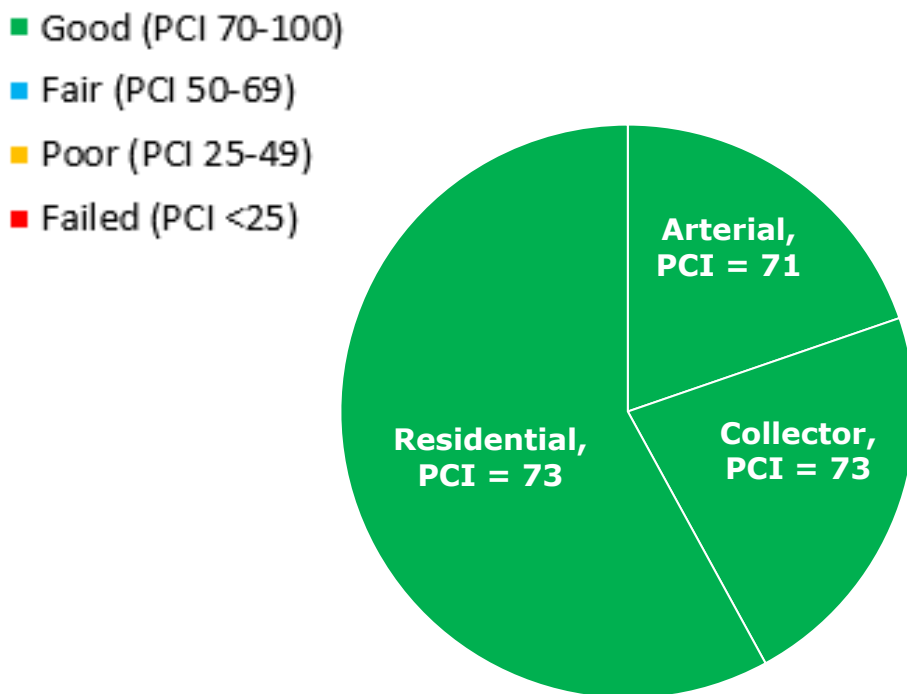


Figure 3. Network Condition Breakdown by Functional Classification

Table 2. Pavement Condition Breakdown by Functional Classification

Condition Category	PCI Range	Arterial (%)	Collector (%)	Residential (%)	Entire Network (%)
Good	70 – 100	11.8	15.6	38.1	65.5
Fair	50 – 69	7.9	6.2	18.4	32.5
Poor	25 – 49	0.0	0.5	1.5	2.0
Failed	< 25	0.0	0.0	0.0	0.0
Total		19.7	22.3	58.0	100.0

3.3 PCI Comparison with Neighboring Agencies

Figure 4 shows the City's average network PCI compared to neighboring agencies as well as the statewide average PCI from the 2022 California Statewide Local Streets and Roads Needs Assessment⁴. As illustrated, the City's network PCI is among the higher ones of the neighboring agencies and is 8 points higher than the 2022 statewide average.

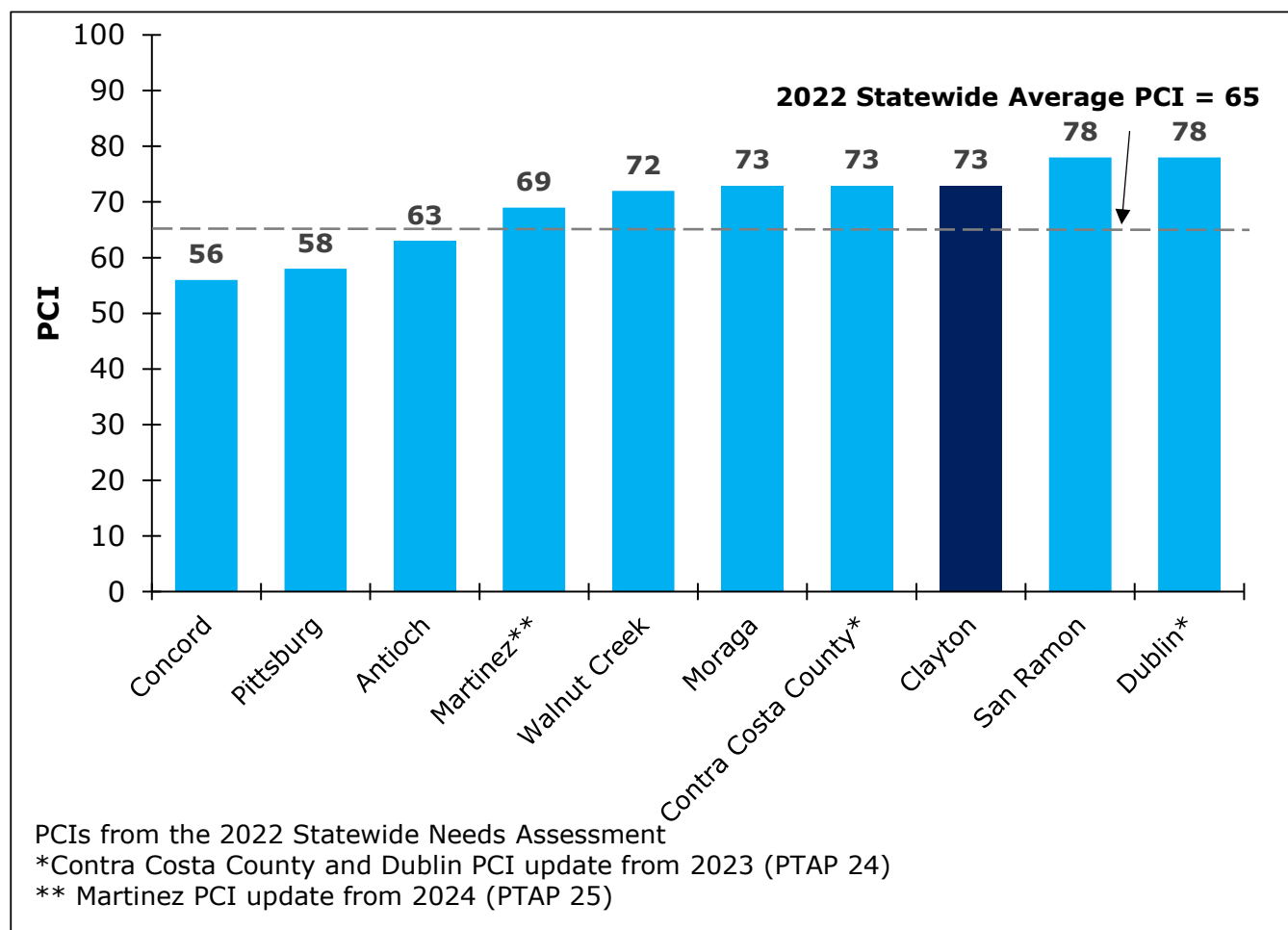


Figure 4. Comparison of City's Network PCI to Neighboring Agencies and Statewide Average

⁴ "California Statewide Local Streets and Roads Needs Assessment 2022 Update". Nichols Consulting Engineers, Chtd., CA, 2022.

4 Maintenance and Rehabilitation Strategies

The City's current M&R strategies include cost-effective preventive treatments. In general, slurry seals with digouts and crack sealing will be applied to pavements in "Good" condition; pavements in "Fair" condition will receive a mill and 1.5-inch thin overlay; pavements in "Poor" condition will receive a mill & thick overlay; and a surface reconstruction is performed when pavements are in "Failed" condition. The City's M&R strategies are formalized into a decision tree⁵ (presented in Appendix B), which is instrumental in performing the budget needs analysis and budget scenarios.

Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. Figure 5 shows the treatment unit cost for residential streets that consist of 58.0 percent of the total streets network as an example. As shown, by allowing pavements to deteriorate, streets that once cost \$23.00/square yard (SY) to apply a Microsurfacing may soon cost \$54.00/SY to perform a CIR with a 2.5" AC overlay, or \$82.00/SY to perform a 10" FDR-C with a 3" AC Overlay. In other words, delaying repairs can significantly increase M&R costs. Note that a Microsurfacing can be applied on approximately 3.5 times as many lane miles as those requiring a FDR-C and overlay for the pavements with failed condition.

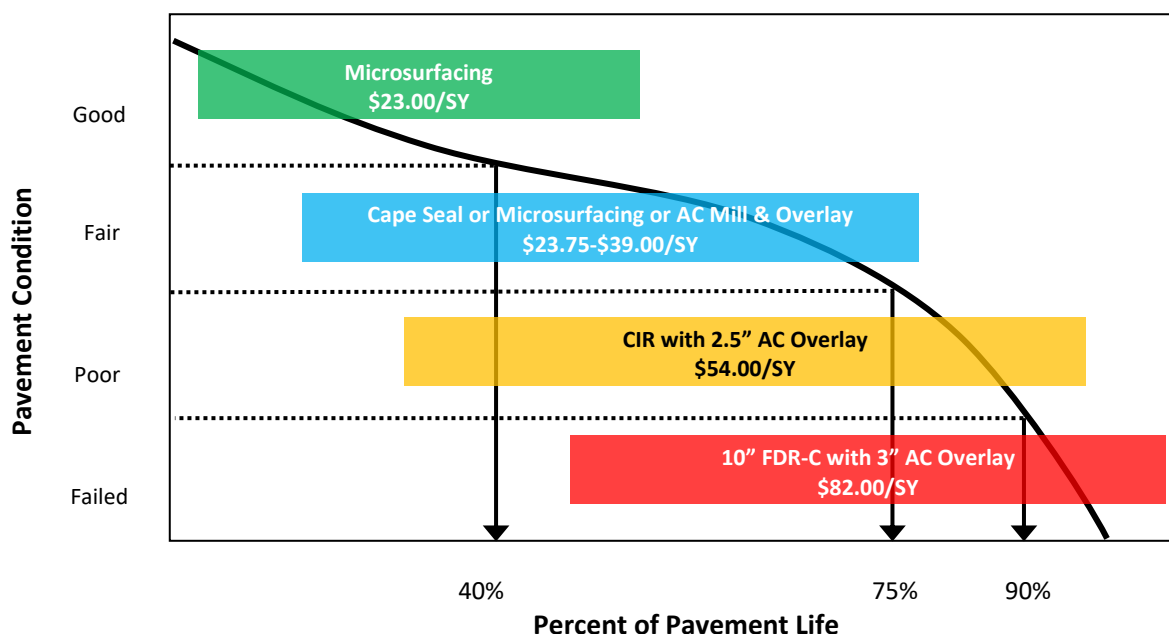


Figure 5. Costs of Maintaining Residential Pavements Over Time

⁵ Note: The StreetSaver® "Maintenance and Rehabilitation Decision Tree" divides the "Fair" condition category to separate pavements with primarily non-load-related distresses (e.g., longitudinal cracking) from those with load-related distresses (e.g., fatigue cracking).

5 Budget Analyses

Based on the principle that it costs less to maintain streets in good condition than it does to repair those that have failed, cost-effective PMPs employ strategies that eliminate the deferred maintenance⁶ and then maintain the network with on-going preventive maintenance. Such strategies bring the network condition to an optimal PCI that can be maintained over time.

The first step in developing such a cost-effective strategy is to determine the total maintenance budget needs of the network. The next step is to conduct alternative budget scenario analyses. In consultation with the City, NCE selected and performed four funding scenarios for the analysis using StreetSaver® based on an inflation rate of 3.5 percent for an analysis period of five years:

- **Scenario 1A: Existing Budget with no Project Selection** - This scenario assumes the City will spend approximately \$1.0 million per year or \$2.0 million every other year on pavement M&R for the next five years based on recommendations from StreetSaver.
- **Scenario 1B: Existing Budget with Project Selection** - This scenario assumes the City will spend approximately \$1.0 million per year or \$2.0 million every other year on pavement M&R for the next five years with 50% of the budget allocated to pre-set list of projects to be performed and remaining 50% based on recommendations from StreetSaver.
- **Scenario 2: Maintain current PCI** - This scenario shows the budgetary needs to maintain the current PCI at 73 through the next five years.
- **Scenario 3: Increase Network PCI by 5 Points** - This scenario shows the investment needed to increase the network PCI by 5 points to 78 over the next five years.

The budget needs analysis and budget scenarios are presented in the following subsections. The detailed results of the budget needs analysis are provided in Appendix C. The detailed results of the budget scenarios are provided in Appendix D. Additionally, maps illustrating the current pavement condition and the projected 2029 pavement condition for each scenario are provided in Appendix E.

⁶ Deferred maintenance is M&R not performed due to insufficient funding.

5.1 Budget Needs Analysis

The total budget needs for the network represents the cost associated with performing M&R treatments at the optimal time – optimal meaning the PCI is maximized and the cost is minimized – over the analysis period. This was done by performing a budget needs analysis in StreetSaver® with an inflation rate of 3.5 percent for an analysis period of five years.

The results of the budget needs analysis are presented in Table 3. The total budget needs for the City for the next five years is estimated to be \$26.5 million. Of the total budget needs, approximately \$8.6 million (32.5 percent) is devoted to preventive maintenance, while the rest is allocated for rehabilitation and reconstruction treatments.

Table 3. Summary Results for Budget Needs Analysis

Year	2025	2026	2027	2028	2029	Total
Budget Needs (\$M)	16.0	3.6	3.0	3.0	0.9	26.5
Treated PCI	81	81	80	81	79	NA
Untreated PCI	73	71	69	67	65	NA

If the City follows this ideal, cost-effective strategy, the average network PCI will immediately increase as a large amount of deferred maintenance is addressed in the first year and then decrease to 79. This type of budget, that addresses all the deferred maintenance in the first year, is known as front-loaded. Alternatively, if no maintenance is performed over the next five years, the network PCI will drop to 65 by 2029.

5.2 Scenario 1A: Existing Budget with no Project Selection (\$1.0M/Year on average)

This scenario assumes the City will spend \$1.0 million per year for pavement M&R for the next five years with no pre-set selection of streets. As shown in Table 4 and Figure 6, the network PCI will decrease to 68 and the deferred maintenance will increase significantly to \$25.2 million by 2029. Percent of the network in “Good” condition will decrease substantially to 36.3 percent while the portion of network in “Poor” and “Failed” conditions increases to 7.8 percent. A list of sections selected for treatment are provided in Appendix F.

Table 4. Summary Results for Scenario 1A

Year	2024 After Work	2025 No Project	2026	2027	2028	2029	Total
Budget (\$M)	NA	0.0	2.0	0.0	2.0	1.0	5.0
Deferred Maintenance (\$M)	16.0	17.3	19.6	23.3	24.6	25.2	NA
Treated PCI	73	73	72	70	69	68	NA

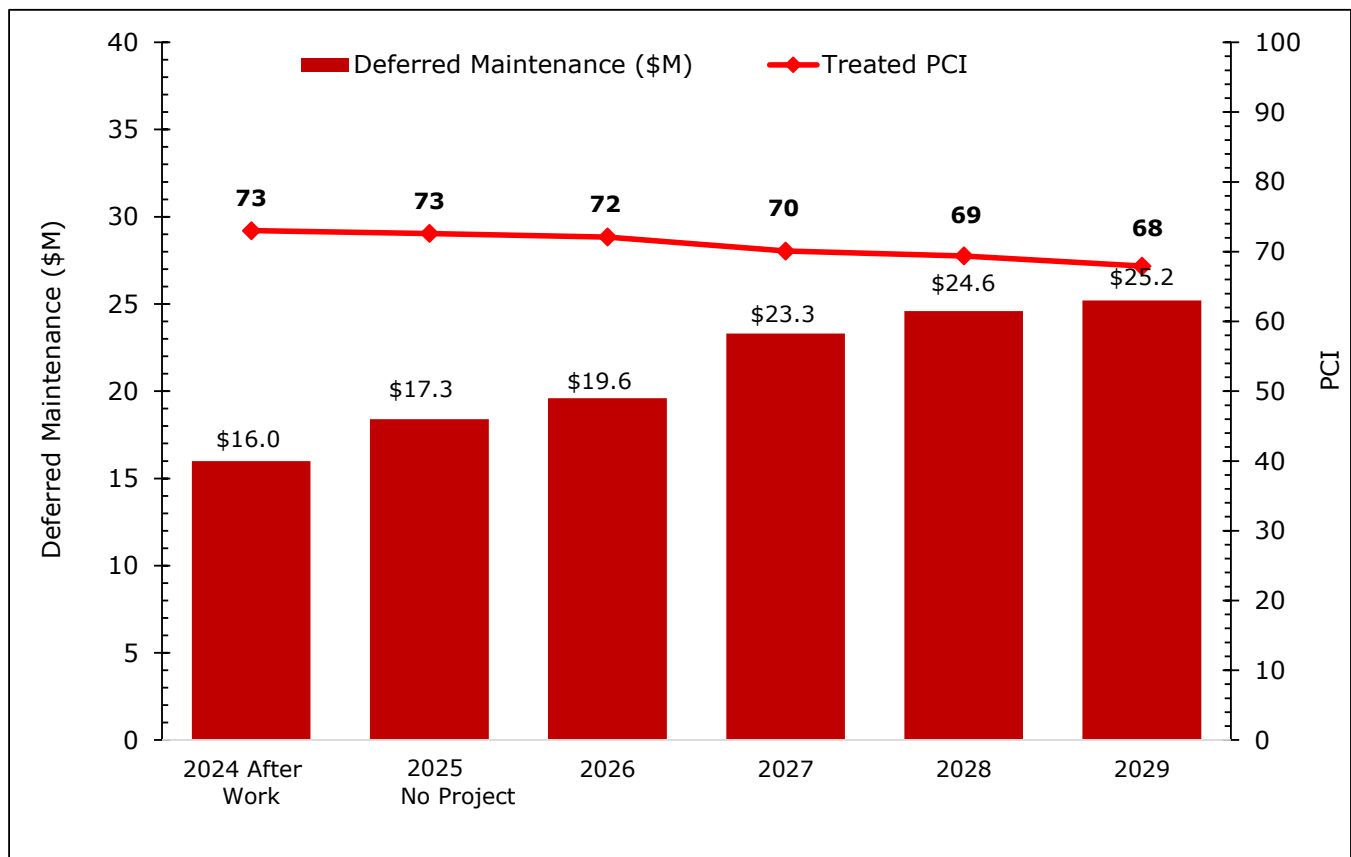


Figure 6. PCI vs Deferred Maintenance for Scenario 1A

5.3 Scenario 1B: Existing Budget with Project Selection (\$1.0M/Year on average)

This scenario assumes the City will spend \$1.0 million per year for pavement M&R over the next five years while performing pre-set pavement maintenance projects. As shown in Table 5 and Figure 7, the network PCI will decrease to 69. Percent of the network in “Good” condition is reduced significantly to 34.5 percent while the portion of network in “Poor” will increase to 5.1 percent with no streets in “Failed” condition. This scenario assumes application of projects worth \$1.0 million each in 2026 and 2028. A list of sections selected for treatment are provided in Appendix F.

Table 5. Summary Results for Scenario 1B

Year	2024 After Work	2025 No Project	2026*	2027	2028*	2029	Total
Budget (\$M)	NA	0.0	2.0	0.0	2.0	1.0	5.0
Deferred Maintenance (\$M)	16.0	17.3	18.8	22.5	24.6	25.9	NA
Treated PCI	73	73	72	70	70	68	NA

*Includes scheduled projects worth \$1.0 million each year

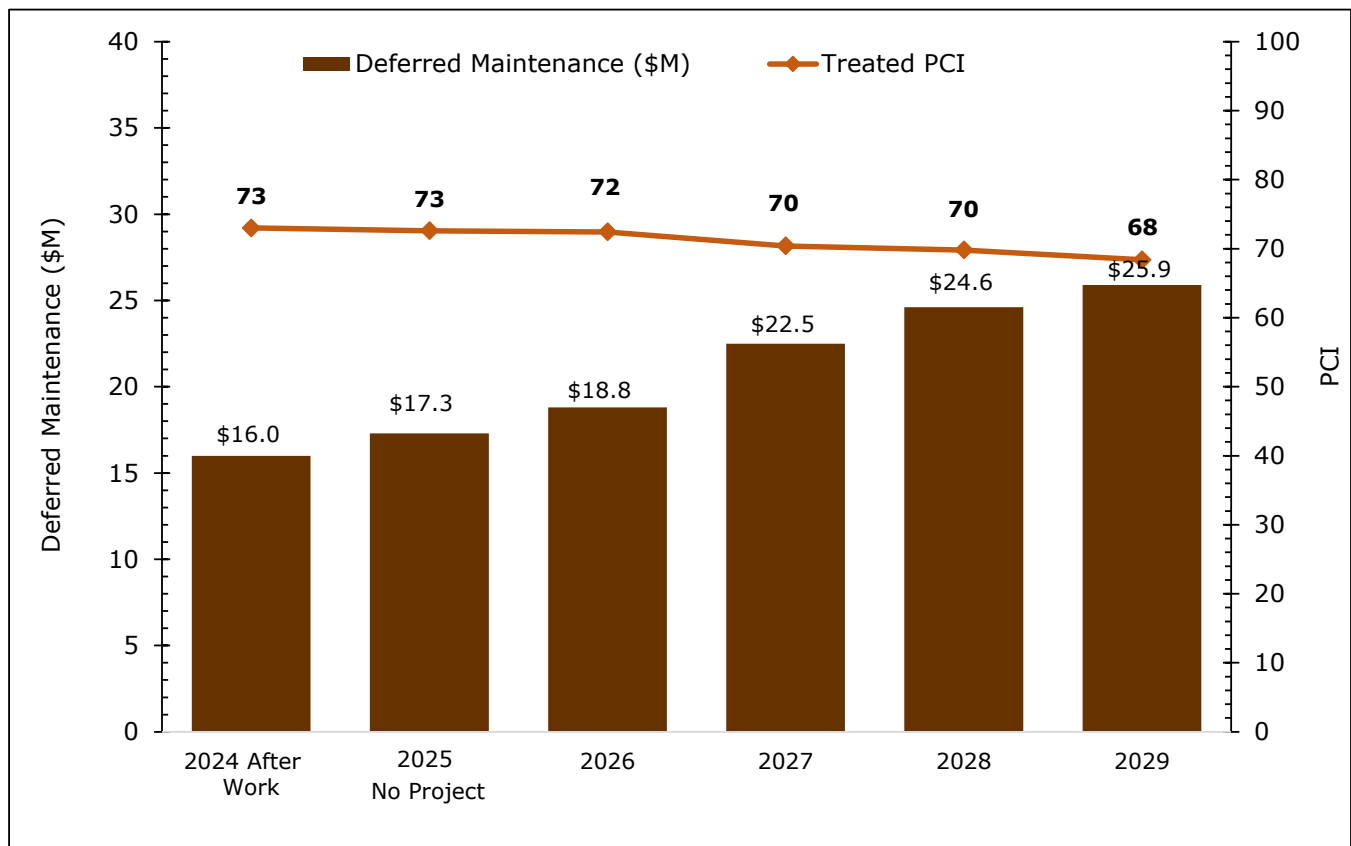


Figure 7. PCI vs Deferred Maintenance for Scenario 1B

5.4 Scenario 2: Maintain Current PCI at 73 (\$2.6M/Year on average)

This scenario aims to maintain the existing network PCI at 73 over the analysis period. As shown in Table 6 and Figure 8, the financial commitment required to accomplish this goal is \$13.0 million over five years (or average \$2.6 million per year). This will result in approximately 50.2 percent of the network being in “Good” condition with no streets in “Failed” condition. The deferred maintenance will increase slightly to \$16.6 million by 2030.

Table 6. Summary Results for Scenario 2

Year	2024 After Work	2025 No Project	2026*	2027	2028*	2029	Total
Budget (\$M)	NA	0.0	3.0	3.0	4.5	2.5	13.0
Deferred Maintenance (\$M)	16.0	17.3	17.9	18.4	17.8	16.6	NA
Treated PCI	73	73	73	73	73	73	NA

*Includes scheduled projects worth \$1.0 million each year

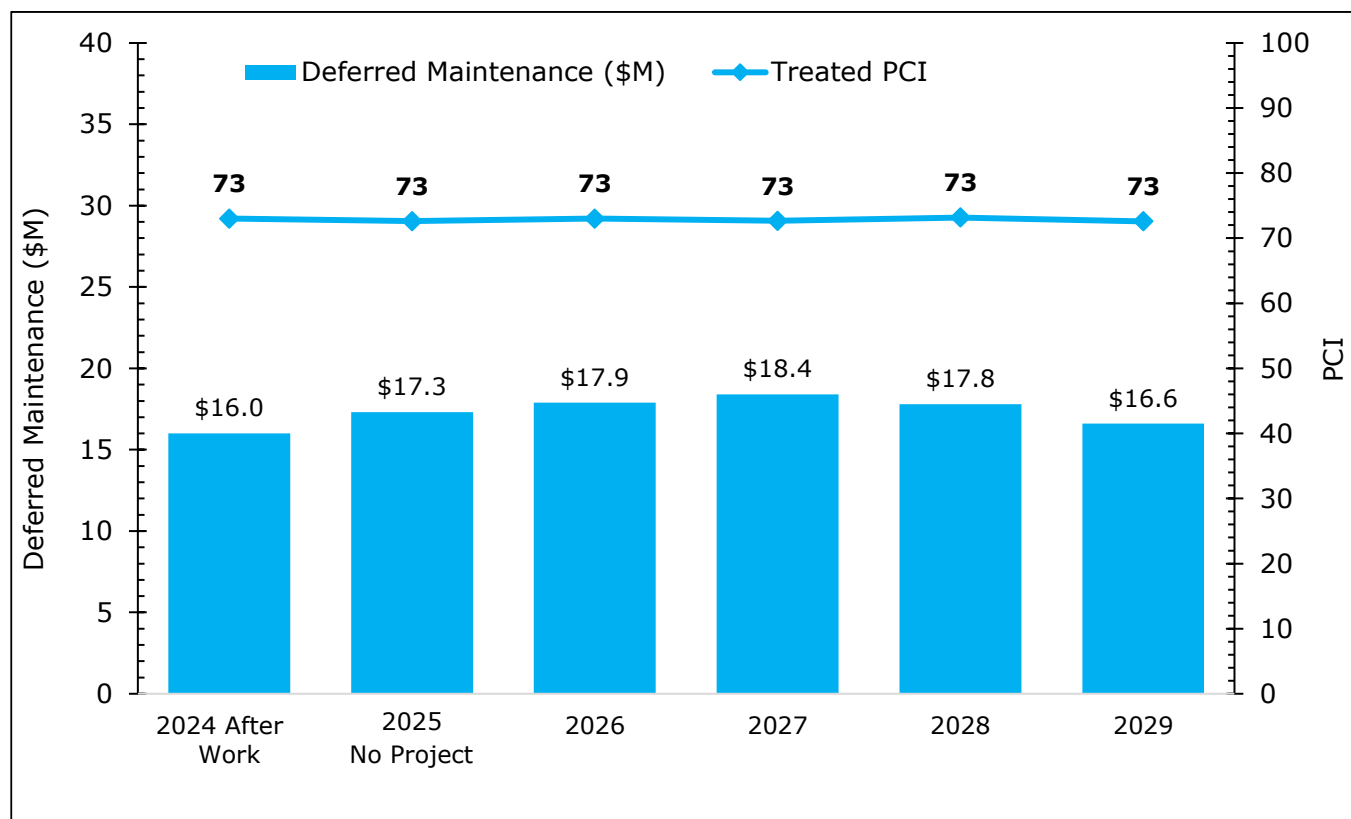


Figure 8. PCI vs Deferred Maintenance for Scenario 2

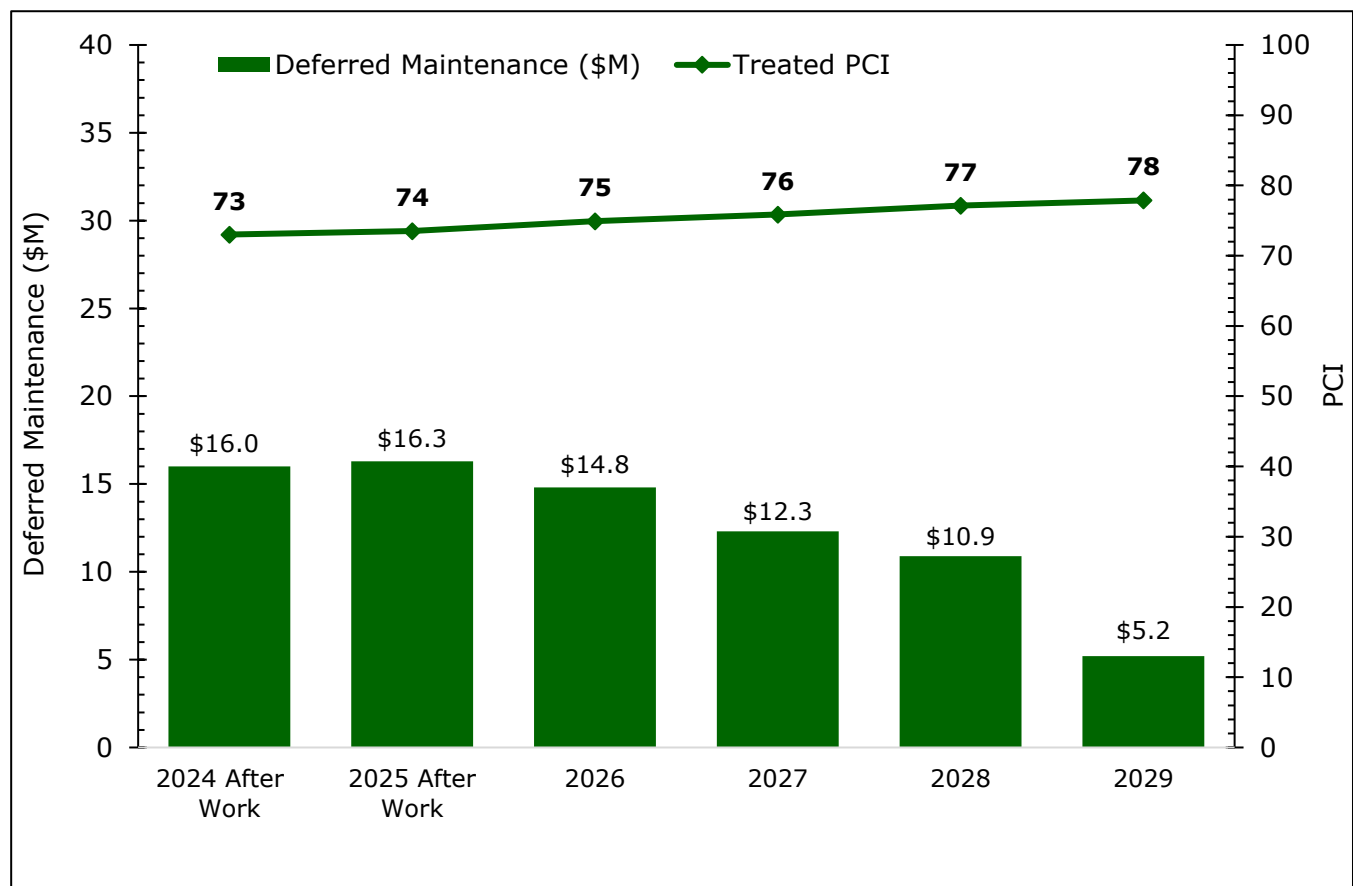
5.5 Scenario 3: Improve Network PCI by 5 Points (\$4.7M/Year on average)

This scenario aims to improve the network PCI by 5 points to 78 by 2029. As shown in Table 7 and Figure 9, the monetary investment needed to achieve this objective is \$23.5 million. This scenario will result in increasing the percent of the network in “Good” condition to more than 85 percent leaving the 13.7 percent in “Fair” and 1.2 percent in “Poor” condition. This scenario eliminates all streets in “Failed” conditions. The deferred maintenance will decrease significantly to \$5.2 million by 2028.

Table 7. Summary Results for Scenario 3

Year	2024 After Work	2025 After Work*	2026	2027*	2028	2029*	Total
Budget (\$M)	NA	1.0	5.0	6.0	5.0	6.5	23.5
Deferred Maintenance (\$M)	16.0	16.3	14.8	12.3	10.9	5.2	NA
Treated PCI	73	74	75	76	77	78	NA

*Includes scheduled projects worth \$1.0 million each year

**Figure 9. PCI vs Deferred Maintenance for Scenario 3**

5.6 Scenario Comparisons

Figure 10 graphically compares the annual changes in PCI for each of the two scenarios. As previously noted, the average network PCI will decrease to 68 in both Scenarios 1A and 1B respectively. In Scenario 2, the PCI will be maintained at 73 while Scenario 3 will increase the network PCI to 78 in five years owing to the substantial investment in the pavement network and as a result of eliminating all “Failed” condition streets.

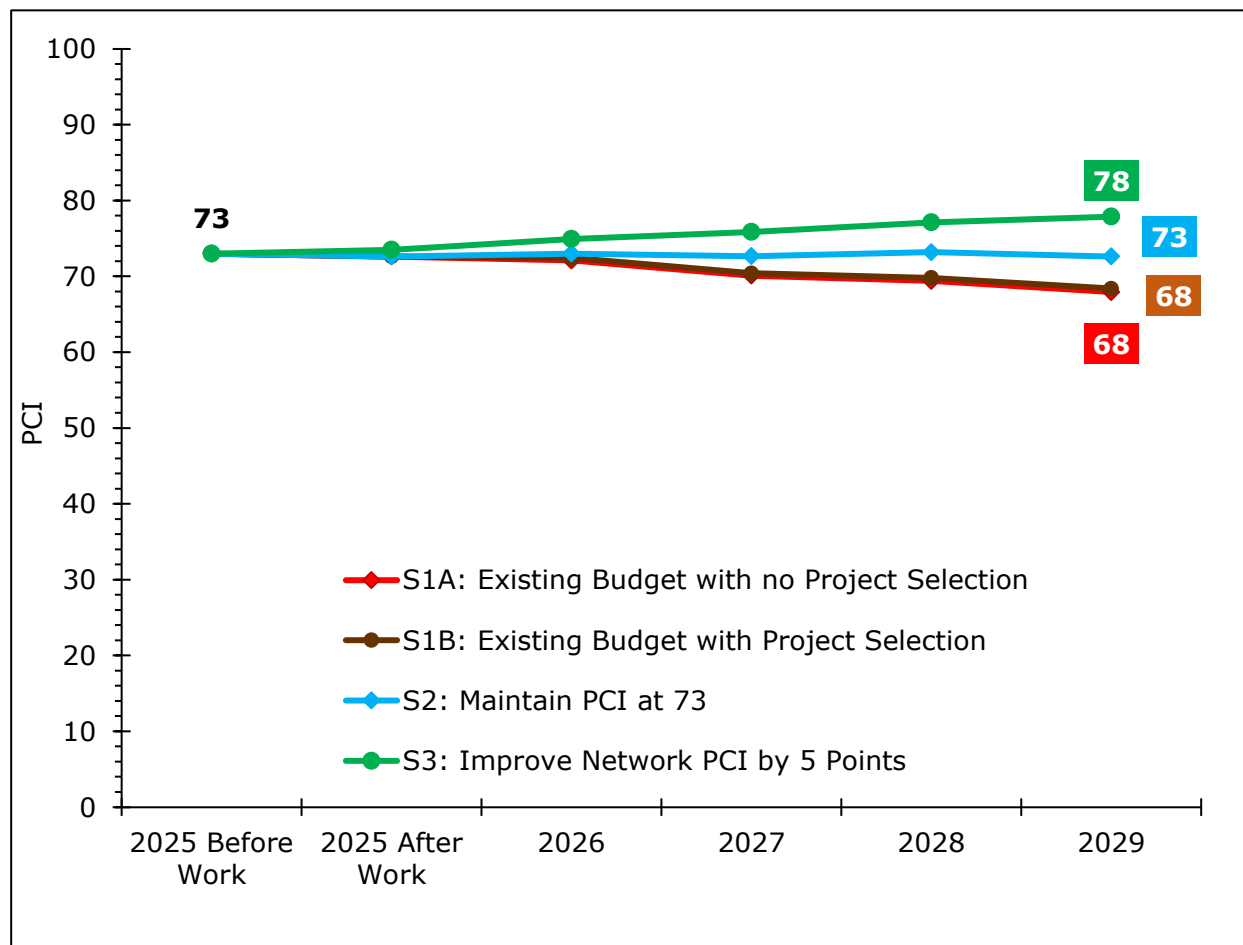


Figure 10. Comparison of Annual PCI by Scenario

Figure 11 illustrates the changes in deferred maintenance over time for each scenario. For Scenarios 1A and 1B, the deferred maintenance will increase to \$25.2 and \$25.9 million respectively by the end of the analysis period. Scenario 2 increases the deferred maintenance slightly to \$16.6 million while Scenario 3 reduces the deferred maintenance significantly to \$5.2 million owing to the substantial investment in pavement M&R activities.

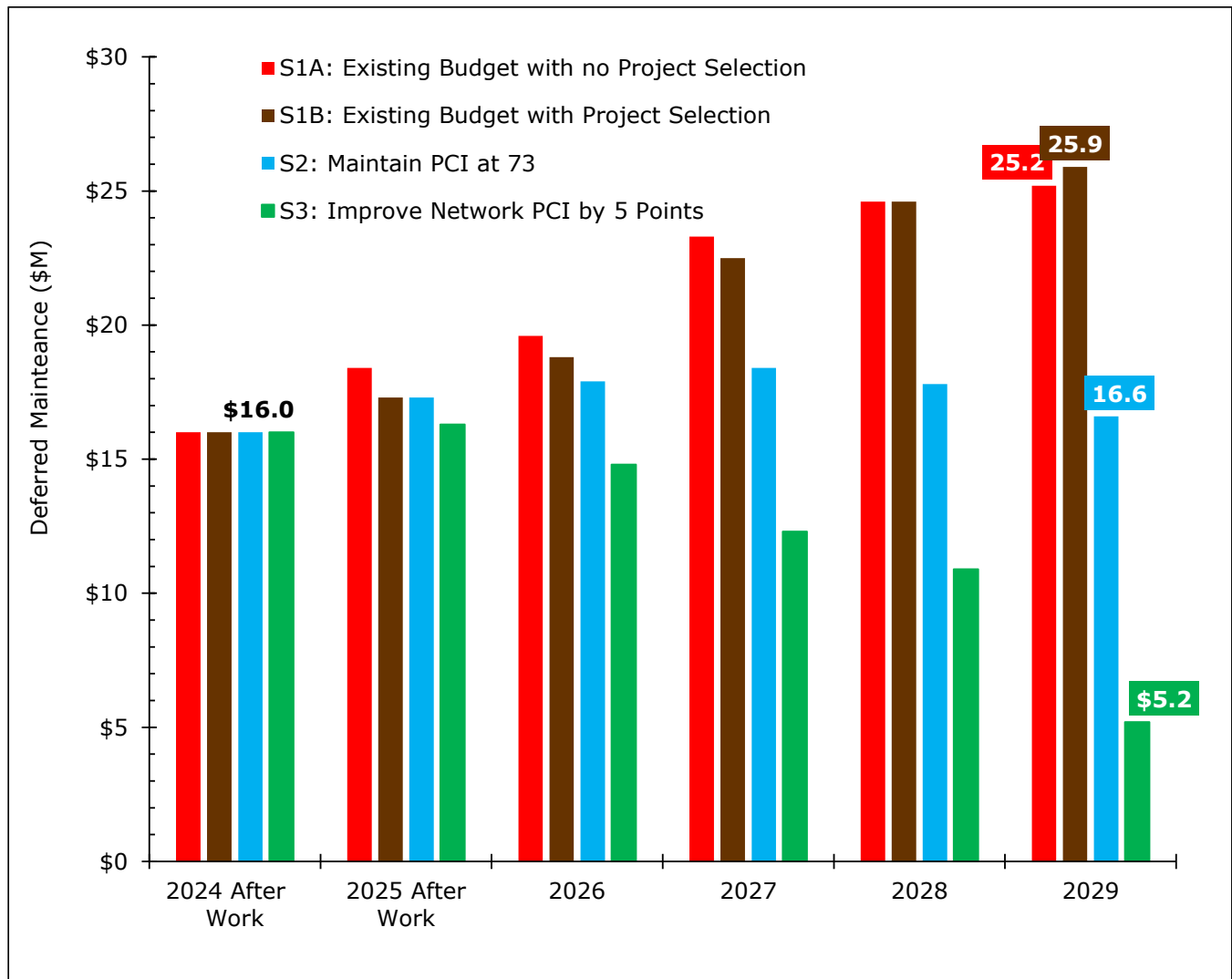


Figure 11. Comparison of Annual Deferred Maintenance by Scenario

Figure 12 illustrates the percent change in pavement condition for each scenario. As noted earlier, currently more than 65 percent of the network is in “Good” condition with no sections in “Failed” condition. For Scenarios 1A and 1B, the portion of the network in “Good” condition will decrease significantly and those in “Fair” condition will increase. Scenario 2 limits the reduction of the “Good” portion of the network to 50.2 percent and increases the “Fair” condition to 45.3 percent of the sections while maintaining the network with no “Failed” sections. Scenario 3, as noted before, shows the most improvement with more than 85 percent of the network in “Good” condition with section PCIs greater than 70. This scenario also results in no “Failed” condition streets.

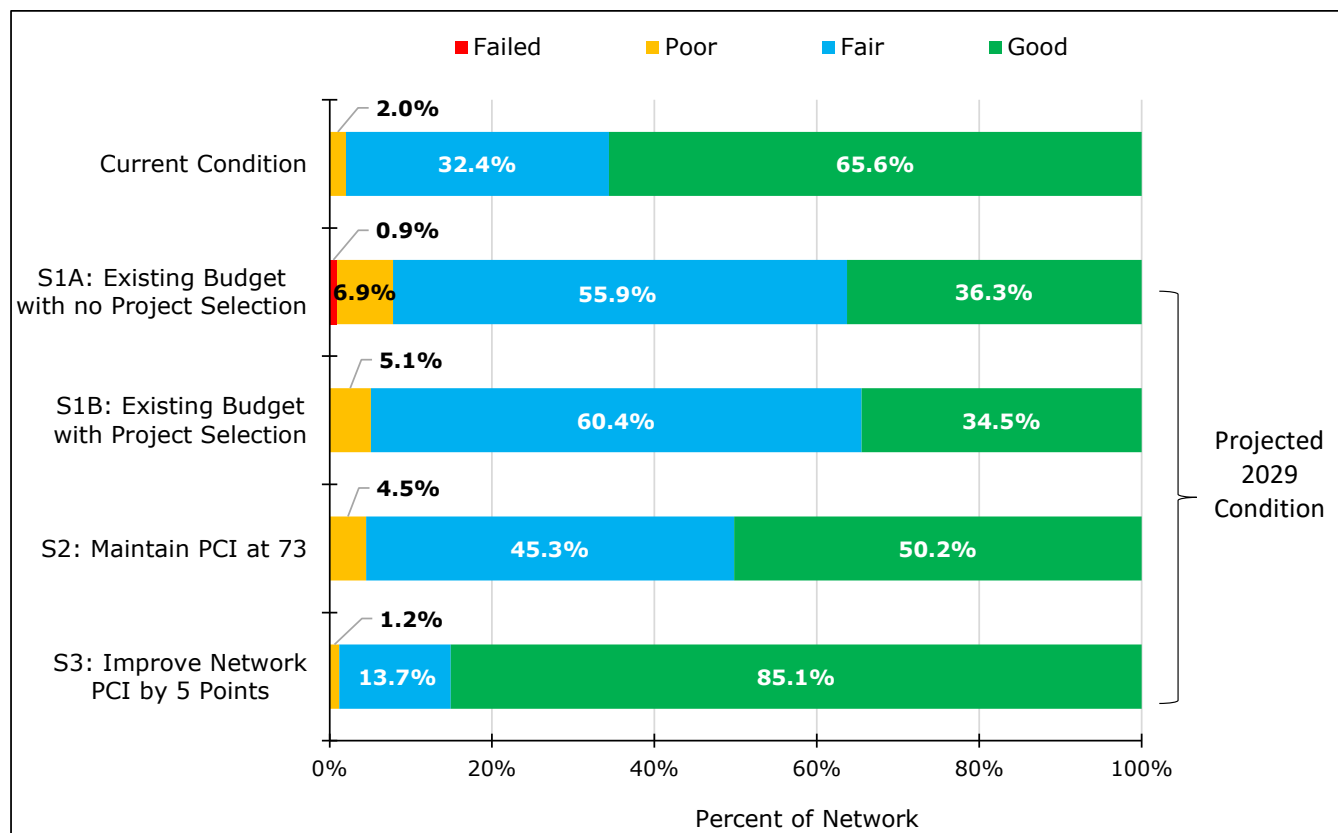


Figure 12. Comparison of Pavement Condition Breakdown by Scenario

6 Conclusions and Recommendations

In summary, the City of Clayton has a substantial investment of \$83 million in the pavement network. Overall, the City's streets are in "Good" condition with a 2024 average network PCI of 73. Approximately 65.6 percent of the street network is in "Good" condition with no sections in "Failed" condition.

The analyses indicate that at an inflation rate of 3.5 percent, the City needs to spend approximately \$26.5 million on maintenance and rehabilitation over the next five years to optimally repair all pavement sections, thus bringing the network into a condition that can be maintained with on-going preventive maintenance. In the long run, this strategy will save the City money by preventing future pavement deterioration to levels requiring rehabilitation or reconstruction.

Based on the data collected and the scenarios analyzed and presented in this report, NCE offers the following recommendations:

1. **Funding** – The primary goal of PMPs should be to offer users a safe and functional pavement network without unduly increasing the maintenance burden in the future. With that in mind, the recommended scenario for the City is Scenario 3, which requires approximately \$23.5 million over the next five years. This budget allocation will increase the overall network PCI to 78, increase the portion of the network in "Good" condition, and significantly reduce the deferred maintenance.

To address the gap between the City's existing funding and the recommended scenario, NCE recommends the City pursue additional funding sources. Potential sources include:

Federal Funding Sources

- American Rescue Plan Act (ARPA)
- Community Development Block Grants (CDBG)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Emergency Management Agency (FEMA)
- Highway Safety Improvement Program (HSIP)
- Bipartisan Infrastructure Investment and Jobs Act (IIJA)
- Regional Surface Transportation Program (RSTP)
- Surface Transportation Program (STP)
- Secure Rural Schools and Community Self-Determination Act

State Funding Sources

- Active Transportation Program (ATP), which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- AB 2766 (vehicle surcharge)
- CalRecycle grants
- State Transportation Improvement Program (STIP)
- State Water Resource Control Board
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)
- Vehicle License Fees (VLF)

Local/Regional Funding Sources

- MTC PTAP (Pavement Management Technical Assistance Program)
- Development impact fees
- Enterprise Funds (solid waste and water) MTC PTAP (Pavement Management Technical Assistance Program)
- Flood Control Districts
- General funds
- Local sales tax measures
- OBAG (One Bay Area Grant Program)
- Parcel/property taxes
- Solid waste funds
- Traffic impact fees
- Traffic safety/circulation fees
- Transportation mitigation fees
- Transient Occupancy Taxes (TOT)
- Underground impact fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Various assessment districts (lighting, maintenance, flood control, community facilities)
- Vehicle registration fees
- Vehicle code fines

2. **Pavement Management Strategies** – Since a significant portion of the City’s streets are currently in “Good” condition (65.6 percent), it is important to maintain that condition to the extent possible. Preservation occurs when streets with PCIs higher than 70 receive treatments such as surface seals (slurry, microsurfacing, etc.,). Seals are relatively inexpensive treatments that prevent moisture ingress and thus preserve the integrity of the underlying base material. NCE recommends that the City balance preventive maintenance with rehabilitation and reconstruction projects to preserve pavements in “Good” condition, improve pavements in “Poor” condition, and avoid increasing the deferred maintenance.
3. **Reinspection Strategies** – In order to make appropriate management decisions based on current data, NCE recommends that the City perform condition inspections on arterials and collectors every 2 years and on residential streets at least every 4 to 5 years. Additionally, since StreetSaver® and other prediction models do not yet take into account the effect of specialized materials such as asphalt-binders with rubber or polymers, the actual performance of City pavements may not be fully captured in the analysis models. For this additional reason, NCE recommends regular pavement condition surveys to ensure model accuracy and relevance. This also ensures that the City remains compliant with MTC requirements for certification and funding.
4. **M&R Decision Tree** – NCE recommends that the City annually review and update the M&R treatment strategies and associated unit costs to reflect current construction techniques and changing costs. This will ensure that the results for the budget analyses are reliable and as accurate as possible.

Appendix A
Section Description Inventory

Section Description Inventory Report

This report lists a variety of section description information for each of the City's pavement sections. It lists the street and section identifiers, limits, functional class, surface type, number of lanes, length, width, area, Inspected PCI, and PCI date.

All of the City's pavement sections are included in the report. Two versions of the report are provided. The first is sorted alphabetically by Street Name and Section ID and the second report is sorted by descending PCI. The field descriptions in this report are listed below:

COLUMN	DESCRIPTION
Street ID	Street Identification - A code up to ten characters/digits to identify the street. Generally, the street name is truncated to six characters. The Street ID should be unique for each street.
Section ID	Section Identification - A code up to ten characters/digits to identify the section number. The Section ID must be unique for each section of one street.
Street Name	Street Name - The name of the street as indicated by street signs in the field.
Begin Location	Beginning limit of the section.
End Location	Ending limit of the section.
No. of Lanes	Number of travel lanes.
Functional Class (FC)	Functional Classification: A = Arterial, C = Collector, R = Residential, O = Other
Length (ft)	Length of the section in feet.
Width (ft)	Average width of the section in feet.
Area (sf)	Area of section in square feet.
Surface Type (ST)	Surface Type (A = AC Pavement, AC/AC = Asphalt Concrete Overlay).
PCI Date	The last inspection date or rehabilitation date.
PCI	Average PCI for the section. The value is based on the last inspection.

Section Description Inventory – Sorted by Street Name

City of Clayton - PTAP 25
PCI Listing Report
Sorted by Name



Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
ACORND	010	ACORN DRIVE	Elk Drive	Cul de sac	2	R	AC	1,039	37	38,443	09/19/2024	71
AHWANE	010	AHWANEE LANE	Miwok Way	Cul de sac	2	R	AC	840	37	31,080	09/18/2024	68
1021	001	ALEF COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	200	30	6,000	09/17/2024	82
1019	001	ALEXANDER PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	330	30	9,900	09/17/2024	75
ANTELO	010	ANTELOPE COURT	Obsidian Way	Cul de sac	2	R	AC	326	36	11,736	09/18/2024	72
2018	001	ATCHINSON STAGE COURT	ATCHINSON STAGE DRIVE	CUL-DE-SAC	2	R	AC	210	28	5,880	09/05/2024	72
2015	001	ATCHINSON STAGE PLACE	ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	235	28	6,580	09/05/2024	72
2014	001	ATCHINSON STAGE ROAD	CITY LIMITS SOUTH	CLAYTON ROAD	2	R	AC	2,014	30	60,420	09/05/2024	67
4073	001	BARCELONA WAY	CENTERED ON WEATHERLY	CUL-DE-SAC	2	R	AC/AC	661	30	19,830	09/16/2024	83
4046	001	BERENDSEN COURT	EL MOLINO DR.	CUL-DE-SAC	2	R	AC	233	30	6,990	09/16/2024	70
1004	001	BETTENCOURT DRIVE	YOLANDA CIRCLE W. END	YOLANDA CIRCLE E. END	2	R	AC/AC	944	34	32,096	09/19/2024	86
4039	001	BIGELOW STREET	MARSH CREEK RD N.	MARSH CREEK RD. S.	2	R	AC	1,550	30	46,500	09/16/2024	48
1029	001	BLACK POINT PLACE	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC	563	30	16,890	09/17/2024	67
1030	001	BLACKPOINT COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC	190	30	5,700	09/17/2024	75
4048	001	BLOCHING CIRCLE	EL MOLINO S.	EL MOLINO N.	2	R	AC/AC	1,781	30	53,430	09/16/2024	70
BLUEOA	010	BLUE OAK LANE	Wawona Lane	Cul de sac	2	R	AC/AC	1,706	37	63,122	09/18/2024	79
BRANDY	010	BRANDYWINE PLACE	Peacock Creek Drive	Cul de sac	2	R	AC	635	37	23,495	09/16/2024	82
BRIDL	001	BRIDLEWOOD COURT	EASLEY DRIVE	CUL DE SAC	2	R	AC	961	32	30,752	09/17/2024	72
4081	001	CABERNET COURT	EASLEY COURT	CUL-DE-SAC	2	R	AC	315	30	9,450	09/17/2024	62
2004	001	CALISTOGA WAY	EL CAMINO DRIVE	YOSIMITE CIRCLE	2	R	AC	395	30	11,850	09/05/2024	74
4074	001	CAPISTRANO COURT	BARCELONA WAY	CUL-DE-SAC	2	R	AC/AC	240	26	6,240	10/15/2024	92
CARDIN	010	CARDINET DRIVE	North Mitchell Canyon Road	Wallace Drive	2	R	AC	1,400	34	47,600	09/17/2024	81
2009	001	CAROLINA DRIVE	CITY LIMITS	EL CAMINO DRIVE	2	R	AC	107	28	2,996	09/05/2024	81
4071	001	CASA VERDE PLACE	WEATHERLY DRIVE	CUL-DE-SAC	2	R	AC	103	26	2,678	09/16/2024	73
1033	001	CASEY GLEN COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	220	30	6,600	09/17/2024	59
1034	001	CAULFIELD COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	215	30	6,450	10/15/2024	84
1023	001	CAULFIELD DRIVE	SOUTHBROOK DR.	N. MITCHELL CANYON RD.	2	R	AC	831	32	26,592	09/17/2024	72
4002	001	CENTER STREET	MARSH CREEK ROAD	OAK STREET	2	C	AC	880	22	19,360	09/05/2024	76
4002	002A	CENTER STREET	MARSH CREEK ROAD	164 EO MARSH CREEK ROAD	2	C	AC	164	46	7,544	09/19/2024	87
4002	003	CENTER STREET	164 EO MARSH CREEK ROAD	CLAYTON ROAD	2	C	AC	1,141	46	52,486	09/19/2024	77
4044	001	CHARDONNAY CIRCLE	EASLEY DRIVE N	EASLEY DRIVE S	2	R	AC/AC	1,572	30	47,160	09/17/2024	69
6001	001	CLAYTON ROAD	N. EL CAMINO ROAD	N. MITCHELL CANYON ROAD	4	A	AC/AC	2,700	80	216,000	09/19/2024	67
6001	002	CLAYTON ROAD	CITY LIMITS @ YGNACIO VLY RD.	N. EL CAMINO	4	A	AC/AC	2,200	80	176,000	09/19/2024	76
6001	003	CLAYTON ROAD	N. MITCHELL CANYON ROAD	MAIN STREET	4	A	AC/AC	1,800	44	79,200	09/19/2024	68
6001	004	CLAYTON ROAD	Main Street	Marsh Creek Road	4	A	AC/AC	6,613	56	370,328	09/19/2024	75
CLAYMA	010	CLAYTON TO MAIN RAMP	Clayton Road	Main Street	2	R	AC	315	26	8,190	09/19/2024	75
4041	001	CLIFFORD COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	171	30	5,130	09/16/2024	71
COALMI	010	COAL MINE COURT	Gold Rush Court	Cul de sac	2	R	AC	224	29	6,496	09/19/2024	65
4045	001	COLOBARD COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	140	30	4,200	09/17/2024	68
2005	001	CORONADO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	157	30	4,710	09/05/2024	72
CROWPL	010	CROW PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	570	27	15,390	09/19/2024	70
DEERPL	010	DEER PLACE	Acorn Drive	Cul de sac	2	R	AC	314	38	11,932	09/19/2024	75

FC (Functional Classification): A (Arterial), C (Collector), R (Residential), O (Other)

ST (Surface Type): AC (Asphalt Concrete), AC/AC (Asphalt Concrete Overlay)

City of Clayton - PTAP 25
PCI Listing Report
Sorted by Name



Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
3004	001	DEL TRIGO LANE	MITCHELL CANYON ROAD	CITY LIMITS	2	R	AC	630	30	18,900	09/18/2024	68
1025	001	DIABLO CREEK COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	186	30	5,580	09/17/2024	52
1024	001	DIABLO CREEK PLACE	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	285	30	8,550	09/17/2024	72
4095	001	DIABLO PARKWAY	EL PORTAL DRIVE	MARSH CREEK ROAD	2	R	AC	823	30	24,690	09/16/2024	73
4004	001	DIABLO STREET	MAIN STREET	HIGH STREET	2	R	AC	155	37	5,735	09/05/2024	74
4007	001	DOUGLAS COURT	OAK STREET	CUL-DE-SAC	2	R	AC	1,194	24	28,656	09/19/2024	74
4082	001	E. MYRICK	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	346	30	10,380	09/16/2024	76
EAGPKA	010	EAGLE PEAK AVENUE	S. Oakhurst Drive	Keller Ridge Drive	2	C	AC	1,906	57	108,642	09/18/2024	53
EAGPKA	020	EAGLE PEAK AVENUE	Keller Ridge Drive	Golf Cart Crossing	2	R	AC	2,000	29	58,000	09/18/2024	73
EAGPKA	030	EAGLE PEAK AVENUE	Golf Cart Crossing	N. Oakhurst Drive	2	R	AC	1,894	36	68,184	09/18/2024	58
EAGPKP	010	EAGLE PEAK PLACE	Eagle Peak Avenue	Cul de sac	2	R	AC	155	36	5,580	09/18/2024	56
4037	001	EASLEY DRIVE	MARSH CREEK ROAD	CENTER STREET	2	C	AC	3,598	34	122,332	09/17/2024	73
1012	001	EASTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC/AC	520	32	16,640	09/18/2024	83
4084	001	EBERHARDT COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	327	30	9,810	09/16/2024	74
2001	001	EL CAMINO DRIVE	CLAYTON ROAD	PINE HOLLOW ROAD	2	C	AC	2,567	30	77,010	09/05/2024	88
4069	001	EL MOLINO DRIVE	MARSH CREEK ROAD	REGENCY DRIVE	2	C	AC	5,012	38	190,456	09/16/2024	76
4080	001	EL PORTAL COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC/AC	152	30	4,560	09/16/2024	70
ELPORD	010	EL PORTAL DRIVE	REGENCY DR	EL PUEBLO PL	2	R	AC	1,310	26	34,060	11/05/2024	36
ELPORD	020	EL PORTAL DRIVE	EL PUEBLO PL	EL PORTAL PL	2	R	AC	700	26	18,200	09/16/2024	65
ELPORP	001	EL PORTAL PLACE	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	1,241	30	37,230	09/16/2024	81
4096	001	EL PUEBLO PLACE	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	1,300	30	39,000	09/16/2024	86
4093	001	EL TORO COURT	EL PUEBLO PLACE	CUL-DE-SAC	2	R	AC/AC	75	30	2,250	09/16/2024	56
ELKDRI	010	ELK DRIVE	Keller Ridge Drive	Cul de sac	2	R	AC	502	37	18,574	09/19/2024	78
FALCON	010	FALCON PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	531	37	19,647	09/19/2024	72
4011	001	FLEMING COURT	FLEMING DRIVE	CUL-DE-SAC	2	R	AC/AC	325	32	10,400	09/06/2024	83
4010	001	FLEMING DRIVE	ROUNDHILL DRIVE	VERNON DRIVE	2	R	AC/AC	577	32	18,464	10/15/2024	94
FORHIL	010	FOREST HILL DRIVE	Pebble Beach Drive	Inverness Way	2	R	AC	1,127	37	41,699	09/16/2024	69
3018	001	FOUR OAKS LANE	MOUNT ZION DRIVE	MITCHELL CANYON ROAD	2	R	AC/AC	473	25	11,825	09/05/2024	83
3018	002	FOUR OAKS LANE	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC/AC	300	25	7,500	09/05/2024	76
1002	001	FRANK PLACE	YOLANDA CIRCLE	CUL-DE-SAC	2	R	AC/AC	310	34	10,540	09/19/2024	75
4036	001	GAMAY DRIVE	100' N/SEMILLON CIRCLE	100' S/ ZINFANDEL CIRCLE	2	R	AC	1,244	34	42,296	09/17/2024	75
3005	001	GOETHAL COURT	RHINE COURT	CUL-DE-SAC	2	R	AC/AC	130	30	3,900	09/18/2024	81
GOLDRU	010	GOLD RUSH COURT	Center Street	Cul de sac	2	R	AC	719	29	20,851	09/19/2024	73
GOLDEP	010	GOLDEN EAGLE PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	386	37	14,282	09/19/2024	79
GOLDEW	010	GOLDEN EAGLE WAY	Keller Ridge Drive	Windmill Canyon	2	R	AC/AC	1,170	37	43,290	09/19/2024	74
GRAYFO	010	GRAY FOX PLACE	Acorn Drive	Cul de sac	2	R	AC	374	37	13,838	09/19/2024	64
4043	001	GRENACHE CIRCLE	EASLEY DRIVE N.	EASLEY DRIVE S.	2	R	AC	1,352	30	40,560	09/17/2024	49
4042	001	HAMBURG CIRCLE	EASLEY DRIVE N.	EASLEY DRIVE S.	2	R	AC	1,412	30	42,360	09/17/2024	56
HAVILA	001	HAVILAND COURT	TARA DR	END	2	R	AC	177	22	3,894	09/18/2024	87
1008	001	HAVILAND PLACE	TARA DRIVE	CUL-DE-SAC	2	R	AC	692	22	15,224	09/18/2024	72
3007	001	HERRIMAN COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	420	29	12,180	09/18/2024	55
3010	001	HERRIMAN DRIVE	MITCHELL CANYON ROAD	TIFFIN DRIVE	2	C	AC	1,110	29	32,190	09/18/2024	67

FC (Functional Classification): A (Arterial), C (Collector), R (Residential), O (Other)

ST (Surface Type): AC (Asphalt Concrete), AC/AC (Asphalt Concrete Overlay)

Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
HIGHST	010	HIGH STREET	Marsh Creek Road	End	2	R	AC	336	37	12,432	09/17/2024	79
HIGHST	020	HIGH STREET	Diablo Street	Oak Street	2	R	AC	200	37	7,400	09/05/2024	73
HUMMIP	010	HUMMINGBIRD PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	530	37	19,610	09/19/2024	75
HUMMIW	010	HUMMINGBIRD WAY	Keller Ridge Drive	Raven Way	2	R	AC/AC	717	37	26,529	09/19/2024	65
1017	001	HURD PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC	310	30	9,300	09/17/2024	76
INDHEW	010	INDIAN HEAD WAY	Oakhurst Drive	Indian Head Circle	2	R	AC/AC	1,092	22	24,024	09/19/2024	81
INDWEL	010	INDIAN WELLS WAY	N. Oakhurst Drive	S. Oakhurst Drive	2	C	AC	2,833	33	93,489	09/18/2024	52
INVERN	010	INVERNESS WAY	Peacock Creek Drive	Pebble Beach Drive	2	R	AC	630	37	23,310	09/16/2024	68
1027	001	JEFFRY RANCH COURT	N. ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	510	30	15,300	09/17/2024	67
1028	001	JEFFRY RANCH PLACE	N. ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	666	30	19,980	09/17/2024	67
JOSCOL	010	JOSCOLO VIEW	N. Ohlone Heights	S. Ohlone Heights	2	R	AC	942	36	33,912	09/19/2024	70
KELLER	010A	KELLER RIDGE DRIVE	Eagle Peak Avenue	Pvmt. Change @ Golf Cart Crossing	2	C	AC	1,558	40	62,320	09/18/2024	72
KELLER	010B	KELLER RIDGE DRIVE	Pvmt. Change @ Golf Cart Crossing	Falcon Place	2	C	AC	1,420	40	56,800	09/18/2024	75
KELLER	020A	KELLER RIDGE DRIVE	Falcon Place	Golden Eagle Way	2	C	AC/AC	994	37	36,778	09/18/2024	87
KELLER	020A2	KELLER RIDGE DRIVE	Golden Eagle Way	Kelok Way	2	C	AC	994	37	36,778	09/18/2024	81
KELLER	020B	KELLER RIDGE DRIVE	Kelok Way	Elk Drive	2	C	AC	572	37	21,164	09/18/2024	82
KELLER	020C	KELLER RIDGE DRIVE	Elk Drive	Kelok Way	2	C	AC	1,907	37	70,559	09/18/2024	84
KELOKW	010	KELOK WAY	Keller Ridge Drive	Cul de sac	2	R	AC	1,892	33	62,436	09/19/2024	80
3012	001	KENSTON COURT	KENSTON DRIVE	CUL-DE-SAC	2	R	AC	118	30	3,540	09/18/2024	70
3011	001	KENSTON DRIVE	TIFFIN DRIVE	CUL-DE-SAC	2	R	AC	2,032	30	60,960	09/18/2024	70
4092	001	LA CANADA COURT	PORTAL PLACE	CUL-DE-SAC	2	R	AC	248	30	7,440	09/19/2024	62
LAENCI	010	LA ENCINAL COURT	El Pueblo Place	Cul de sac	2	R	AC	733	29	21,257	09/16/2024	74
4094	001	LA HONDA COURT	EL PUEBLO PLACE	CUL-DE-SAC	2	R	AC	220	30	6,600	09/16/2024	60
2002	001	LASSEN COURT	EL CAMINO	CUL-DE-SAC	2	R	AC	153	30	4,590	09/05/2024	81
4072	001	LONDON COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	485	30	14,550	09/19/2024	82
LONEPN	010	LONE PINE COURT	Peacock Creek Drive	Cul de sac	2	R	AC	202	37	7,474	09/16/2024	78
2012	001	LYDIA LANE	CLAYTON ROAD	VERNA	2	R	AC	1,342	23	30,866	09/05/2024	63
4066	001	MAIN STREET	OAK STREET	MARSH CREEK ROAD	2	C	AC	840	44	36,960	09/05/2024	40
4077	001	MALIBU COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	278	30	8,340	09/16/2024	71
1014	001	MARQUETTE COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC	420	32	13,440	09/18/2024	82
MARCRC	010	MARSH CREEK CIRCLE	BIGELOW STREET	CUL-DE-SAC	2	R	AC	775	29	22,475	09/16/2024	71
8001	001	MARSH CREEK ROAD	MAIN STREET	EL MOLINO DRIVE	2	R	AC/AC	3,470	44	152,680	09/17/2024	70
8001	002a	MARSH CREEK ROAD	EL MOLINO DRIVE	CLAYTON ROAD E	2	A	AC/AC	2,000	38	76,000	09/17/2024	80
8001	002b	MARSH CREEK ROAD	CLAYTON ROAD E	S.E. CITY LIMITS	4	A	AC/AC	3,485	56	195,160	09/16/2024	67
8001	003	MARSH CREEK ROAD	CLAYTON ROAD W	MAIN STREET	2	C	AC/AC	358	36	12,888	09/17/2024	89
4086	001	MEREDITH COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	192	30	5,760	09/16/2024	72
2007	001	MICHIGAN BLVD	CITY LIMITS	EL CAMINO DRIVE	2	R	AC/AC	204	32	6,528	09/05/2024	76
4078	001	MIRANGO COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC/AC	302	30	9,060	09/16/2024	72
3006	001	MITCHELL CANYON COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC/AC	533	29	15,457	09/18/2024	79
7001	001	MITCHELL CANYON ROAD	CLAYTON ROAD	SOUTH CITY LIMITS	2	A	AC/AC	4,170	24	100,080	10/15/2024	72
MIWOKW	010	MIWOK WAY	Eagle Peak Avenue	Blue Oak Lane	2	R	AC	1,509	37	55,833	09/18/2024	80
4003	001	MORRIS STREET	MAIN STREET	CENTER STREET	2	R	AC	215	36	7,740	09/05/2024	77

Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
4015	001	MOUNTAIRE CIRCLE	MOUNTAIRE PARKWAY	MOUNTAIRE PARKWAY	2	C	AC/AC	4,533	38	172,254	09/06/2024	85
4025	001	MOUNTAIRE COURT	MOUNTAIRE PLACE	CUL-DE-SAC	2	R	AC/AC	255	32	8,160	09/06/2024	76
4060	001	MOUNTAIRE PARKWAY	S. MOUNTAIRE CIRCLE	END	2	C	AC/AC	3,561	38	135,318	09/06/2024	68
4060	002	MOUNTAIRE PARKWAY	Marsh Creek Road	S. Mountaire Circle	4	C	AC/AC	2,000	60	120,000	10/15/2024	90
4026	001	MOUNTAIRE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	375	32	12,000	09/06/2024	76
4027	001	MT. ALPINE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	284	32	9,088	09/06/2024	70
4065	001	MT. DAVIDSON COURT	MT. DUNCAN	CUL-DE-SAC	2	R	AC	590	30	17,700	09/06/2024	73
4014	001	MT. DELL DRIVE	MT. WASHINGTON DRIVE	MT. TAMALPAIS DRIVE	2	R	AC/AC	1,775	32	56,800	10/15/2024	90
4062	001	MT. DUNCAN DRIVE	MOUNTAIRE PARKWAY	MT. OLIVET COURT	2	R	AC	1,121	34	38,114	09/06/2024	74
4057	001	MT. EDEN COURT	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC/AC	190	30	5,700	09/06/2024	76
4028	001	MT. EMORY COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	305	32	9,760	09/06/2024	78
4013	001	MT. ETNA DRIVE	MT. VERNON DRIVE	MT. WASHINGTON WAY	2	R	AC/AC	1,297	32	41,504	09/06/2024	81
4087	001	MT. EVEREST COURT	MOUNTAIRE PARKWAY	CUL-DE-SAC	2	R	AC	627	30	18,810	09/06/2024	78
4024	001	MT. HAMILTON COURT	MONTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	440	32	14,080	09/06/2024	87
4058	001	MT. LEE PLACE	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC	82	30	2,460	09/06/2024	73
4018	001	MT. MC KINLEY COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	772	30	23,160	09/06/2024	79
4063	001	MT. OLIVET COURT	MT. DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	691	30	20,730	09/06/2024	76
4064	001	MT. OLIVET PLACE	DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	590	30	17,700	09/06/2024	77
4030	001	MT. OLYMPUS PLACE	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC	270	30	8,100	09/06/2024	71
4055	001	MT. PALOMAR	MONTAIRE PARKWAY	CUL-DE-SAC	2	R	AC/AC	702	30	21,060	09/06/2024	74
4031	001	MT. RAINIER COURT	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	328	30	9,840	09/06/2024	68
4017	001	MT. RUSHMORE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	792	30	23,760	09/06/2024	94
4016	001	MT. SCOTT COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	125	30	3,750	09/06/2024	81
4051	001	MT. SEQUOIA COURT	MT. DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	740	30	22,200	09/06/2024	82
4061	001	MT. SEQUOIA PLACE	MT. DUNCAN ROAD	CUL-DE-SAC	2	R	AC/AC	610	30	18,300	09/06/2024	79
4032	001	MT. SHASTA COURT	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	418	30	12,540	09/06/2024	61
4033	001	MT. SHASTA PLACE	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	220	30	6,600	09/06/2024	71
4068	001	MT. SIERRA PLACE	MOUNTAIRE PLACE	CUL-DE-SAC	2	R	AC	723	30	21,690	09/06/2024	83
4021	001	MT. TAMALPAIS COURT	MT. TAMALPAIS DRIVE	CUL-DE-SAC	2	R	AC/AC	371	34	12,614	09/06/2024	82
4022	001	MT. TAMALPAIS DRIVE	MOUNTAIRE CIRCLE	SOUTH CITY LIMITS	2	R	AC/AC	622	34	21,148	09/06/2024	82
4023	001	MT. TAMAPLAIS PLACE	MT. TAMALPAIS DRIVE	CUL-DE-SAC	2	R	AC/AC	343	34	11,662	09/06/2024	85
4019	001	MT. TETON COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	392	30	11,760	09/06/2024	86
4020	001	MT. TETON PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	215	30	6,450	09/06/2024	79
4067	001	MT. TRINITY COURT	MOUNTAIRE PARKWAY	CUL-DE-SAC	2	R	AC/AC	415	30	12,450	09/06/2024	81
4012	002	MT. VERNON DRIVE	FLEMING DRIVE	491 N/O MOUNTAIRE CIRCLE	2	R	AC/AC	646	32	20,672	10/15/2024	92
4012	003	MT. VERNON DRIVE	491 N/O MOUNTAIRE CIRCLE	MOUNTAIRE CIRCLE	2	R	AC/AC	491	32	15,712	09/06/2024	81
4029	001	MT. WASHINGTON WAY	MT. ETNA DRIVE	MOUNTAIRE CIRCLE	2	R	AC	2,023	34	68,782	09/06/2024	75
4056	001	MT. WHITNEY COURT	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC	185	30	5,550	09/06/2024	75
4059	001	MT. WHITNEY WAY	MOUNTAIRE PARKWAY	MT. WILSON WAY	2	R	AC/AC	1,562	36	56,232	09/06/2024	83
4085	001	MT. WILSON PLACE	MT. WILSON WAY	CUL-DE-SAC	2	R	AC/AC	315	30	9,450	09/06/2024	72
4049	001a	MT. WILSON WAY	MARSH CREEK ROAD	CLARK CREEK CIRCLE	2	R	AC/AC	1,928	34	65,552	09/06/2024	77
4049	001b	MT. WILSON WAY	CLARK CREEK CIRCLE	MOUNTAIRE	2	R	AC/AC	614	34	20,876	09/06/2024	67

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PCI Listing Report
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Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
3019	001	MT. ZION	CLAYTON ROAD	PINE HOLLOW ROAD	2	R	AC/AC	525	25	13,125	09/05/2024	85
MULLUK	010	MULLUK WAY	Golden Eagle Way	Windmill Canyon Drive	2	R	AC	942	37	34,854	09/19/2024	59
1026	001	N. ATCHINSON STAGE ROAD	CLAYTON ROAD	CAULFIELD DRIVE	2	R	AC	715	36	25,740	09/18/2024	60
1010	002	N. EL CAMINO DRIVE	CLAYTON BLVD	SOUTHBROOK DR	2	R	AC	642	38	24,396	09/18/2024	75
1010	003	N. EL CAMINO DRIVE	SOUTHBROOK DR	MORNINGSIDE DR	2	R	AC	110	38	4,180	09/18/2024	84
1020	001	N. LYDIA LANE	CLAYTON ROAD	CUL-DE-SAC	2	R	AC/AC	1,036	36	37,296	09/17/2024	70
3013	001	NEWMAN COURT	KENSTON DRIVE	CUL-DE-SAC	2	R	AC	102	30	3,060	09/18/2024	79
7001	002	NORTH MITCHELL CANYON	CLAYTON ROAD	CUL-DE-SAC	2	C	AC	1,800	36	64,800	09/17/2024	64
2020	001	NOTTINGHAM CIRCLE	ATCHINSON STAGE RD. N.	ATCHINSON STAGE RD. S.	2	R	AC	1,580	28	44,240	09/05/2024	85
2013	001	NOTTINGHAM PLACE	CENTRD ON NOTTINGHAM WAY	CUL-DE-SAC TO CUL-DE-SAC	2	R	AC	580	30	17,400	09/05/2024	72
2019	001	NOTTINGHAM WAY	ATCHINSON STAGE ROAD	NOTTINGHAM PLACE	2	R	AC	205	28	5,740	09/05/2024	75
OAKCT	005	OAK COURT	OAK ST	ROUNDHILL PL	2	R	AC	348	29	10,092	09/19/2024	81
OAKCT	015	OAK COURT	ROUNDHILL PL	CUL-DE-SAC	2	R	AC	210	29	6,090	09/19/2024	85
OAKSTR	005	OAK STREET	MAIN STREET	HIGH STREET	2	R	AC	480	28	13,440	09/05/2024	73
OAKSTR	015	OAK STREET	HIGH STREET	DOUGLAS ROAD	2	R	AC	990	28	27,720	09/05/2024	83
OAKHUR	005	OAKHURST DRIVE	NW CITY LIMITS	INDIAN WELLS WAY	4	A	AC/AC	1,848	54	99,792	09/18/2024	68
OAKHUR	010	OAKHURST DRIVE	INDIAN WELLS WAY	CLAYTON ROAD	4	A	AC/AC	4,378	54	236,412	09/18/2024	73
OBSIDC	010	OBSIDIAN COURT	Obsidian Way	Cul de sac	2	R	AC	138	36	4,968	09/18/2024	72
OBSIDW	010	OBSIDIAN WAY	Wawona	Obsidian Court	2	R	AC/AC	1,056	37	39,072	09/18/2024	74
1007	001	OHARA COURT	HAVILAND PLACE	CUL-DE-SAC	2	R	AC	712	22	15,664	09/18/2024	76
OHLONE	010	OHLONE HEIGHTS	Eagle Peak Avenue	Cul de sac	2	R	AC	1,347	30	40,410	09/19/2024	73
1003	001	OHMAN PLACE	YOLANDA CIRCLE	CUL-DE-SAC	2	R	AC/AC	482	34	16,388	09/19/2024	71
3003	001	PANADERO COURT	PANADERO WAY	CUL-DE-SAC	2	R	AC/AC	266	28	7,448	09/18/2024	81
3001	001	PANADERO WAY	DEL TRIGO LANE	PINE HOLLOW ROAD	2	R	AC/AC	854	30	25,620	09/18/2024	67
PEACOC	010	PEACOCK CREEK ROAD	Clayton Road	Torrey Pines Place	2	C	AC	4,471	37	165,427	09/16/2024	76
PEBBCH	010	PEBBLE BEACH DRIVE	Peacock Creek Drive	Cul de sac	2	R	AC	2,594	37	95,978	09/16/2024	73
4075	001	PETAR COURT	REGENCY DRIVE	CUL DE SAC	2	R	AC/AC	672	30	20,160	09/16/2024	69
3017	001	PINE HOLLOW COURT	PINE HOLLOW ROAD	CUL-DE-SAC	2	R	AC	460	17	7,820	09/05/2024	64
PINEHO	010	PINE HOLLOW ROAD	West City Limit	Pine Hollow Court	2	A	AC	1,558	30	46,740	09/05/2024	52
PINELN	010	PINE LANE	Marsh Creek Road	Oakwood Circle	2	R	AC	540	23	12,420	09/16/2024	73
4083	001	PINOT COURT	HAMBURG CIRCLE	CUL-DE-SAC	2	R	AC	235	30	7,050	10/10/2024	99
PROSPE	010	PROSPECTOR COURT	Gold Rush Court	Cul de sac	2	R	AC	165	29	4,785	09/19/2024	67
RACHEL	001	RACHEL RANCH CT	N. LYDIA	END	2	R	AC	320	20	6,400	09/17/2024	61
RAVENP	010	RAVEN PLACE	Keller Ridge Drive	Cul de sac	2	R	AC	461	37	17,057	09/19/2024	71
RAVENW	010	RAVEN WAY	Keller Ridge Drive	Windmill Canyon Drive	2	R	AC/AC	780	37	28,860	09/19/2024	64
2006	001	REDONDO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	113	30	3,390	09/05/2024	76
4076	005A	REGENCY DRIVE	MARSH CREEK ROAD	WEATHERLY DR	2	C	AC	679	38	25,802	10/15/2024	79
4076	010	REGENCY DRIVE	EL MOLINO DRIVE	MOUNTAIRE PARKWAY	2	R	AC	2,344	38	89,072	09/16/2024	77
4076	010B	REGENCY DRIVE	WEATHERLY DR	EL MOLINO DR	2	C	AC/AC	377	38	14,326	10/15/2024	93
4040	001	REISLING COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	166	30	4,980	09/17/2024	67
3002	001	RHINE COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	629	30	18,870	09/18/2024	74
RIALTO	010	RIALTO DRIVE	Regency Drive	End of Street	2	R	AC/AC	838	32	26,816	09/16/2024	65

FC (Functional Classification): A (Arterial), C (Collector), R (Residential), O (Other)

ST (Surface Type): AC (Asphalt Concrete), AC/AC (Asphalt Concrete Overlay)

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PCI Listing Report
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Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
3015	001	ROLEN COURT	TIFFIN COURT	CUL-DE-SAC	2	R	AC	125	30	3,750	09/18/2024	66
4009	001	ROUNDHILL COURT	ROUNDHILL PLACE	CUL-DE-SAC	2	R	AC/AC	250	32	8,000	09/06/2024	75
4008	001	ROUNDHILL PLACE	OAK COURT	ROUNDHILL COURT	2	R	AC/AC	1,465	30	43,950	09/06/2024	70
4088	001	SALAZAR COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	266	30	7,980	09/16/2024	75
4090	001	SAMUEL COURT	MARSH CREEK ROAD	CUL-DE-SAC	2	R	AC	320	30	9,600	09/16/2024	70
4038	001	SAVIGNON COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	444	30	13,320	09/17/2024	65
4035	001	SEMILLON CIRCLE	GAMAY DR. N	GAMAY DR. S	2	R	AC	1,334	34	45,356	09/17/2024	76
2003	001	SHASTA COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	154	30	4,620	09/05/2024	80
SILVER	010	SILVERADO COURT	Peacock Creek Drive	Cul de sac	2	R	AC	203	37	7,511	09/16/2024	72
1011	001	SOUTHBROOK DRIVE	250' W/MARQUETTE COURT	100' E/EASTWOOD COURT	2	R	AC/AC	1,556	34	52,904	09/18/2024	79
1011	002	SOUTHBROOK DRIVE	N. LYDIA LN	DIABLO CREEK CT/CAULFIELD DR	2	R	AC/AC	829	37	30,673	09/17/2024	56
1018	001	SOUTHBROOK PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	300	30	9,000	09/17/2024	69
STRANA	010	STRANAHAN CIRCLE	Marsh Creek Road	Stranahan Circle	2	R	AC	1,579	34	53,686	09/17/2024	69
4097	001	SYLVANDER COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC/AC	526	32	16,832	09/17/2024	77
1005	001	TARA COURT	NORTH END CUL-DE-SAC	SOUTH END CUL-DE-SAC	2	R	AC	282	22	6,204	09/18/2024	73
1006	001	TARA DRIVE	CLAYTON BLVD	TARA COURT	2	R	AC	572	36	20,592	09/18/2024	90
3016	001	TIFFIN COURT	TIFFIN DRIVE	CUL-DE-SAC	2	R	AC	325	30	9,750	09/18/2024	74
3014	001	TIFFIN DRIVE	MITCHELL CANYON ROAD	PINE HOLLOW ROAD	2	C	AC	2,357	30	70,710	09/18/2024	62
TORREY	010	TORREY PINES PLACE	Peacock Creek Drive	Cul de sac	2	R	AC	141	37	5,217	09/16/2024	74
TUYUSH	010	TUYUSHTAK COURT	Obsidian Way	Cul de sac	2	R	AC/AC	250	37	9,250	09/18/2024	76
2011	001	VERNA WAY	YOSOMITE CIRCLE	ATCHINSON STAGE ROAD	2	R	AC	1,015	28	28,420	09/05/2024	80
2017	001	VERNA WAY EAST	NOTTINGHAM CIRCLE	MITCHELL CANYON ROAD	2	R	AC/AC	420	28	11,760	09/05/2024	81
4047	001	W. MYRICK COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC	277	30	8,310	09/16/2024	71
1031	001	WALLACE DRIVE	N. MITCHELL CANYON ROAD	CARDINET DRIVE	2	R	AC	1,200	30	36,000	09/17/2024	73
WAWONA	10	WAWONA LANE	Ahawnee	Cul-de-sac	2	R	AC	1,040	37	38,480	09/18/2024	70
4070	001	WEATHERLY	REGENCY DRIVE	CUL-DE-SAC	2	R	AC	1,394	38	52,972	09/16/2024	76
1013	001	WESTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC/AC	353	32	11,296	09/18/2024	82
1022	001	WHITT COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	330	30	9,900	09/17/2024	62
3009	001	WIDMAR COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	304	29	8,816	09/18/2024	73
3008	001	WIDMAR PLACE	WIDMAR COURT	CUL-DE-SAC	2	R	AC	444	29	12,876	09/18/2024	61
WILDCA	010	WILD CAT WAY	Blue Oak Lane	Obsidian Way	2	R	AC	369	38	14,022	09/18/2024	76
WINDMD	010	WINDMILL CANYON DRIVE	Keller Ridge Drive	Cul de sac	2	R	AC	3,032	37	112,184	09/19/2024	75
WINDMP	010	WINDMILL CANYON PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	706	36	25,416	09/19/2024	70
4089	001	WRIGHT COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	320	30	9,600	09/16/2024	79
1015	001	XAVIER PLACE	MARQUETTE COURT	CUL-DE-SAC	2	R	AC	128	32	4,096	09/18/2024	76
1001	001	YOLANDA CIRCLE	CONCORD BLVD @ CTY LIMIT	CONCORD BLVD 1200' N CTY LMT	2	R	AC	2,500	34	85,000	09/19/2024	70
2010	001	YOSEMITE CIRCLE	EL CAMINO DRIVE S.	EL CAMINO DRIVE N.	2	R	AC	2,430	32	77,760	09/05/2024	85
2008	001	YOSEMITE COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	212	28	5,936	09/05/2024	74
4034	001	ZINFANDEL CIRCLE	GAMAY DR. N.	GAMAY DR. S.	2	R	AC/AC	1,402	34	47,668	09/17/2024	73

Section Description Inventory – Sorted by Descending PCI

Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
4083	001	PINOT COURT	HAMBURG CIRCLE	CUL-DE-SAC	2	R	AC	235	30	7,050	10/10/2024	99
4010	001	FLEMING DRIVE	ROUNDHILL DRIVE	VERNON DRIVE	2	R	AC/AC	577	32	18,464	10/15/2024	94
4017	001	MT. RUSHMORE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	792	30	23,760	09/06/2024	94
4076	010B	REGENCY DRIVE	WEATHERLY DR	EL MOLINO DR	2	C	AC/AC	377	38	14,326	10/15/2024	93
4012	002	MT. VERNON DRIVE	FLEMING DRIVE	491 N/O MOUNTAIRE CIRCLE	2	R	AC/AC	646	32	20,672	10/15/2024	92
4074	001	CAPISTRANO COURT	BARCELONA WAY	CUL-DE-SAC	2	R	AC/AC	240	26	6,240	10/15/2024	92
1006	001	TARA DRIVE	CLAYTON BLVD	TARA COURT	2	R	AC	572	36	20,592	09/18/2024	90
4014	001	MT. DELL DRIVE	MT. WASHINGTON DRIVE	MT. TAMALPAIS DRIVE	2	R	AC/AC	1,775	32	56,800	10/15/2024	90
4060	002	MOUNTAIRE PARKWAY	Marsh Creek Road	S. Mountaire Circle	4	C	AC/AC	2,000	60	120,000	10/15/2024	90
8001	003	MARSH CREEK ROAD	CLAYTON ROAD W	MAIN STREET	2	C	AC/AC	358	36	12,888	09/17/2024	89
2001	001	EL CAMINO DRIVE	CLAYTON ROAD	PINE HOLLOW ROAD	2	C	AC	2,567	30	77,010	09/05/2024	88
4002	002A	CENTER STREET	MARSH CREEK ROAD	164 EO MARSH CREEK ROAD	2	C	AC	164	46	7,544	09/19/2024	87
4024	001	MT. HAMILTON COURT	MONTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	440	32	14,080	09/06/2024	87
HAVILA	001	HAVILAND COURT	TARA DR	END	2	R	AC	177	22	3,894	09/18/2024	87
KELLER	020A	KELLER RIDGE DRIVE	Falcon Place	Golden Eagle Way	2	C	AC/AC	994	37	36,778	09/18/2024	87
1004	001	BETTENCOURT DRIVE	YOLANDA CIRCLE W. END	YOLANDA CIRCLE E. END	2	R	AC/AC	944	34	32,096	09/19/2024	86
4019	001	MT. TETON COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	392	30	11,760	09/06/2024	86
4096	001	EL PUEBLO PLACE	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	1,300	30	39,000	09/16/2024	86
2010	001	YOSEMITE CIRCLE	EL CAMINO DRIVE S.	EL CAMINO DRIVE N.	2	R	AC	2,430	32	77,760	09/05/2024	85
2020	001	NOTTINGHAM CIRCLE	ATCHINSON STAGE RD. N.	ATCHINSON STAGE RD. S.	2	R	AC	1,580	28	44,240	09/05/2024	85
3019	001	MT. ZION	CLAYTON ROAD	PINE HOLLOW ROAD	2	R	AC/AC	525	25	13,125	09/05/2024	85
4015	001	MOUNTAIRE CIRCLE	MOUNTAIRE PARKWAY	MOUNTAIRE PARKWAY	2	C	AC/AC	4,533	38	172,254	09/06/2024	85
4023	001	MT. TAMAPLAIS PLACE	MT. TAMALPAIS DRIVE	CUL-DE-SAC	2	R	AC/AC	343	34	11,662	09/06/2024	85
OAKCT	015	OAK COURT	ROUNDHILL PL	CUL-DE-SAC	2	R	AC	210	29	6,090	09/19/2024	85
1010	003	N. EL CAMINO DRIVE	SOUTHBROOK DR	MORNINGSIDE DR	2	R	AC	110	38	4,180	09/18/2024	84
1034	001	CAULFIELD COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	215	30	6,450	10/15/2024	84
KELLER	020C	KELLER RIDGE DRIVE	Elk Drive	Kelok Way	2	C	AC	1,907	37	70,559	09/18/2024	84
1012	001	EASTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC/AC	520	32	16,640	09/18/2024	83
3018	001	FOUR OAKS LANE	MOUNT ZION DRIVE	MITCHELL CANYON ROAD	2	R	AC/AC	473	25	11,825	09/05/2024	83
4011	001	FLEMING COURT	FLEMING DRIVE	CUL-DE-SAC	2	R	AC/AC	325	32	10,400	09/06/2024	83
4059	001	MT. WHITNEY WAY	MOUNTAIRE PARKWAY	MT. WILSON WAY	2	R	AC/AC	1,562	36	56,232	09/06/2024	83
4068	001	MT. SIERRA PLACE	MOUNTAIRE PLACE	CUL-DE-SAC	2	R	AC	723	30	21,690	09/06/2024	83
4073	001	BARCELONA WAY	CENTERED ON WEATHERLY	CUL-DE-SAC	2	R	AC/AC	661	30	19,830	09/16/2024	83
OAKSTR	015	OAK STREET	HIGH STREET	DOUGLAS ROAD	2	R	AC	990	28	27,720	09/05/2024	83
1013	001	WESTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC/AC	353	32	11,296	09/18/2024	82
1014	001	MARQUETTE COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	2	R	AC	420	32	13,440	09/18/2024	82
1021	001	ALEF COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	200	30	6,000	09/17/2024	82
4021	001	MT. TAMALPAIS COURT	MT. TAMALPAIS DRIVE	CUL-DE-SAC	2	R	AC/AC	371	34	12,614	09/06/2024	82
4022	001	MT. TAMALPAIS DRIVE	MOUNTAIRE CIRCLE	SOUTH CITY LIMITS	2	R	AC/AC	622	34	21,148	09/06/2024	82
4051	001	MT. SEQUOIA COURT	MT. DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	740	30	22,200	09/06/2024	82
4072	001	LONDON COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	485	30	14,550	09/19/2024	82
BRANDY	010	BRANDYWINE PLACE	Peacock Creek Drive	Cul de sac	2	R	AC	635	37	23,495	09/16/2024	82

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Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
KELLER	020B	KELLER RIDGE DRIVE	Kelok Way	Elk Drive	2	C	AC	572	37	21,164	09/18/2024	82
2002	001	LASSEN COURT	EL CAMINO	CUL-DE-SAC	2	R	AC	153	30	4,590	09/05/2024	81
2009	001	CAROLINA DRIVE	CITY LIMITS	EL CAMINO DRIVE	2	R	AC	107	28	2,996	09/05/2024	81
2017	001	VERNA WAY EAST	NOTTINGHAM CIRCLE	MITCHELL CANYON ROAD	2	R	AC/AC	420	28	11,760	09/05/2024	81
3003	001	PANADERO COURT	PANADERO WAY	CUL-DE-SAC	2	R	AC/AC	266	28	7,448	09/18/2024	81
3005	001	GOETHAL COURT	RHINE COURT	CUL-DE-SAC	2	R	AC/AC	130	30	3,900	09/18/2024	81
4012	003	MT. VERNON DRIVE	491 N/O MOUNTAIRE CIRCLE	MOUNTAIRE CIRCLE	2	R	AC/AC	491	32	15,712	09/06/2024	81
4013	001	MT. ETNA DRIVE	MT.VERNON DRIVE	MT. WASHINGTON WAY	2	R	AC/AC	1,297	32	41,504	09/06/2024	81
4016	001	MT. SCOTT COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	125	30	3,750	09/06/2024	81
4067	001	MT. TRINITY COURT	MOUNTAIRE PARKWAY	CUL-DE-SAC	2	R	AC/AC	415	30	12,450	09/06/2024	81
CARDIN	010	CARDINET DRIVE	North Mitchell Canyon Road	Wallace Drive	2	R	AC	1,400	34	47,600	09/17/2024	81
ELPORP	001	EL PORTAL PLACE	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	1,241	30	37,230	09/16/2024	81
INDHEW	010	INDIAN HEAD WAY	Oakhurst Drive	Indian Head Circle	2	R	AC/AC	1,092	22	24,024	09/19/2024	81
KELLER	020A2	KELLER RIDGE DRIVE	Golden Eagle Way	Kelok Way	2	C	AC	994	37	36,778	09/18/2024	81
OAKCT	005	OAK COURT	OAK ST	ROUNDHILL PL	2	R	AC	348	29	10,092	09/19/2024	81
2003	001	SHASTA COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	154	30	4,620	09/05/2024	80
2011	001	VERNA WAY	YOSOMITE CIRCLE	ATCHINSON STAGE ROAD	2	R	AC	1,015	28	28,420	09/05/2024	80
8001	002a	MARSH CREEK ROAD	EL MOLINO DRIVE	CLAYTON ROAD E	2	A	AC/AC	2,000	38	76,000	09/17/2024	80
KELOKW	010	KELOK WAY	Keller Ridge Drive	Cul de sac	2	R	AC	1,892	33	62,436	09/19/2024	80
MIWOKW	010	MIWOK WAY	Eagle Peak Avenue	Blue Oak Lane	2	R	AC	1,509	37	55,833	09/18/2024	80
1011	001	SOUTHBROOK DRIVE	250' W/MARQUETTE COURT	100' E/EASTWOOD COURT	2	R	AC/AC	1,556	34	52,904	09/18/2024	79
3006	001	MITCHELL CANYON COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC/AC	533	29	15,457	09/18/2024	79
3013	001	NEWMAN COURT	KENSTON DRIVE	CUL-DE-SAC	2	R	AC	102	30	3,060	09/18/2024	79
4018	001	MT. MC KINLEY COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	772	30	23,160	09/06/2024	79
4020	001	MT. TETON PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	215	30	6,450	09/06/2024	79
4061	001	MT. SEQUOIA PLACE	MT. DUNCAN ROAD	CUL-DE-SAC	2	R	AC/AC	610	30	18,300	09/06/2024	79
4076	005A	REGENCY DRIVE	MARSH CREEK ROAD	WEATHERLY DR	2	C	AC	679	38	25,802	10/15/2024	79
4089	001	WRIGHT COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	320	30	9,600	09/16/2024	79
BLUEOA	010	BLUE OAK LANE	Wawona Lane	Cul de sac	2	R	AC/AC	1,706	37	63,122	09/18/2024	79
GOLDEP	010	GOLDEN EAGLE PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	386	37	14,282	09/19/2024	79
HIGHST	010	HIGH STREET	Marsh Creek Road	End	2	R	AC	336	37	12,432	09/17/2024	79
4028	001	MT. EMORY COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	305	32	9,760	09/06/2024	78
4087	001	MT. EVEREST COURT	MOUNTAIRE PARKWAY	CUL-DE-SAC	2	R	AC	627	30	18,810	09/06/2024	78
ELKDRI	010	ELK DRIVE	Keller Ridge Drive	Cul de sac	2	R	AC	502	37	18,574	09/19/2024	78
LONEPN	010	LONE PINE COURT	Peacock Creek Drive	Cul de sac	2	R	AC	202	37	7,474	09/16/2024	78
4002	003	CENTER STREET	164 EO MARSH CREEK ROAD	CLAYTON ROAD	2	C	AC	1,141	46	52,486	09/19/2024	77
4003	001	MORRIS STREET	MAIN STREET	CENTER STREET	2	R	AC	215	36	7,740	09/05/2024	77
4049	001a	MT. WILSON WAY	MARSH CREEK ROAD	CLARK CREEK CIRCLE	2	R	AC/AC	1,928	34	65,552	09/06/2024	77
4064	001	MT. OLIVET PLACE	DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	590	30	17,700	09/06/2024	77
4076	010	REGENCY DRIVE	EL MOLINO DRIVE	MOUNTAIRE PARKWAY	2	R	AC	2,344	38	89,072	09/16/2024	77
4097	001	SYLVANDER COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC/AC	526	32	16,832	09/17/2024	77
1007	001	OHARA COURT	HAVILAND PLACE	CUL-DE-SAC	2	R	AC	712	22	15,664	09/18/2024	76

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1015	001	XAVIER PLACE	MARQUETTE COURT	CUL-DE-SAC	2	R	AC	128	32	4,096	09/18/2024	76
1017	001	HURD PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC	310	30	9,300	09/17/2024	76
2006	001	REDONDO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	113	30	3,390	09/05/2024	76
2007	001	MICHIGAN BLVD	CITY LIMITS	EL CAMINO DRIVE	2	R	AC/AC	204	32	6,528	09/05/2024	76
3018	002	FOUR OAKS LANE	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC/AC	300	25	7,500	09/05/2024	76
4002	001	CENTER STREET	MARSH CREEK ROAD	OAK STREET	2	C	AC	880	22	19,360	09/05/2024	76
4025	001	MOUNTAIRE COURT	MOUNTAIRE PLACE	CUL-DE-SAC	2	R	AC/AC	255	32	8,160	09/06/2024	76
4026	001	MOUNTAIRE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC	375	32	12,000	09/06/2024	76
4035	001	SEMILLON CIRCLE	GAMAY DR. N	GAMAY DR. S	2	R	AC	1,334	34	45,356	09/17/2024	76
4057	001	MT. EDEN COURT	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC/AC	190	30	5,700	09/06/2024	76
4063	001	MT. OLIVET COURT	MT. DUNCAN DRIVE	CUL-DE-SAC	2	R	AC/AC	691	30	20,730	09/06/2024	76
4069	001	EL MOLINO DRIVE	MARSH CREEK ROAD	REGENCY DRIVE	2	C	AC	5,012	38	190,456	09/16/2024	76
4070	001	WEATHERLY	REGENCY DRIVE	CUL-DE-SAC	2	R	AC	1,394	38	52,972	09/16/2024	76
4082	001	E. MYRICK	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	346	30	10,380	09/16/2024	76
6001	002	CLAYTON ROAD	CITY LIMITS @ YGNACIO VLY RD.	N. EL CAMINO	4	A	AC/AC	2,200	80	176,000	09/19/2024	76
PEACOC	010	PEACOCK CREEK ROAD	Clayton Road	Torrey Pines Place	2	C	AC	4,471	37	165,427	09/16/2024	76
TUYUSH	010	TUYUSHTAK COURT	Obsidian Way	Cul de sac	2	R	AC/AC	250	37	9,250	09/18/2024	76
WILDCA	010	WILD CAT WAY	Blue Oak Lane	Obsidian Way	2	R	AC	369	38	14,022	09/18/2024	76
1002	001	FRANK PLACE	YOLANDA CIRCLE	CUL-DE-SAC	2	R	AC/AC	310	34	10,540	09/19/2024	75
1010	002	N. EL CAMINO DRIVE	CLAYTON BLVD	SOUTHBROOK DR	2	R	AC	642	38	24,396	09/18/2024	75
1019	001	ALEXANDER PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	330	30	9,900	09/17/2024	75
1030	001	BLACKPOINT COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC	190	30	5,700	09/17/2024	75
2019	001	NOTTINGHAM WAY	ATCHINSON STAGE ROAD	NOTTINGHAM PLACE	2	R	AC	205	28	5,740	09/05/2024	75
4009	001	ROUNHILL COURT	ROUNHILL PLACE	CUL-DE-SAC	2	R	AC/AC	250	32	8,000	09/06/2024	75
4029	001	MT. WASHINGTON WAY	MT. ETNA DRIVE	MOUNTAIRE CIRCLE	2	R	AC	2,023	34	68,782	09/06/2024	75
4036	001	GAMAY DRIVE	100' N/SEMILLON CIRCLE	100' S/ ZINFANDEL CIRCLE	2	R	AC	1,244	34	42,296	09/17/2024	75
4056	001	MT. WHITNEY COURT	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC	185	30	5,550	09/06/2024	75
4088	001	SALAZAR COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	266	30	7,980	09/16/2024	75
6001	004	CLAYTON ROAD	Main Street	Marsh Creek Road	4	A	AC/AC	6,613	56	370,328	09/19/2024	75
CLAYMA	010	CLAYTON TO MAIN RAMP	Clayton Road	Main Street	2	R	AC	315	26	8,190	09/19/2024	75
DEERPL	010	DEER PLACE	Acorn Drive	Cul de sac	2	R	AC	314	38	11,932	09/19/2024	75
HUMMIP	010	HUMMINGBIRD PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	530	37	19,610	09/19/2024	75
KELLER	010B	KELLER RIDGE DRIVE	Pvmt. Change @ Golf Cart Crossing	Falcon Place	2	C	AC	1,420	40	56,800	09/18/2024	75
WINDMD	010	WINDMILL CANYON DRIVE	Keller Ridge Drive	Cul de sac	2	R	AC	3,032	37	112,184	09/19/2024	75
2004	001	CALISTOGA WAY	EL CAMINO DRIVE	YOSIMITE CIRCLE	2	R	AC	395	30	11,850	09/05/2024	74
2008	001	YOSEMITE COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	212	28	5,936	09/05/2024	74
3002	001	RHINE COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	629	30	18,870	09/18/2024	74
3016	001	TIFFIN COURT	TIFFIN DRIVE	CUL-DE-SAC	2	R	AC	325	30	9,750	09/18/2024	74
4004	001	DIABLO STREET	MAIN STREET	HIGH STREET	2	R	AC	155	37	5,735	09/05/2024	74
4007	001	DOUGLAS COURT	OAK STREET	CUL-DE-SAC	2	R	AC	1,194	24	28,656	09/19/2024	74
4055	001	MT. PALOMAR	MONTAIRE PARKWAY	CUL-DE-SAC	2	R	AC/AC	702	30	21,060	09/06/2024	74
4062	001	MT. DUNCAN DRIVE	MOUNTAIRE PARKWAY	MT. OLIVET COURT	2	R	AC	1,121	34	38,114	09/06/2024	74

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4084	001	EBERHARDT COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	327	30	9,810	09/16/2024	74
GOLDEW	010	GOLDEN EAGLE WAY	Keller Ridge Drive	Windmill Canyon	2	R	AC/AC	1,170	37	43,290	09/19/2024	74
LAENCI	010	LA ENCINAL COURT	El Pueblo Place	Cul de sac	2	R	AC	733	29	21,257	09/16/2024	74
OBSIDW	010	OBSIDIAN WAY	Wawona	Obsidian Court	2	R	AC/AC	1,056	37	39,072	09/18/2024	74
TORREY	010	TORREY PINES PLACE	Peacock Creek Drive	Cul de sac	2	R	AC	141	37	5,217	09/16/2024	74
1005	001	TARA COURT	NORTH END CUL-DE-SAC	SOUTH END CUL-DE-SAC	2	R	AC	282	22	6,204	09/18/2024	73
1031	001	WALLACE DRIVE	N. MITCHELL CANYON ROAD	CARDINET DRIVE	2	R	AC	1,200	30	36,000	09/17/2024	73
3009	001	WIDMAR COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	304	29	8,816	09/18/2024	73
4034	001	ZINFANDEL CIRCLE	GAMAY DR. N.	GAMAY DR. S.	2	R	AC/AC	1,402	34	47,668	09/17/2024	73
4037	001	EASLEY DRIVE	MARSH CREEK ROAD	CENTER STREET	2	C	AC	3,598	34	122,332	09/17/2024	73
4058	001	MT. LEE PLACE	MT. WHITNEY WAY	CUL-DE-SAC	2	R	AC	82	30	2,460	09/06/2024	73
4065	001	MT. DAVIDSON COURT	MT. DUNCAN	CUL-DE-SAC	2	R	AC	590	30	17,700	09/06/2024	73
4071	001	CASA VERDE PLACE	WEATHERLY DRIVE	CUL-DE-SAC	2	R	AC	103	26	2,678	09/16/2024	73
4095	001	DIABLO PARKWAY	EL PORTAL DRIVE	MARSH CREEK ROAD	2	R	AC	823	30	24,690	09/16/2024	73
EAGPKA	020	EAGLE PEAK AVENUE	Keller Ridge Drive	Golf Cart Crossing	2	R	AC	2,000	29	58,000	09/18/2024	73
GOLDRU	010	GOLD RUSH COURT	Center Street	Cul de sac	2	R	AC	719	29	20,851	09/19/2024	73
HIGHST	020	HIGH STREET	Diablo Street	Oak Street	2	R	AC	200	37	7,400	09/05/2024	73
OAKHUR	010	OAKHURST DRIVE	INDIAN WELLS WAY	CLAYTON ROAD	4	A	AC/AC	4,378	54	236,412	09/18/2024	73
OAKSTR	005	OAK STREET	MAIN STREET	HIGH STREET	2	R	AC	480	28	13,440	09/05/2024	73
OHLONE	010	OHLONE HEIGHTS	Eagle Peak Avenue	Cul de sac	2	R	AC	1,347	30	40,410	09/19/2024	73
PEBBCH	010	PEBBLE BEACH DRIVE	Peacock Creek Drive	Cul de sac	2	R	AC	2,594	37	95,978	09/16/2024	73
PINELN	010	PINE LANE	Marsh Creek Road	Oakwood Circle	2	R	AC	540	23	12,420	09/16/2024	73
1008	001	HAVILAND PLACE	TARA DRIVE	CUL-DE-SAC	2	R	AC	692	22	15,224	09/18/2024	72
1023	001	CAULFIELD DRIVE	SOUTHBROOK DR.	N. MITCHELL CANYON RD.	2	R	AC	831	32	26,592	09/17/2024	72
1024	001	DIABLO CREEK PLACE	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	285	30	8,550	09/17/2024	72
2005	001	CORONADO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2	R	AC	157	30	4,710	09/05/2024	72
2013	001	NOTTINGHAM PLACE	CENTRD ON NOTTINGHAM WAY	CUL-DE-SAC TO CUL-DE-SAC	2	R	AC	580	30	17,400	09/05/2024	72
2015	001	ATCHINSON STAGE PLACE	ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	235	28	6,580	09/05/2024	72
2018	001	ATCHINSON STAGE COURT	ATCHINSON STAGE DRIVE	CUL-DE-SAC	2	R	AC	210	28	5,880	09/05/2024	72
4078	001	MIRANGO COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC/AC	302	30	9,060	09/16/2024	72
4085	001	MT. WILSON PLACE	MT. WILSON WAY	CUL-DE-SAC	2	R	AC/AC	315	30	9,450	09/06/2024	72
4086	001	MEREDITH COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	192	30	5,760	09/16/2024	72
7001	001	MITCHELL CANYON ROAD	CLAYTON ROAD	SOUTH CITY LIMITS	2	A	AC/AC	4,170	24	100,080	10/15/2024	72
ANTELO	010	ANTELOPE COURT	Obsidian Way	Cul de sac	2	R	AC	326	36	11,736	09/18/2024	72
BRIDL	001	BRIDLEWOOD COURT	EASLEY DRIVE	CUL DE SAC	2	R	AC	961	32	30,752	09/17/2024	72
FALCON	010	FALCON PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	531	37	19,647	09/19/2024	72
KELLER	010A	KELLER RIDGE DRIVE	Eagle Peak Avenue	Pvmt. Change @ Golf Cart Crossing	2	C	AC	1,558	40	62,320	09/18/2024	72
OBSIDC	010	OBSIDIAN COURT	Obsidian Way	Cul de sac	2	R	AC	138	36	4,968	09/18/2024	72
SILVER	010	SILVERADO COURT	Peacock Creek Drive	Cul de sac	2	R	AC	203	37	7,511	09/16/2024	72
1003	001	OHMAN PLACE	YOLANDA CIRCLE	CUL-DE-SAC	2	R	AC/AC	482	34	16,388	09/19/2024	71
4030	001	MT. OLYMPUS PLACE	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC	270	30	8,100	09/06/2024	71
4033	001	MT. SHASTA PLACE	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	220	30	6,600	09/06/2024	71

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4041	001	CLIFFORD COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC/AC	171	30	5,130	09/16/2024	71
4047	001	W. MYRICK COURT	EL MOLINO DRIVE	CUL-DE-SAC	2	R	AC	277	30	8,310	09/16/2024	71
4077	001	MALIBU COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC	278	30	8,340	09/16/2024	71
ACORND	010	ACORN DRIVE	Elk Drive	Cul de sac	2	R	AC	1,039	37	38,443	09/19/2024	71
MARCRC	010	MARSH CREEK CIRCLE	BIGELOW STREET	CUL-DE-SAC	2	R	AC	775	29	22,475	09/16/2024	71
RAVENP	010	RAVEN PLACE	Keller Ridge Drive	Cul de sac	2	R	AC	461	37	17,057	09/19/2024	71
1001	001	YOLANDA CIRCLE	CONCORD BLVD @ CTY LIMIT	CONCORD BLVD 1200' N CTY LMT	2	R	AC	2,500	34	85,000	09/19/2024	70
1020	001	N. LYDIA LANE	CLAYTON ROAD	CUL-DE-SAC	2	R	AC/AC	1,036	36	37,296	09/17/2024	70
3011	001	KENSTON DRIVE	TIFFIN DRIVE	CUL-DE-SAC	2	R	AC	2,032	30	60,960	09/18/2024	70
3012	001	KENSTON COURT	KENSTON DRIVE	CUL-DE-SAC	2	R	AC	118	30	3,540	09/18/2024	70
4008	001	ROUNDHILL PLACE	OAK COURT	ROUNDHILL COURT	2	R	AC/AC	1,465	30	43,950	09/06/2024	70
4027	001	MT. ALPINE PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	2	R	AC/AC	284	32	9,088	09/06/2024	70
4046	001	BERENDSEN COURT	EL MOLINO DR.	CUL-DE-SAC	2	R	AC	233	30	6,990	09/16/2024	70
4048	001	BLOCHING CIRCLE	EL MOLINO S.	EL MOLINO N.	2	R	AC/AC	1,781	30	53,430	09/16/2024	70
4080	001	EL PORTAL COURT	EL PORTAL DRIVE	CUL-DE-SAC	2	R	AC/AC	152	30	4,560	09/16/2024	70
4090	001	SAMUEL COURT	MARSH CREEK ROAD	CUL-DE-SAC	2	R	AC	320	30	9,600	09/16/2024	70
8001	001	MARSH CREEK ROAD	MAIN STREET	EL MOLINO DRIVE	2	R	AC/AC	3,470	44	152,680	09/17/2024	70
CROWPL	010	CROW PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	570	27	15,390	09/19/2024	70
JOSCOL	010	JOSCOLO VIEW	N. Ohlone Heights	S. Ohlone Heights	2	R	AC	942	36	33,912	09/19/2024	70
WAWONA	10	WAWONA LANE	Ahawnee	Cul-de-sac	2	R	AC	1,040	37	38,480	09/18/2024	70
WINDMP	010	WINDMILL CANYON PLACE	Keller Ridge Drive	Cul de sac	2	R	AC/AC	706	36	25,416	09/19/2024	70
1018	001	SOUTHBROOK PLACE	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	300	30	9,000	09/17/2024	69
4044	001	CHARDONNAY CIRCLE	EASLEY DRIVE N	EASLEY DRIVE S	2	R	AC/AC	1,572	30	47,160	09/17/2024	69
4075	001	PETAR COURT	REGENCY DRIVE	CUL DE SAC	2	R	AC/AC	672	30	20,160	09/16/2024	69
FORHIL	010	FOREST HILL DRIVE	Pebble Beach Drive	Inverness Way	2	R	AC	1,127	37	41,699	09/16/2024	69
STRANA	010	STRANAHAN CIRCLE	Marsh Creek Road	Stranahan Circle	2	R	AC	1,579	34	53,686	09/17/2024	69
3004	001	DEL TRIGO LANE	MITCHELL CANYON ROAD	CITY LIMITS	2	R	AC	630	30	18,900	09/18/2024	68
4031	001	MT. RAINIER COURT	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	328	30	9,840	09/06/2024	68
4045	001	COLOBARD COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	140	30	4,200	09/17/2024	68
4060	001	MOUNTAIRE PARKWAY	S. MOUNTAIRE CIRCLE	END	2	C	AC/AC	3,561	38	135,318	09/06/2024	68
6001	003	CLAYTON ROAD	N. MITCHELL CANYON ROAD	MAIN STREET	4	A	AC/AC	1,800	44	79,200	09/19/2024	68
AHWANE	010	AHWANEE LANE	Miwok Way	Cul de sac	2	R	AC	840	37	31,080	09/18/2024	68
INVERN	010	INVERNESS WAY	Peacock Creek Drive	Pebble Beach Drive	2	R	AC	630	37	23,310	09/16/2024	68
OAKHUR	005	OAKHURST DRIVE	NW CITY LIMITS	INDIAN WELLS WAY	4	A	AC/AC	1,848	54	99,792	09/18/2024	68
1027	001	JEFFRY RANCH COURT	N. ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	510	30	15,300	09/17/2024	67
1028	001	JEFFRY RANCH PLACE	N. ATCHINSON STAGE ROAD	CUL-DE-SAC	2	R	AC	666	30	19,980	09/17/2024	67
1029	001	BLACK POINT PLACE	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC	563	30	16,890	09/17/2024	67
2014	001	ATCHINSON STAGE ROAD	CITY LIMITS SOUTH	CLAYTON ROAD	2	R	AC	2,014	30	60,420	09/05/2024	67
3001	001	PANADERO WAY	DEL TRIGO LANE	PINE HOLLOW ROAD	2	R	AC/AC	854	30	25,620	09/18/2024	67
3010	001	HERRIMAN DRIVE	MITCHELL CANYON ROAD	TIFFIN DRIVE	2	C	AC	1,110	29	32,190	09/18/2024	67
4040	001	REISLING COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	166	30	4,980	09/17/2024	67
4049	001b	MT. WILSON WAY	CLARK CREEK CIRCLE	MOUNTAIRE	2	R	AC/AC	614	34	20,876	09/06/2024	67

City of Clayton - PTAP 25
PCI Listing Report
Sorted by PCI



Street ID	Section ID	Street Name	Beg Location	End Location	# of Lanes	FC	ST	Length (ft)	Width (ft)	Area (sf)	PCI Date	PCI
6001	001	CLAYTON ROAD	N. EL CAMINO ROAD	N. MITCHELL CANYON ROAD	4	A	AC/AC	2,700	80	216,000	09/19/2024	67
8001	002b	MARSH CREEK ROAD	CLAYTON ROAD E	S.E. CITY LIMITS	4	A	AC/AC	3,485	56	195,160	09/16/2024	67
PROSPE	010	PROSPECTOR COURT	Gold Rush Court	Cul de sac	2	R	AC	165	29	4,785	09/19/2024	67
3015	001	ROLEN COURT	TIFFIN COURT	CUL-DE-SAC	2	R	AC	125	30	3,750	09/18/2024	66
4038	001	SAVIGNON COURT	EASLEY DRIVE	CUL-DE-SAC	2	R	AC	444	30	13,320	09/17/2024	65
COALMI	010	COAL MINE COURT	Gold Rush Court	Cul de sac	2	R	AC	224	29	6,496	09/19/2024	65
ELPORD	020	EL PORTAL DRIVE	EL PUEBLO PL	EL PORTAL PL	2	R	AC	700	26	18,200	09/16/2024	65
HUMMIW	010	HUMMINGBIRD WAY	Keller Ridge Drive	Raven Way	2	R	AC/AC	717	37	26,529	09/19/2024	65
RIALTO	010	RIALTO DRIVE	Regency Drive	End of Street	2	R	AC/AC	838	32	26,816	09/16/2024	65
3017	001	PINE HOLLOW COURT	PINE HOLLOW ROAD	CUL-DE-SAC	2	R	AC	460	17	7,820	09/05/2024	64
7001	002	NORTH MITCHELL CANYON	CLAYTON ROAD	CUL-DE-SAC	2	C	AC	1,800	36	64,800	09/17/2024	64
GRAYFO	010	GRAY FOX PLACE	Acorn Drive	Cul de sac	2	R	AC	374	37	13,838	09/19/2024	64
RAVENW	010	RAVEN WAY	Keller Ridge Drive	Windmill Canyon Drive	2	R	AC/AC	780	37	28,860	09/19/2024	64
2012	001	LYDIA LANE	CLAYTON ROAD	VERNA	2	R	AC	1,342	23	30,866	09/05/2024	63
1022	001	WHITT COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	330	30	9,900	09/17/2024	62
3014	001	TIFFIN DRIVE	MITCHELL CANYON ROAD	PINE HOLLOW ROAD	2	C	AC	2,357	30	70,710	09/18/2024	62
4081	001	CABERNET COURT	EASLEY COURT	CUL-DE-SAC	2	R	AC	315	30	9,450	09/17/2024	62
4092	001	LA CANADA COURT	PORTAL PLACE	CUL-DE-SAC	2	R	AC	248	30	7,440	09/19/2024	62
3008	001	WIDMAR PLACE	WIDMAR COURT	CUL-DE-SAC	2	R	AC	444	29	12,876	09/18/2024	61
4032	001	MT. SHASTA COURT	MT. WASHINGTON WAY	CUL-DE-SAC	2	R	AC/AC	418	30	12,540	09/06/2024	61
RACHEL	001	RACHEL RANCH CT	N. LYDIA	END	2	R	AC	320	20	6,400	09/17/2024	61
1026	001	N. ATCHINSON STAGE ROAD	CLAYTON ROAD	CAULFIELD DRIVE	2	R	AC	715	36	25,740	09/18/2024	60
4094	001	LA HONDA COURT	EL PUEBLO PLACE	CUL-DE-SAC	2	R	AC	220	30	6,600	09/16/2024	60
1033	001	CASEY GLEN COURT	N. LYDIA LANE	CUL-DE-SAC	2	R	AC/AC	220	30	6,600	09/17/2024	59
MULLUK	010	MULLUK WAY	Golden Eagle Way	Windmill Canyon Drive	2	R	AC	942	37	34,854	09/19/2024	59
EAGPKA	030	EAGLE PEAK AVENUE	Golf Cart Crossing	N. Oakhurst Drive	2	R	AC	1,894	36	68,184	09/18/2024	58
1011	002	SOUTHBROOK DRIVE	N. LYDIA LN	DIABLO CREEK CT/CAULFIELD DR	2	R	AC/AC	829	37	30,673	09/17/2024	56
4042	001	HAMBURG CIRCLE	EASLEY DRIVE N.	EASLEY DRIVE S.	2	R	AC	1,412	30	42,360	09/17/2024	56
4093	001	EL TORO COURT	EL PUEBLO PLACE	CUL-DE-SAC	2	R	AC/AC	75	30	2,250	09/16/2024	56
EAGPKP	010	EAGLE PEAK PLACE	Eagle Peak Avenue	Cul de sac	2	R	AC	155	36	5,580	09/18/2024	56
3007	001	HERRIMAN COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	2	R	AC	420	29	12,180	09/18/2024	55
EAGPKA	010	EAGLE PEAK AVENUE	S. Oakhurst Drive	Keller Ridge Drive	2	C	AC	1,906	57	108,642	09/18/2024	53
1025	001	DIABLO CREEK COURT	CAULFIELD DRIVE	CUL-DE-SAC	2	R	AC/AC	186	30	5,580	09/17/2024	52
INDWEL	010	INDIAN WELLS WAY	N. Oakhurst Drive	S. Oakhurst Drive	2	C	AC	2,833	33	93,489	09/18/2024	52
PINEHO	010	PINE HOLLOW ROAD	West City Limit	Pine Hollow Court	2	A	AC	1,558	30	46,740	09/05/2024	52
4043	001	GRENACHE CIRCLE	EASLEY DRIVE N.	EASLEY DRIVE S.	2	R	AC	1,352	30	40,560	09/17/2024	49
4039	001	BIGELOW STREET	MARSH CREEK RD N.	MARSH CREEK RD. S.	2	R	AC	1,550	30	46,500	09/16/2024	48
4066	001	MAIN STREET	OAK STREET	MARSH CREEK ROAD	2	C	AC	840	44	36,960	09/05/2024	40
ELPORD	010	EL PORTAL DRIVE	REGENCY DR	EL PUEBLO PL	2	R	AC	1,310	26	34,060	11/05/2024	36

Appendix B

Maintenance and Rehabilitation Decision Tree

Maintenance and Rehabilitation (M&R) Decision Tree

This report presents the current maintenance and rehabilitation decision tree that exists in the database. The decision tree forms the basis for all of the budgetary computations included in this report. ***Changes to the decision tree will make the results in the budget reports invalid.*** All pavement treatment unit costs relevant to the road types in the database were updated.

The decision tree lists the treatments and costs selected for preventive maintenance and rehabilitation activities. Each line represents a specific combination of functional classification and surface type.

The preventive maintenance portion of the report is identified as Condition Category I – Very Good. All preventive maintenance treatment listings are assigned only to sections in Condition Category I where the $PCI \geq 70$. Sections with PCI values less than 70 are assigned to treatments listed in Categories II through V.

In the preventive maintenance category ($PCI \geq 70$), a time sequence is used to identify the appropriate treatment and cost. Each preventive maintenance treatment description consists of three parts: 1) a CRACK treatment, 2) a SURFACE treatment, and 3) a RESTORATION treatment. These three parts allow the user to specify one of three different preventive maintenance treatments depending on the prior maintenance history of the section.

1. The CRACK treatment part can be used to specify the most frequent type of preventive maintenance activity planned (typically crack seals).
2. The SURFACE treatment part can be used to specify more extensive and less frequent preventive maintenance activities, such as chip seals or slurry seals. For example, a crack seal can be specified on a 3-year cycle with a slurry seal specified after 5 years.
3. The RESTORATION part can be used to specify a surface restoration treatment (such as an overlay) to be performed after a specified number of surface treatments. For example, after a certain number of successive slurry seals, an overlay can be specified instead of another slurry seal.

Rehabilitation treatments are assigned to sections in Condition Categories II through V (PCI less than 70). Each line is defined by a specific combination of functional classification, surface type, and condition category.

COLUMN	DESCRIPTION
Functional Class	Functional Classification identifying the branch
Surface	Surface Type identifying the branch number.
Condition Category	Condition Category (I through V).
Treatment Type	First Row (Crack Treatment) indicates localized treatment (e.g., crack sealing). Second Row (Surface Treatment) indicates surface treatment (e.g., slurry sealing). Third Row (Restoration Treatment) indicates surface restoration (e.g., overlay).
Treatment	Name of treatments from the "Treatment Descriptions" report.
Yrs. Between Crack Seals	First Row - number of years between successive treatment applications specified in the first row (i.e., CRACK treatment).
Yrs. Between Surface Seals	Second Row - number of years between successive treatment applications specified in the second row (i.e., SURFACE treatment).
Number of Sequential Seals	Number of times that the treatment application in the second row (i.e., SURFACE treatment) will be performed prior to performing the treatment application in the third row.

Note that the treatments assigned to each section should not be blindly followed in preparing a road maintenance program. Engineering judgment and project level analysis should be applied to ensure that the treatment is appropriate and cost effective for the section.

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree: Default								
Arterial	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CAPE SEAL OR MICROSURFACING	\$25.00		6	
		III - Good, Load Related		3" AC MILL AND OVERLAY	\$60.25			
		IV - Poor		CIR W/ 3" AC OVERLAY	\$85.00			
		V - Very Poor		12" FDR-C W/ 4" AC OVERLAY	\$110.00			
		AC/AC	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
				CAPE SEAL OR MICROSURFACING	\$25.00		6	
				3" AC MILL AND OVERLAY	\$60.25			
				CIR W/ 3" AC OVERLAY	\$85.00			
				12" FDR-C W/ 4" AC OVERLAY	\$110.00			
	AC/PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	3		
			Surface Treatment	LIGHT MAINTENANCE	\$5.82		6	
			Restoration Treatment	LIGHT REHAB	\$56.70			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$26.64			
		III - Good, Load Related		LIGHT REHAB	\$56.70			
		IV - Poor		HEAVY REHAB	\$103.69			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$207.39			
		PCC	Crack Treatment	SEAL CRACKS	\$1.50	3		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
				DO NOTHING	\$0.00			
				DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
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Decision Tree: Default

Arterial		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$6.37			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$14.00			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	SLURRY SEAL	\$2.50		7	
			Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	\$14.00			2
		II - Good, Non-Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90			
		III - Good, Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90		15	
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$14.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$60.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree: Default								
Collector	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CAPE SEAL OR MICROSURFACING	\$25.00		6	
		III - Good, Load Related		2" AC MILL AND OVERLAY	\$41.00			
		IV - Poor		CIR W/ 2.5" AC OVERLAY	\$67.00			
		V - Very Poor		12" FDR-C W/ 4" AC OVERLAY	\$105.50			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CAPE SEAL OR MICROSURFACING	\$25.00		6	
		III - Good, Load Related		2" AC MILL AND OVERLAY	\$41.00			
		IV - Poor		CIR W/ 2.5" AC OVERLAY	\$67.00			
		V - Very Poor		12" FDR-C W/ 4" AC OVERLAY	\$105.50			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	LIGHT MAINTENANCE	\$5.82		6	
			Restoration Treatment	LIGHT REHAB	\$54.18			2
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$23.23		6	
		III - Good, Load Related		LIGHT REHAB	\$54.18			
		IV - Poor		HEAVY REHAB	\$93.25			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$187.20			
	PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
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Decision Tree: Default

Collector		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$6.17			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$11.38			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	SLURRY SEAL	\$0.96		7	
			Restoration Treatment	THICK AC OVERLAY(2.5 INCHES)	\$14.00			2
		II - Good, Non-Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90			
		III - Good, Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90		15	
		IV - Poor		THIN OVERLAY w/FABRIC	\$12.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$60.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree:	Default							
Residential/Local	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		MICROSURFACING	\$23.75		6	
		III - Good, Load Related		2" AC MILL AND OVERLAY	\$39.00			
		IV - Poor		CIR W/ 2.5" AC OVERLAY	\$54.00			
		V - Very Poor		10" FDR-C W/ 3" AC OVERLAY	\$82.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	MICROSURFACING	\$23.00		6	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		MICROSURFACING	\$23.75		6	
		III - Good, Load Related		2" AC MILL AND OVERLAY	\$39.00			
		IV - Poor		CIR W/ 2.5" AC OVERLAY	\$54.00			
		V - Very Poor		10" FDR-C W/ 3" AC OVERLAY	\$82.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	3		
			Surface Treatment	LIGHT MAINTENANCE	\$5.69		8	
			Restoration Treatment	LIGHT REHAB	\$52.19			3
		II - Good, Non-Load Related		HEAVY MAINTENANCE	\$20.49		8	
		III - Good, Load Related		LIGHT REHAB	\$52.19			
		IV - Poor		HEAVY REHAB	\$79.63			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$163.94			
	PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.50	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
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Decision Tree: Default

Residential/Local		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$5.97			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			
	ST	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	SLURRY SEAL	\$2.50		8	
			Restoration Treatment	DO NOTHING	\$0.00			3
		II - Good, Non-Load Related		CHIP SEAL AND SLURRY SEAL	\$2.10			
		III - Good, Load Related		CHIP SEAL AND SLURRY SEAL	\$2.10			
		IV - Poor		THIN AC OVERLAY(1.5 INCHES)	\$25.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$65.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Decision Tree

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
Decision Tree: Default								
Other	AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.00	1		
			Surface Treatment	SLURRY SEAL	\$2.50		9	
			Restoration Treatment	AC OVERLAY w/ FABRIC	\$23.00			10
		II - Good, Non-Load Related		CAPE SEAL	\$4.90		9	
		III - Good, Load Related		CAPE SEAL	\$4.90		15	
		IV - Poor		AC OVERLAY w/ FABRIC	\$23.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$95.00			
	AC/AC	I - Very Good	Crack Treatment	DO NOTHING	\$0.35	5		
			Surface Treatment	SLURRY SEAL	\$2.50		9	
			Restoration Treatment	AC OVERLAY w/ FABRIC	\$23.00			10
		II - Good, Non-Load Related		CAPE SEAL	\$4.90		9	
		III - Good, Load Related		CAPE SEAL	\$4.90		15	
		IV - Poor		AC OVERLAY w/ FABRIC	\$23.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$95.00			
	AC/PCC	I - Very Good	Crack Treatment	DO NOTHING	\$0.35	5		
			Surface Treatment	SLURRY SEAL	\$1.70		9	
			Restoration Treatment	AC OVERLAY w/ FABRIC	\$23.00			10
		II - Good, Non-Load Related		CAPE SEAL	\$3.62		9	
		III - Good, Load Related		CAPE SEAL	\$3.62		15	
		IV - Poor		AC OVERLAY w/ FABRIC	\$23.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$95.00			
	PCC	I - Very Good	Crack Treatment	SEAL CRACKS	\$1.60	4		
			Surface Treatment	DO NOTHING	\$0.00		15	
			Restoration Treatment	DO NOTHING	\$0.00			99
		II - Good, Non-Load Related		DO NOTHING	\$0.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Printed: 2/11/2025

Functional Class	Surface	Condition Category	Treatment Type	Treatment	Cost/Sq Yd, except Seal Cracks in LF:	Yrs Between Crack Seals	Yrs Between Surface Seals	# of Surface Seals before Overlay
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Decision Tree: Default

Other		III - Good, Load Related		DO NOTHING	\$0.00			
		IV - Poor		THICK AC OVERLAY(2.5 INCHES)	\$5.97			
		V - Very Poor		RECONSTRUCT SURFACE (AC)	\$8.75			
	ST	I - Very Good	Crack Treatment	SEAL CRACKS	\$0.45	4		
			Surface Treatment	SLURRY SEAL	\$0.85		6	
			Restoration Treatment	DO NOTHING	\$0.00			10
		II - Good, Non-Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90			
		III - Good, Load Related		CHIP SEAL AND SLURRY SEAL	\$1.90		15	
		IV - Poor		THIN AC OVERLAY(1.5 INCHES)	\$10.00			
		V - Very Poor		RECONSTRUCT STRUCTURE (AC)	\$60.00			

Functional Class and Surface combination not used

Selected Treatment is not a Surface Seal

Appendix C

Budget Needs Analysis Results

Budget Needs Reports

The purpose of this section is to answer the question: ***If the City had all the money in the world, what sections should be fixed and how much will it cost?*** Based on the Maintenance & Rehabilitation (M&R) decision tree and the PCIs of the sections, the program will then select a maintenance or rehabilitation action and compute the total costs over a period of five years. The Budget Needs represents the "ideal world" funding levels, while the Budget Scenario reports in the next section represent the most "cost effective" prioritization possible for the actual funding levels.

A budget needs analysis has been performed. The summary results from the analysis are shown below. An interest rate of 3.5% and an inflation factor of 3.5% were used to project the costs for the next five years. This report shows the total five-year budget that would be required to meet the City's standards as exemplified in the M&R decision tree.

Budget Needs reports included in this appendix are listed below:

- Projected PCI/Cost Summary
- Preventive Maintenance Treatment/Cost Summary
- Rehabilitation Treatment/Cost Summary

Needs - Projected PCI/Cost Summary

This report summarizes and projects the network PCI over the five-year analysis period, both with and without treatments applied. It also reports the associated costs, which are based on the treatment unit costs presented in the M&R decision tree.

COLUMN	DESCRIPTION
Year	Year in the analysis period.
PCI Treated	Projected network average PCI with all needed treatments applied.
PCI Untreated	Projected network average PCI without any treatments applied.
PM Cost	Total preventive maintenance treatment cost.
Rehab Cost	Total rehabilitation treatment cost.
Cost	The budget required for each year in the analysis period to meet the City's standard as shown on the M&R decision tree.
Total Cost	Total budget required over a five-year period.

Needs - Projected PCI/Cost Summary

Inflation: 3.50%

Printed: 2/2/2025

Year	PCI Treated	PCI Untreated	PM Cost	Rehab Cost	Cost
2025	81	73	\$8,534,932	\$7,421,850	\$15,956,782
2026	81	71	\$0	\$3,643,900	\$3,643,900
2027	80	69	\$0	\$2,964,580	\$2,964,580
2028	81	67	\$8,670	\$2,990,934	\$2,999,604
2029	79	65	\$69,678	\$825,561	\$895,238
% PM			PM Total Cost	Rehab Total Cost	Total Cost
32.55%			\$8,613,280	\$17,846,825	\$26,460,105

Needs - Preventive Maintenance Treatment/Cost Summary

This report summarizes each preventive maintenance treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next five years.

COLUMN	DESCRIPTION
Treatment	Type of preventive maintenance treatments needed.
Year	Years in the analysis period (i.e., 2025, 2026, 2027, 2028, and 2029).
Area Treated	Quantities in linear feet (Seal Cracks) or square yard (Slurry Seal).
Cost	Maintenance treatment cost.

Needs - Preventive Maintenance
Treatment/Cost Summary

Inflation: 3.50%

Printed:
2/4/2025

Treatment	Year	Area Treated	Cost
MICROSURFACING	2025	371,084 sq. yd.	\$8,534,932
	2028	340 sq. yd.	\$8,670
	2029	2,640 sq. yd.	\$69,678
Total		374,064	\$8,613,280
Total Quantity		374,064	\$8,613,280

Needs - Rehabilitation Treatment/Cost Summary

This report summarizes each rehabilitation treatment type, quantity of pavement affected, and total costs over the analysis period. It also summarizes the total quantities and costs over the next five years.

COLUMN	DESCRIPTION
Treatment	Type of rehabilitation treatments needed.
Year	Year in the analysis period (i.e., 2025, 2026, 2027, 2028, and 2029).
Area Treated	Quantities in square yard.
Cost	Rehabilitation treatment cost.

Needs - Rehabilitation Treatment/Cost Summary

Inflation: 3.50%

Printed: 2/4/2025

Treatment	Year	Area Treated	Cost
10" FDR-C W/ 3" AC OVERLAY	2029	3,784.44 sq.yd.	\$356,104
	Total	3,784.44 sq.yd.	\$356,104
12" FDR-C W/ 4" AC OVERLAY	2028	4,106.67 sq.yd.	\$480,356
	Total	4,106.67 sq.yd.	\$480,356
2" AC MILL AND OVERLAY	2025	40,536.89 sq.yd.	\$1,618,205
	2026	23,607.22 sq.yd.	\$981,042
	2027	16,836.89 sq.yd.	\$716,929
	2028	18,380.78 sq.yd.	\$835,543
	Total	99,361.78 sq.yd.	\$4,151,719
3" AC MILL AND OVERLAY	2025	24,000 sq.yd.	\$1,446,000
	2027	11,120 sq.yd.	\$717,699
	Total	35,120 sq.yd.	\$2,163,699
CAPE SEAL OR MICROSURFACING	2025	56,607.78 sq.yd.	\$1,415,194
	2026	6,924.44 sq.yd.	\$179,170
	2027	26,268 sq.yd.	\$703,473
	2028	21,161.78 sq.yd.	\$586,561
	Total	110,962 sq.yd.	\$2,884,399
CIR W/ 2.5" AC OVERLAY	2025	9,673.33 sq.yd.	\$522,360
	2026	23,079 sq.yd.	\$1,592,071
	2028	10,338.11 sq.yd.	\$618,951
	2029	7,576 sq.yd.	\$469,456
	Total	50,666.44 sq.yd.	\$3,202,838
CIR W/ 3" AC OVERLAY	2026	5,193.33 sq.yd.	\$456,884
	Total	5,193.33 sq.yd.	\$456,884
MICROSURFACING	2025	101,898.56 sq.yd.	\$2,420,091
	2026	17,685.56 sq.yd.	\$434,733
	2027	32,485.33 sq.yd.	\$826,479
	2028	17,830.89 sq.yd.	\$469,524
	Total	169,900.33 sq.yd.	\$4,150,826
Total Cost			\$17,846,825

Appendix D

Budget Scenario Results

Scenario 1A: Existing Budget with no Project Selection

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Inflation: 3.50%

Printed: 2/19/2025

Scenario: PTAP 25- SC1A

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2025	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$18,447,479	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$0						
			Total	\$0	Project	\$0				
			Project	\$0						
2026	51%	\$2,000,000	II	\$18,026	Non-Project	\$1,022,531	\$0	\$19,636,181	Funded	\$0
			III	\$922,985						
			IV	\$34,652						
			V	\$0						
			Total	\$975,663	Project	\$0				
			Project	\$0						
2027	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$23,288,027	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$0						
			Total	\$0	Project	\$0				
			Project	\$0						
2028	51%	\$2,000,000	II	\$0	Non-Project	\$1,022,755	\$0	\$24,606,363	Funded	\$0
			III	\$976,927						
			IV	\$0						
			V	\$0						
			Total	\$976,927	Project	\$0				
			Project	\$0						
2029	50%	\$1,000,000	II	\$0	Non-Project	\$501,641	\$0	\$25,240,336	Funded	\$0
			III	\$442,860						
			IV	\$53,911						
			V	\$0						
			Total	\$496,770	Project	\$0				
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$699,697	\$0	\$0
Collector	\$1,362,073	\$596,335	\$0	\$0
Residential/Local	\$1,087,289	\$1,250,895	\$0	\$0
Grand Total:	\$2,449,362	\$2,546,927	\$0	\$0

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$0	0%	2027	\$0	0%	2029	\$1,000,000	50%
2026	\$2,000,000	51%	2028	\$2,000,000	51%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	73	73	0	0
2026	71	72	3.39	6.79
2027	69	70	0	0
2028	67	69	2.50	5.83
2029	65	68	1.69	3.39

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	3.1%	10.4%	22.7%	0.0%	36.3%
II / III	16.0%	8.0%	31.9%	0.0%	55.9%
IV	0.6%	3.4%	3.0%	0.0%	6.9%
V	0.0%	0.5%	0.4%	0.0%	0.9%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Scenario 1B: Existing Budget with Project Selection

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Inflation: 3.50%

Printed: 2/19/2025

Scenario: PTAP 25- SC1B

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap		
2025	50%	\$0	II	\$0	Non-Project	\$0	\$0	\$17,343,214	Funded	\$0	
			III	\$0					Unmet	\$0	
			IV	\$0							
			V	\$0							
			Total	\$0							
			Project	\$0							
2026	50%	\$1,000,000	II	\$13,069	Non-Project	\$500,148	\$0	\$18,844,455	Funded	\$0	
			III	\$486,442						Unmet	\$0
			IV	\$0							
			V	\$0							
			Total	\$499,511							
			Project	\$1,000,000							
2027	0%	\$0	II	\$0	Non-Project	\$0	\$0	\$22,468,592	Funded	\$0	
			III	\$0						Unmet	\$0
			IV	\$0							
			V	\$0							
			Total	\$0							
			Project	\$0							
2028	50%	\$1,000,000	II	\$0	Non-Project	\$499,668	\$332	\$24,586,127	Funded	\$0	
			III	\$481,870						Unmet	\$0
			IV	\$14,968							
			V	\$0							
			Total	\$496,838							
			Project	\$1,000,000							
2029	50%	\$1,000,000	II	\$8,109	Non-Project	\$503,685	\$0	\$25,934,615	Funded	\$0	
			III	\$485,704						Unmet	\$0
			IV	\$0							
			V	\$0							
			Total	\$493,813							
			Project	\$0							

PLUS \$1,000,000 for
selected projects
TOTAL \$2,000,000

PLUS \$1,000,000 for
selected projects
TOTAL \$2,000,000

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$201,020	\$0	\$0
Collector	\$744,195	\$633,711	\$0	\$0
Residential/Local	\$745,968	\$668,770	\$0	\$0
Grand Total:	\$1,490,163	\$1,503,501	\$0	\$0

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$0	50%	2027	\$0	0%	2029	\$1,000,000	50%
2026	\$2,000,000	50%	2028	\$2,000,000	50%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	73	73	0	0
2026	71	72	2.30	4.60
2027	69	70	0	0
2028	67	70	1.89	3.78
2029	65	68	1.56	3.11

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	1.5%	10.7%	22.2%	0.0%	34.5%
II / III	18.2%	9.6%	32.6%	0.0%	60.4%
IV	0.0%	2.0%	3.1%	0.0%	5.1%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Scenario 2: Maintain PCI at 73

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Inflation: 3.50%

Printed: 2/19/2025

Scenario: PTAP 25- SC2

Year	PM	Budget	Rehabilitation		Preventative Maintenance		Surplus PM	Deferred	Stop Gap	
2025	20%	\$0	II	\$0	Non-Project	\$0	\$0	\$17,343,214	Funded	\$0
			III	\$0						
			IV	\$0						
			V	\$0						
			Total	\$0	Project	\$0		Unmet	\$0	
			Project	\$0						
2026	60%	\$2,000,000	II	\$0	Non-Project	\$1,203,406	\$0	\$17,850,569	Funded	\$0
			III	\$790,140						
			IV	\$0						
			V	\$0						
			Total	\$790,140	Project	\$1,000,000			Unmet	\$0
			Project	\$1,000,000						
2027	58%	\$3,000,000	II	\$0	Non-Project	\$1,726,857	\$0	\$18,444,075	Funded	\$0
			III	\$1,268,987						
			IV	\$0						
			V	\$0						
			Total	\$1,268,987	Project	\$0			Unmet	\$0
			Project	\$0						
2028	61%	\$3,500,000	II	\$0	Non-Project	\$2,137,988	\$0	\$17,828,484	Funded	\$0
			III	\$1,359,545						
			IV	\$0						
			V	\$0						
			Total	\$1,359,545	Project	\$1,000,000			Unmet	\$0
			Project	\$1,000,000						
2029	50%	\$2,500,000	II	\$0	Non-Project	\$1,237,537	\$0	\$16,594,128	Funded	\$0
			III	\$873,601						
			IV	\$387,379						
			V	\$0						
			Total	\$1,260,980	Project	\$0			Unmet	\$0
			Project	\$0						

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$0	\$1,680,341	\$0	\$0
Collector	\$2,167,020	\$1,038,708	\$0	\$0
Residential/Local	\$2,512,633	\$3,586,739	\$0	\$0
Grand Total:	\$4,679,653	\$6,305,788	\$0	\$0

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$0	20%	2027	\$3,000,000	57.5%	2029	\$2,500,000	49.5%
2026	\$3,000,000	60%	2028	\$4,500,000	61%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	73	73	0	0
2026	71	73	3.51	7.85
2027	69	73	4.20	10.91
2028	67	73	6.51	13.01
2029	65	73	3.76	7.52

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	8.3%	14.3%	27.7%	0.0%	50.3%
II / III	11.5%	6.0%	27.8%	0.0%	45.3%
IV	0.0%	2.0%	2.4%	0.0%	4.5%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Scenario 3: Improve Network PCI by 5 Points

Cost Summary Report
Network Condition Summary Report

Scenarios - Cost Summary

Inflation: 3.50%

Printed: 2/19/2025

Scenario: PTAP 25- SC3

Year	PM	Budget	Rehabilitation		Preventative Maintenance	Surplus PM	Deferred	Stop Gap			
2025	20%	\$1,000,000	II	\$0	Non-Project	\$204,904	\$0	\$16,344,836	Funded	\$0	
			III	\$793,473		Project			\$0	Unmet	\$0
			IV	\$0							
			V	\$0							
			Total	\$793,473							
			Project	\$0							
2026	60%	\$4,000,000	II	\$0	Non-Project	\$2,403,310	\$0	\$14,811,466	Funded	\$0	
			III	\$1,307,253		Project			\$1,000,000	Unmet	\$0
			IV	\$288,765							
			V	\$0							
			Total	\$1,596,018							
			Project	\$0							
2027	58%	\$6,000,000	II	\$46,948	Non-Project	\$3,479,370	\$630	\$12,299,354	Funded	\$0	
			III	\$2,432,911		Project			\$0	Unmet	\$0
			IV	\$35,865							
			V	\$0							
			Total	\$2,515,724							
			Project	\$0							
2028	28%	\$4,000,000	II	\$15,033	Non-Project	\$1,119,045	\$955	\$10,944,341	Funded	\$0	
			III	\$1,970,477		Project			\$1,000,000	Unmet	\$0
			IV	\$888,768							
			V	\$0							
			Total	\$2,874,277							
			Project	\$0							
2029	2%	\$6,500,000	II	\$5,550,695	Non-Project	\$116,264	\$0	\$5,154,455	Funded	\$0	
			III	\$360,921		Project			\$0	Unmet	\$0
			IV	\$469,456							
			V	\$0							
			Total	\$6,381,072							
			Project	\$0							

Summary

Functional Class	Rehabilitation	Prev. Maint.	Funded Stop Gap	Unmet Stop Gap
Arterial	\$3,045,388	\$1,639,260	\$0	\$0
Collector	\$3,294,726	\$1,023,588	\$0	\$0
Residential/Local	\$7,820,450	\$4,660,045	\$0	\$0
Grand Total:	\$14,160,564	\$7,322,893	\$0	\$0

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$1,000,000	20%	2027	\$6,000,000	58%	2029	\$6,500,000	1.75%
2026	\$5,000,000	60%	2028	\$5,000,000	28%			

Projected Network Average PCI by Year

Year	Never Treated	With Selected Treatment	Treated Centerline Miles	Treated Lane Miles
2025	73	74	1.43	2.86
2026	71	75	6.30	15.93
2027	69	76	9.14	19.31
2028	67	77	5.68	11.37
2029	65	78	10.65	22.96

Percent Network Area by Functional Class and Condition Category

Condition in base year 2025, prior to applying treatments.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	15.6%	38.1%	0.0%	65.6%
II / III	7.9%	6.2%	18.3%	0.0%	32.4%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2025 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	11.8%	17.3%	38.6%	0.0%	67.8%
II / III	7.9%	4.6%	17.8%	0.0%	30.3%
IV	0.0%	0.5%	1.5%	0.0%	2.0%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Condition in year 2029 after schedulable treatments applied.

Condition	Arterial	Collector	Res/Loc	Other	Total
I	15.1%	18.4%	51.7%	0.0%	85.2%
II / III	4.6%	2.8%	6.3%	0.0%	13.7%
IV	0.0%	1.2%	0.0%	0.0%	1.2%
Total	19.7%	22.3%	58.0%	0.0%	100.0%

Appendix E

Sections Selected For Treatment: Scenario 1A

Scenarios - Sections Selected for Treatment

Inflation: 3.50%
Printed: 2/19/2025
Scenario: PTAP 25- SC1A

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$0	0%	2027	\$0	0%	2029	\$1,000,000	50%
2026	\$2,000,000	51%	2028	\$2,000,000	51%			

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
N. EL CAMINO DRIVE	SOUTHBROOK DR	MORNINGSIDE DR	1010	003	110	38	4,180	R	AC		84	83	90	\$11,056	11,481	MICROSURFACING
EASTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	1012	001	520	32	16,640	R	AC/AC		83	82	89	\$44,013	12,011	MICROSURFACING
XAVIER PLACE	MARQUETTE COURT	CUL-DE-SAC	1015	001	128	32	4,096	R	AC		75	74	83	\$10,834	8,348	MICROSURFACING
GOETHAL COURT	RHINE COURT	CUL-DE-SAC	3005	001	130	30	3,900	R	AC/AC		81	80	87	\$10,316	11,105	MICROSURFACING
FLEMING COURT	FLEMING DRIVE	CUL-DE-SAC	4011	001	325	32	10,400	R	AC/AC		83	82	89	\$27,508	11,078	MICROSURFACING
MOUNTAIRE CIRCLE	MOUNTAIRE PARKWAY	MOUNTAIRE PARKWAY	4015	001	4,533	38	172,254	C	AC/AC		85	84	91	\$455,612	13,526	MICROSURFACING
MT. TETON COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	4019	001	392	30	11,760	R	AC		86	85	92	\$31,105	11,159	MICROSURFACING
MT. TAMALPAIS DRIVE	MOUNTAIRE CIRCLE	SOUTH CITY LIMITS	4022	001	622	34	21,148	R	AC/AC		82	81	88	\$55,936	10,828	MICROSURFACING
MT. TAMAPLAIS PLACE	MT. TAMALPAIS DRIVE	CUL-DE-SAC	4023	001	343	34	11,662	R	AC/AC		85	84	91	\$30,846	11,578	MICROSURFACING
MT. HAMILTON COURT	MONTAIRE CIRCLE	CUL-DE-SAC	4024	001	440	32	14,080	R	AC/AC		87	86	92	\$37,242	11,749	MICROSURFACING
MT. SHASTA PLACE	MT. WASHINGTON WAY	CUL-DE-SAC	4033	001	220	30	6,600	R	AC/AC		70	69	78	\$18,026	7,044	MICROSURFACING
LONDON COURT	EL MOLINO DRIVE	CUL-DE-SAC	4072	001	485	30	14,550	R	AC/AC		82	81	88	\$38,485	11,254	MICROSURFACING
BARCELONA WAY	CENTERED ON WEATHERLY	CUL-DE-SAC	4073	001	661	30	19,830	R	AC/AC		83	82	89	\$52,450	11,431	MICROSURFACING
MARSH CREEK ROAD	EL MOLINO DRIVE	CLAYTON ROAD E	8001	002a	2,000	38	76,000	A	AC/AC		79	78	86	\$201,020	13,901	MICROSURFACING
OAK COURT	ROUNDHILL PL	CUL-DE-SAC	OAKCT	015	210	29	6,090	R	AC		85	84	91	\$16,108	10,205	MICROSURFACING
Treatment Total												\$1,040,557				
CORONADO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2005	001	157	30	4,710	R	AC		71	69	100	\$21,124	14,264	2" AC MILL AND OVERLAY
LYDIA LANE	CLAYTON ROAD	VERNA	2012	001	1,342	23	30,866	R	AC		62	61	100	\$138,434	15,660	2" AC MILL AND OVERLAY
ATCHINSON STAGE PLACE	ATCHINSON STAGE ROAD	CUL-DE-SAC	2015	001	235	28	6,580	R	AC		71	70	100	\$29,511	13,331	2" AC MILL AND OVERLAY
HERRIMAN DRIVE	MITCHELL CANYON ROAD	TIFFIN DRIVE	3010	001	1,110	29	32,190	C	AC		66	63	100	\$151,776	16,277	2" AC MILL AND OVERLAY
SAVIGNON COURT	EASLEY DRIVE	CUL-DE-SAC	4038	001	444	30	13,320	R	AC		64	63	100	\$59,740	15,443	2" AC MILL AND OVERLAY
REISLING COURT	EASLEY DRIVE	CUL-DE-SAC	4040	001	166	30	4,980	R	AC		66	65	100	\$22,335	14,668	2" AC MILL AND OVERLAY

Scenarios - Sections Selected for Treatment

Inflation: 3.50%
Printed: 2/19/2025
Scenario: PTAP 25- SC1A

Year: 2026

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
CLIFFORD COURT	EL MOLINO DRIVE	CUL-DE-SAC	4041	001	171	30	5,130	R	AC/AC		70	69	100	\$23,008	12,403	2" AC MILL AND OVERLAY
W. MYRICK COURT	EL MOLINO DRIVE	CUL-DE-SAC	4047	001	277	30	8,310	R	AC		70	69	100	\$37,270	13,344	2" AC MILL AND OVERLAY
SAMUEL COURT	MARSH CREEK ROAD	CUL-DE-SAC	4090	001	320	30	9,600	R	AC		69	68	100	\$43,056	13,713	2" AC MILL AND OVERLAY
NORTH MITCHELL CANYON	CLAYTON ROAD	CUL-DE-SAC	7001	002	1,800	36	64,800	C	AC		63	60	100	\$305,532	16,976	2" AC MILL AND OVERLAY
COAL MINE COURT	Gold Rush Court	Cul de sac	COALMI	010	224	29	6,496	R	AC		64	63	100	\$29,135	15,341	2" AC MILL AND OVERLAY
GRAY FOX PLACE	Acorn Drive	Cul de sac	GRAYFO	010	374	37	13,838	R	AC		63	62	100	\$62,063	15,735	2" AC MILL AND OVERLAY
											Treatment Total			\$922,985		
DIABLO CREEK COURT	CAULFIELD DRIVE	CUL-DE-SAC	1025	001	186	30	5,580	R	AC/AC		51	49	100	\$34,652	13,267	CIR W/ 2.5" AC OVERLAY
											Treatment Total			\$34,652		
Year 2026 Area Total									599,590		Year 2026 Total			\$1,998,194		

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BETTENCOURT DRIVE	YOLANDA CIRCLE W. END	YOLANDA CIRCLE E. END	1004	001	944	34	32,096	R	AC/AC		86	83	90	\$90,940	9,947	MICROSURFACING
MITCHELL CANYON COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	3006	001	533	29	15,457	R	AC/AC		79	75	84	\$43,796	9,525	MICROSURFACING
MT. TETON PLACE	MOUNTAIRE CIRCLE	CUL-DE-SAC	4020	001	215	30	6,450	R	AC/AC		79	75	84	\$18,275	9,096	MICROSURFACING
MT. TAMALPAIS COURT	MT. TAMALPAIS DRIVE	CUL-DE-SAC	4021	001	371	34	12,614	R	AC/AC		82	79	86	\$35,740	9,852	MICROSURFACING
MT. WHITNEY WAY	MOUNTAIRE PARKWAY	MT. WILSON WAY	4059	001	1,562	36	56,232	R	AC/AC		83	80	87	\$159,327	10,218	MICROSURFACING
MT. TRINITY COURT	MOUNTAIRE PARKWAY	CUL-DE-SAC	4067	001	415	30	12,450	R	AC/AC		81	78	86	\$35,276	9,657	MICROSURFACING
CLAYTON ROAD	CITY LIMITS @ YGNACIO VLY RD.	N. EL CAMINO	6001	002	2,200	80	176,000	A	AC/AC		75	70	79	\$498,677	10,780	MICROSURFACING
MARSH CREEK ROAD	CLAYTON ROAD W MAIN STREET		8001	003	358	36	12,888	C	AC/AC		89	86	92	\$36,517	10,733	MICROSURFACING
KELLER RIDGE DRIVE	Falcon Place	Golden Eagle Way	KELLER	020A	994	37	36,778	C	AC/AC		87	83	90	\$104,206	10,922	MICROSURFACING
											Treatment Total			\$1,022,755		
TARA COURT	NORTH END CUL-DE-SAC	SOUTH END CUL-DE-SAC	1005	001	282	22	6,204	R	AC		72	66	100	\$29,807	14,379	2" AC MILL AND OVERLAY

Scenarios - Sections Selected for Treatment

Inflation: 3.50%
Printed: 2/19/2025
Scenario: PTAP 25- SC1A

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
WIDMAR COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	3009	001	304	29	8,816	R	AC		72	67	100	\$42,356	13,280	2" AC MILL AND OVERLAY
EASLEY DRIVE	MARSH CREEK ROAD	CENTER STREET	4037	001	3,598	34	122,332	C	AC		72	64	100	\$617,878	14,909	2" AC MILL AND OVERLAY
KELLER RIDGE DRIVE	Pvmt. Change @ Golf Cart Crossing	Falcon Place	KELLER	010B	1,420	40	56,800	C	AC		74	64	100	\$286,887	15,395	2" AC MILL AND OVERLAY
											Treatment Total			\$976,927		
Year 2028 Area Total									555,117		Year 2028 Total			\$1,999,682		

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MARQUETTE COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	1014	001	420	32	13,440	R	AC		82	77	85	\$39,414	9,001	MICROSURFACING
NEWMAN COURT	KENSTON DRIVE	CUL-DE-SAC	3013	001	102	30	3,060	R	AC		78	73	82	\$8,974	6,951	MICROSURFACING
FOUR OAKS LANE	MOUNT ZION DRIVE	MITCHELL CANYON ROAD	3018	001	473	25	11,825	R	AC/AC		83	78	86	\$34,678	8,580	MICROSURFACING
MT. ZION	CLAYTON ROAD	PINE HOLLOW ROAD	3019	001	525	25	13,125	R	AC/AC		85	81	88	\$38,490	9,176	MICROSURFACING
WRIGHT COURT	EL MOLINO DRIVE	CUL-DE-SAC	4089	001	320	30	9,600	R	AC/AC		79	74	83	\$28,153	8,772	MICROSURFACING
HIGH STREET	Marsh Creek Road	End	HIGHST	010	336	37	12,432	R	AC		79	74	83	\$36,458	8,952	MICROSURFACING
INDIAN HEAD WAY	Oakhurst Drive	Indian Head CirIce	INDHEW	010	1,092	22	24,024	R	AC/AC		81	76	84	\$70,452	8,700	MICROSURFACING
MIWOK WAY	Eagle Peak Avenue	Blue Oak Lane	MIWOKW	010	1,509	37	55,833	R	AC		80	75	84	\$163,734	9,006	MICROSURFACING
OAK STREET	HIGH STREET	DOUGLAS ROAD	OAKSTR	015	990	28	27,720	R	AC		83	78	86	\$81,291	8,826	MICROSURFACING
											Treatment Total			\$501,641		
HAVILAND PLACE	TARA DRIVE	CUL-DE-SAC	1008	001	692	22	15,224	R	AC		71	65	100	\$75,703	13,496	2" AC MILL AND OVERLAY
N. LYDIA LANE	CLAYTON ROAD	CUL-DE-SAC	1020	001	1,036	36	37,296	R	AC/AC		69	63	100	\$185,458	13,684	2" AC MILL AND OVERLAY
CALISTOGA WAY	EL CAMINO DRIVE	YOSIMITE CIRCLE	2004	001	395	30	11,850	R	AC		73	64	100	\$58,925	14,201	2" AC MILL AND OVERLAY
DIABLO PARKWAY	EL PORTAL DRIVE	MARSH CREEK ROAD	4095	001	823	30	24,690	R	AC		72	64	100	\$122,773	14,339	2" AC MILL AND OVERLAY
											Treatment Total			\$442,860		
EL TORO COURT	EL PUEBLO PLACE	CUL-DE-SAC	4093	001	75	30	2,250	R	AC/AC		55	47	100	\$15,492	12,123	CIR W/ 2.5" AC OVERLAY
EAGLE PEAK PLACE	Eagle Peak Avenue	Cul de sac	EAGPKP	010	155	36	5,580	R	AC		55	45	100	\$38,419	12,310	CIR W/ 2.5" AC OVERLAY

Scenarios - Sections Selected for Treatment

Inflation: 3.50% Printed: 2/19/2025
Scenario: PTAP 25- SC1A

		Treatment Total	\$53,911
Year 2029 Area Total	267,949	Year 2029 Total	\$998,411
Grand Total Section Area:	1,422,656	Grand Total	\$4,996,287

** - Treatment from Project Selection

Sections Selected for Treatment: Scenario 1B

Scenarios - Sections Selected for Treatment

Inflation: 3.50%
Printed: 2/19/2025
Scenario: PTAP 25- SC1B

Year	Budget	PM	Year	Budget	PM	Year	Budget	PM
2025	\$0	50%	2027	\$0	0%	2029	\$1,000,000	50%
2026	\$2,000,000	50%	2028	\$2,000,000	50%			

Year: 2026

											Treatment			Cost	Rating	Treatment
Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Current PCI	PCI Before	PCI After			
N. EL CAMINO DRIVE	SOUTHBROOK DR	MORNINGSIDE DR	1010	003	110	38	4,180	R	AC		84	83	90	\$11,056	11,481	MICROSURFACING
EASTBROOK COURT	SOUTHBROOK DRIVE	CUL-DE-SAC	1012	001	520	32	16,640	R	AC/AC		83	82	89	\$44,013	12,011	MICROSURFACING
GOETHAL COURT	RHINE COURT	CUL-DE-SAC	3005	001	130	30	3,900	R	AC/AC		81	80	87	\$10,316	11,105	MICROSURFACING
FLEMING COURT	FLEMING DRIVE	CUL-DE-SAC	4011	001	325	32	10,400	R	AC/AC		83	82	89	\$27,508	11,078	MICROSURFACING
MT. TETON COURT	MOUNTAIRE CIRCLE	CUL-DE-SAC	4019	001	392	30	11,760	R	AC		86	85	92	\$31,105	11,159	MICROSURFACING
MT. TAMAPLAIS PLACE	MT. TAMALPAIS DRIVE	CUL-DE-SAC	4023	001	343	34	11,662	R	AC/AC		85	84	91	\$30,846	11,578	MICROSURFACING
MT. HAMILTON COURT	MONTAIRE CIRCLE	CUL-DE-SAC	4024	001	440	32	14,080	R	AC/AC		87	86	92	\$37,242	11,749	MICROSURFACING
LONDON COURT	EL MOLINO DRIVE	CUL-DE-SAC	4072	001	485	30	14,550	R	AC/AC		82	81	88	\$38,485	11,254	MICROSURFACING
BARCELONA WAY	CENTERED ON WEATHERLY	CUL-DE-SAC	4073	001	661	30	19,830	R	AC/AC		83	82	89	\$52,450	11,431	MICROSURFACING
MARSH CREEK ROAD	EL MOLINO DRIVE	CLAYTON ROAD E	8001	002a	2,000	38	76,000	A	AC/AC		79	78	86	\$201,020	13,901	MICROSURFACING
OAK COURT	ROUNDHILL PL	CUL-DE-SAC	OAKCT	015	210	29	6,090	R	AC		85	84	91	\$16,108	10,205	MICROSURFACING
PROSPECTOR COURT	Gold Rush Court	Cul de sac	PROSPE	010	165	29	4,785	R	AC		66	65	75	\$13,069	6,889	MICROSURFACING
											Treatment Total			\$513,217		
HERRIMAN DRIVE	MITCHELL CANYON ROAD	TIFFIN DRIVE	3010	001	1,110	29	32,190	C	AC		66	63	100	\$151,776	16,277	2" AC MILL AND OVERLAY
NORTH MITCHELL CANYON	CLAYTON ROAD	CUL-DE-SAC	7001	002	1,800	36	64,800	C	AC		63	60	100	\$305,532	16,976	2" AC MILL AND OVERLAY
COAL MINE COURT	Gold Rush Court	Cul de sac	COALMI	010	224	29	6,496	R	AC		64	63	100	\$29,135	15,341	2" AC MILL AND OVERLAY
											Treatment Total			\$486,442		
**EAGLE PEAK AVENUE S.	Oakhurst Drive	Keller Ridge Drive	EAGPKA	010	1,906	57	108,642	C	AC		52	48	100	\$700,000	0	CIR W/ 2.5" AC OVERLAY
											Treatment Total			\$700,000		
**EL PORTAL DRIVE	REGENCY DR	EL PUEBLO PL	ELPORD	010	1,310	26	34,060	R	AC		35	33	100	\$300,000	0	10" FDR-C W/ 3" AC OVERLAY
											Treatment Total			\$300,000		
Year 2026 Area Total									440,065		Year 2026 Total			\$1,999,660		

Scenarios - Sections Selected for Treatment

Inflation: 3.50%
Printed: 2/19/2025
Scenario: PTAP 25- SC1B

Year: 2028

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
XAVIER PLACE	MARQUETTE COURT	CUL-DE-SAC	1015	001	128	32	4,096	R	AC		75	72	80	\$11,606	7,442	MICROSURFACING
MOUNTAIRE CIRCLE	MOUNTAIRE PARKWAY	MOUNTAIRE PARKWAY	4015	001	4,533	38	172,254	C	AC/AC		85	82	89	\$488,063	12,694	MICROSURFACING
											Treatment Total			\$499,668		
TARA COURT	NORTH END CUL-DE-SAC	SOUTH END CUL-DE-SAC	1005	001	282	22	6,204	R	AC		72	66	100	\$29,807	14,379	2" AC MILL AND OVERLAY
CORONADO COURT	EL CAMINO DRIVE	CUL-DE-SAC	2005	001	157	30	4,710	R	AC		71	65	100	\$22,629	14,388	2" AC MILL AND OVERLAY
REISLING COURT	EASLEY DRIVE	CUL-DE-SAC	4040	001	166	30	4,980	R	AC		66	61	100	\$23,926	14,663	2" AC MILL AND OVERLAY
DIABLO PARKWAY	EL PORTAL DRIVE	MARSH CREEK ROAD	4095	001	823	30	24,690	R	AC		72	66	100	\$118,622	14,337	2" AC MILL AND OVERLAY
KELLER RIDGE DRIVE	Pvmt. Change @ Golf Cart Crossing	Falcon Place	KELLER	010B	1,420	40	56,800	C	AC		74	64	100	\$286,887	15,395	2" AC MILL AND OVERLAY
											Treatment Total			\$481,870		
**PINE HOLLOW ROAD	West City Limit	Pine Hollow Court	PINEHO	010	1,558	30	46,740	A	AC		51	43	100	\$500,000	0	CIR W/ 3" AC OVERLAY
											Treatment Total			\$500,000		
EL TORO COURT	EL PUEBLO PLACE	CUL-DE-SAC	4093	001	75	30	2,250	R	AC/AC		55	49	100	\$14,968	12,338	CIR W/ 2.5" AC OVERLAY
											Treatment Total			\$14,968		
**MAIN STREET	OAK STREET	MARSH CREEK ROAD	4066	001	840	44	36,960	C	AC		38	23	100	\$500,000	0	12" FDR-C W/ 4" AC OVERLAY
											Treatment Total			\$500,000		
Year 2028 Area Total									359,684		Year 2028 Total			\$1,996,507		

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
BETTENCOURT DRIVE	YOLANDA CIRCLE W. END	YOLANDA CIRCLE E. END	1004	001	944	34	32,096	R	AC/AC		86	82	89	\$94,123	9,715	MICROSURFACING
MT. TAMALPAIS COURT	MT. TAMALPAIS DRIVE	CUL-DE-SAC	4021	001	371	34	12,614	R	AC/AC		82	78	86	\$36,991	9,436	MICROSURFACING
MT. TAMALPAIS DRIVE	MOUNTAIRE CIRCLE	SOUTH CITY LIMITS	4022	001	622	34	21,148	R	AC/AC		82	78	86	\$62,018	9,614	MICROSURFACING
MT. WHITNEY WAY	MOUNTAIRE PARKWAY	MT. WILSON WAY	4059	001	1,562	36	56,232	R	AC/AC		83	79	87	\$164,904	9,818	MICROSURFACING
CASA VERDE PLACE	WEATHERLY DRIVE	CUL-DE-SAC	4071	001	103	26	2,678	R	AC		72	67	76	\$8,109	6,189	MICROSURFACING

Year: 2029

Street Name	Begin Location	End Location	Street ID	Section ID	Length	Width	Area	FC	Surface Type	Area ID	Treatment			Cost	Rating	Treatment
											Current PCI	PCI Before	PCI After			
MARSH CREEK ROAD	CLAYTON ROAD W MAIN STREET		8001	003	358	36	12,888	C	AC/AC		89	84	91	\$37,795	10,781	MICROSURFACING
KELLER RIDGE DRIVE	Falcon Place	Golden Eagle Way	KELLER	020A	994	37	36,778	C	AC/AC		87	82	89	\$107,854	10,749	MICROSURFACING
											Treatment Total		\$511,794			
HAVILAND PLACE	TARA DRIVE	CUL-DE-SAC	1008	001	692	22	15,224	R	AC		71	65	100	\$75,703	13,496	2" AC MILL AND OVERLAY
N. LYDIA LANE	CLAYTON ROAD	CUL-DE-SAC	1020	001	1,036	36	37,296	R	AC/AC		69	63	100	\$185,458	13,684	2" AC MILL AND OVERLAY
CALISTOGA WAY	EL CAMINO DRIVE	YOSIMITE CIRCLE	2004	001	395	30	11,850	R	AC		73	64	100	\$58,925	14,201	2" AC MILL AND OVERLAY
ATCHINSON STAGE PLACE	ATCHINSON STAGE ROAD	CUL-DE-SAC	2015	001	235	28	6,580	R	AC		71	64	100	\$32,720	13,576	2" AC MILL AND OVERLAY
WIDMAR COURT	MITCHELL CANYON ROAD	CUL-DE-SAC	3009	001	304	29	8,816	R	AC		72	65	100	\$43,838	13,339	2" AC MILL AND OVERLAY
W. MYRICK COURT	EL MOLINO DRIVE	CUL-DE-SAC	4047	001	277	30	8,310	R	AC		70	64	100	\$41,322	13,563	2" AC MILL AND OVERLAY
SAMUEL COURT	MARSH CREEK ROAD	CUL-DE-SAC	4090	001	320	30	9,600	R	AC		69	63	100	\$47,737	13,856	2" AC MILL AND OVERLAY
											Treatment Total		\$485,704			
Year 2029 Area Total									272,110		Year 2029 Total		\$997,498			
Grand Total Section Area:									1,071,859		Grand Total		\$4,993,665			

Appendix F
Quality Management Report

City of Clayton - PTAP25 PMP Update
Quality Management Report



Street ID	SecID	Street Name	Begin Location	End Location	FC	Length (ft)	Width (ft)	Area (sf)	ST	PCI Date	PCI	Re-inspected PCI	Difference
8001	003	MARSH CREEK ROAD	CLAYTON ROAD W	MAIN STREET	C	358	36	12,888	AC/AC	9/17/2024	93	89	4
OAKSTR	005	OAK STREET	MAIN STREET	HIGH STREET	R	480	28	13,440	AC	9/5/2024	82	73	9
4002	001	CENTER STREET	MARSH CREEK ROAD	OAK STREET	C	880	22	19,360	AC	9/5/2024	75	76	-1
2015	001	ATCHINSON STAGE PLACE	ATCHINSON STAGE ROAD	CUL-DE-SAC	R	235	28	6,580	AC	9/5/2024	70	72	-2
4062	001	MT. DUNCAN DRIVE	MOUNTAIRE PARKWAY	MT. OLIVET COURT	R	1,121	34	38,114	AC	9/6/2024	74	74	0
4039	001	BIGELOW STREET	MARSH CREEK RD N.	MARSH CREEK RD. S.	R	1,550	30	46,500	AC	9/16/2024	50	48	2
LAENCI	010	LA ENCINAL COURT	El Pueblo Place	Cul de sac	R	733	29	21,257	AC	9/16/2024	71	74	-3
4040	001	REISLING COURT	EASLEY DRIVE	CUL-DE-SAC	R	166	30	4,980	AC	9/17/2024	55	67	-12
4066	001	MAIN STREET	OAK STREET	MARSH CREEK ROAD	C	840	44	36,960	AC	9/5/2024	59	40	19
CLAYMA	010	CLAYTON TO MAIN RAMP	Clayton Road	Main Street	R	315	26	8,190	AC	9/19/2024	80	75	5
1030	001	BLACKPOINT COURT	CAULFIELD DRIVE	CUL-DE-SAC	R	190	30	5,700	AC	9/17/2024	75	75	0
4093	001	EL TORO COURT	EL PUEBLO PLACE	CUL-DE-SAC	R	75	30	2,250	AC/AC	9/16/2024	61	56	5
4083	001	PINOT COURT	HAMBURG CIRCLE	CUL-DE-SAC	R	235	30	7,050	AC	9/17/2024	32	100*	NA
4043	001	GRENACHE CIRCLE	EASLEY DRIVE N.	EASLEY DRIVE S.	R	1,352	30	40,560	AC	9/17/2024	46	49	-3

*Re-inspection discovered a recent surface seal on Pinot Ct



STAFF REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: Larry Theis, General Manager

DATE: March 18, 2025

SUBJECT: Pilot Sidewalk Repair Program for Assisting Fronting Property Owners

RECOMMENDATION

The City Engineer recommends the City Council review the various options for implementing a cost sharing/contribution program for sidewalk repair and maintenance which are the sole responsibility of the fronting property owners. The City Council will direct staff if they choose to implement a pilot program, which cost sharing option to pursue, and the initial pilot duration.

BACKGROUND

As is the case with most cities in California, the fronting property owner is responsible to repair and maintain the portion of sidewalk which abuts/fronts their property. Since the City of Clayton is a general law city, it would be subject to Section 5610 of the State of California's Streets and Highways Code which has assigned the responsibility of the sidewalk to the adjacent property owner for over the past 80 years. In addition in 1999, the City of Clayton approved its own Ordinance (#346) which codified (Municipal Code Section 12.16.025) this responsibility upon its property owners in a similar fashion as the Streets and Highways Code. The fronting property owner has a duty to members of the public to maintain their portion of the sidewalk in a safe condition. Failure of an owner to fulfill these duties is considered negligence and the owner is liable to members of the public injured as a result of that negligence. The City is typically informed by a member of the public of a trip hazard at a specific location along the sidewalk. The City's Code Enforcement staff will review the location, and if appropriate, will document and send a notification to the fronting property owner of the need to repair the sidewalk. Code Enforcement staff will provide deadlines and follow up to ensure the matter is resolved. Compliance is generally achieved within a few months by the property owner, however if the property owner does not comply then the City could take the action of making the repair themselves and charging the cost back to the property owner or placing a lien on their property.

DISCUSSION

In general, this issue has recently become a more prevalent due to the City hiring 4Leaf to perform re-initiate code enforcement and has been afforded the time to follow up on old cases. Notifications to fronting property owners have increased in the past year due to consultant resources being assigned to this area of work. The City regularly receives complaints from the public about existing broken or displaced sidewalk segments that pose accessibility challenges and/or trip and fall hazards. In some cases it is the fronting property owner

themselves that report the issue to the City to only learn that it is their responsibility to repair the sidewalk. This has led to property owners complaining that they should not have to perform the repair if it is within public right of way. City Staff will then provide copies of the City's Municipal Code to educate the property owner that their area of responsibility does extend into the public right of way, specifically for sidewalk maintenance.

Options available to the City Council:

1. **No Change** - do not implement the Pilot Program and the fronting property owner remains solely financially responsible for any necessary sidewalk maintenance and repair. This will have no further fiscal impact to the City. This is typical of most jurisdictions. The City can offer to issue a no-fee encroachment permit to the property owner or their concrete contractor. The City would cover the internal cost of processing the permit and for any minor inspection work.
2. **Property Owner Initiated Repair** - The property owner would secure the services of a contractor to perform the repair and the City would reimburse a fixed amount or a percentage of the total cost paid to a contractor for the repair. The property owner would need to inform and obtain authorization from the City based on a quote provided by a contractor to ensure they would receive partial reimbursement after the work is complete. The City Council would need to decide reimbursement parameters such as a 50/50 split with a maximum limit. The City of Martinez has a Sidewalk Repair Program that provides a reimbursement of up to 50% (up to a maximum of \$500 from the City). Their program fund is available on a first-come, first-serve basis. It is likely the City of Martinez capped their maximum at \$500 because per the Public Contract Code any publicly funded project over \$1,000 requires the contractor performing the work to pay its employees at State General Prevailing Wage Rates. This is a simple way to ensure that the City is not contributing its 50% share to a project that exceeds this threshold. Most sidewalk repairs that are more than 1 segment/flag are likely to exceed \$1,000; therefore if the City of Clayton would consider reimbursing beyond \$500 - it would be advised that the City will need the property owner to specifically obtain quotes from contractors that will certify they are paying prevailing wages. Based on prior experience, most small concrete contractors that would perform minor sidewalk repairs do not include paying prevailing wages in their quotes to potential clients.
3. **City Managed Repair** - Based on the number of locations and scale of repairs, the City would either obtain direct quotes from prevailing wage contractors or prepare an informal advertisement/solicitation for bids (which includes plans and specs for a project with multiple locations when it is estimated over \$60,000). This would require more lead time to coordinate; ideally once a year. This would leave some locations in its current state for potentially 1-2 years. The approach would be for the City to obtain a bid price for each location and then require the fronting property owner to deposit (or pay after completion) their 50% share (or other percentage share determined by the City). The City should also consider if administrative and design costs should be included in the required cost contribution from the fronting property owner. There is no guarantee that a grouped project that benefits from economy of scale would result in a lower price than if the property owner hired their own contractor (probably even lower if no prevailing wage rates are required). The cost of administration and design is estimated to add 20% to 30% to the bid price. Another approach the City could consider is soliciting unit bid prices for an on-call concrete contractor that would be locked in for a period of time. This would require bidders to provide a generic square foot price that would be applied as specific locations are identified. This would still require the bids to be based on prevailing wages,

but they would be competitively bid as Citywide package instead of for each individual location. This will require considerable engineering work to prepare a bid package that would have a contract limit set by the City Council.

If the City Council elects to proceed with a sidewalk repair program that assists fronting property owners, the City Engineer recommends this program be considered a pilot program that has a limited time period upon which the City Council will revisit the effectiveness and fiscal impact to the City's budget to determine if it should continue. This program should not repeal or supersede the requirements already established within the Clayton Municipal Code, and would only be considered as a financial contribution by the City without affecting the existing responsibility and liability of the fronting property owner.

FISCAL IMPACTS

If the City Council elects to implement a pilot sidewalk repair program, then a program budget will be included in the upcoming Capital Improvement Plan. The City Council can elect the specific amount for this pilot program with a likely range of \$10,000 to \$100,000. The anticipated funds for this potential program would be Gas Tax funds which will proportionally reduce the overall paving program budget.

CEQA

None at this time.

ATTACHMENTS

[Attachment 1 - Clayton Municode](#)

[12.16.025___Property_Owner_Responsibility_to_Repair_and_Maintain_Sidewalk_Area.pdf](#)

[Attachment 2 - Streets and Highways Code Section 5610.pdf](#)

[Attachment 3 - Example Sidewalk Repair Program - City of Martinez.pdf](#)

12.16.025 Property Owner Responsibility to Repair and Maintain Sidewalk Area.

- A. The owner of a parcel of real property which abuts any portion of a sidewalk area between the property line of the parcel and the street line, including a parking strip and curb, is responsible for the repair and maintenance of the sidewalk area and shall pay the cost and expense of repair and maintenance.
- B. The owner of a parcel of real property is under a duty to members of the public to keep the portion of any sidewalk area described in subsection A in a safe condition. If the owner makes an alteration to the sidewalk, the owner must use ordinary care in making the alteration and in keeping the altered portion of the sidewalk in a reasonably safe condition. In the course of making any alteration or repair of the sidewalk, the owner shall also keep in mind the encroachment permit requirements of this code.
- C. The failure of an owner to fulfill the duties imposed by subsections A and B is negligence, and the owner is liable to members of the public injured as a result of that negligence.
- D. If the owner of the parcel of real property is not the person in possession, then the responsibilities and duties imposed by subsections A and B are also imposed on the person in possession of the property.

(Ord. 346, § 1, 1999)

State of California

STREETS AND HIGHWAYS CODE

Section 5610

5610. The owners of lots or portions of lots fronting on any portion of a public street or place when that street or place is improved or if and when the area between the property line of the adjacent property and the street line is maintained as a park or parking strip, shall maintain any sidewalk in such condition that the sidewalk will not endanger persons or property and maintain it in a condition which will not interfere with the public convenience in the use of those works or areas save and except as to those conditions created or maintained in, upon, along, or in connection with such sidewalk by any person other than the owner, under and by virtue of any permit or right granted to him by law or by the city authorities in charge thereof, and such persons shall be under a like duty in relation thereto.

(Added by Stats. 1941, Ch. 79.)

Sidewalk Repair

Sidewalk Maintenance and Repair Ordinance

On March 4, 2015, the Martinez City Council unanimously adopted [Ordinance No. 1384](#), adding a “Sidewalk Maintenance and Repair” chapter to the City’s Municipal Code. The primary purpose of the Ordinance is to affirm that fronting property owners are responsible for repair and maintenance of sidewalk areas adjoining their property. The Ordinance also establishes clear legal liability to property owners for injuries or damages to third parties as a result of failing to maintain safe and non-dangerous sidewalks.

To provide assistance to property owners with sidewalk defects in need of repair, the Martinez City Council adopted a Sidewalk Repair Cost Sharing Reimbursement Program. This program provides a reimbursement of your sidewalk repair expense of 50% (up to a maximum of \$500, or if on a corner lot with work on both frontages, 50% of cost up to \$1,000).

Funds are available on a first-come, first-serve basis, so, please contact us immediately to arrange for your participation.



Reporting a Damaged Sidewalk

Report dangerous or damaged sidewalks online through [Martinez City Assist](#). Select "Sidewalk" under the "Streets" category and include the following information under Location: Nearest address, street name, street location between two cross streets, and which side of the street the sidewalk defect is located on.

Note: Alternatively, you can report a dangerous or damaged sidewalk by contacting the Engineering Division at 925-372-3516 or by email at engineering@cityofmartinez.org and providing the same information listed above.

Repairing a Damaged Sidewalk

Sidewalk repairs should be started as soon as damage is detected. As a reminder, prior to making any repairs, you must obtain an Encroachment Permit from the City's Engineering Division. There will be a Refundable Deposit to be returned to the applicant upon completion of the repairs to city standards.

[Encroachment Permit](#)

[Sidewalk Repair Program](#)



State of California

STREETS AND HIGHWAYS CODE

Section 5610

5610. The owners of lots or portions of lots fronting on any portion of a public street or place when that street or place is improved or if and when the area between the property line of the adjacent property and the street line is maintained as a park or parking strip, shall maintain any sidewalk in such condition that the sidewalk will not endanger persons or property and maintain it in a condition which will not interfere with the public convenience in the use of those works or areas save and except as to those conditions created or maintained in, upon, along, or in connection with such sidewalk by any person other than the owner, under and by virtue of any permit or right granted to him by law or by the city authorities in charge thereof, and such persons shall be under a like duty in relation thereto.

(Added by Stats. 1941, Ch. 79.)